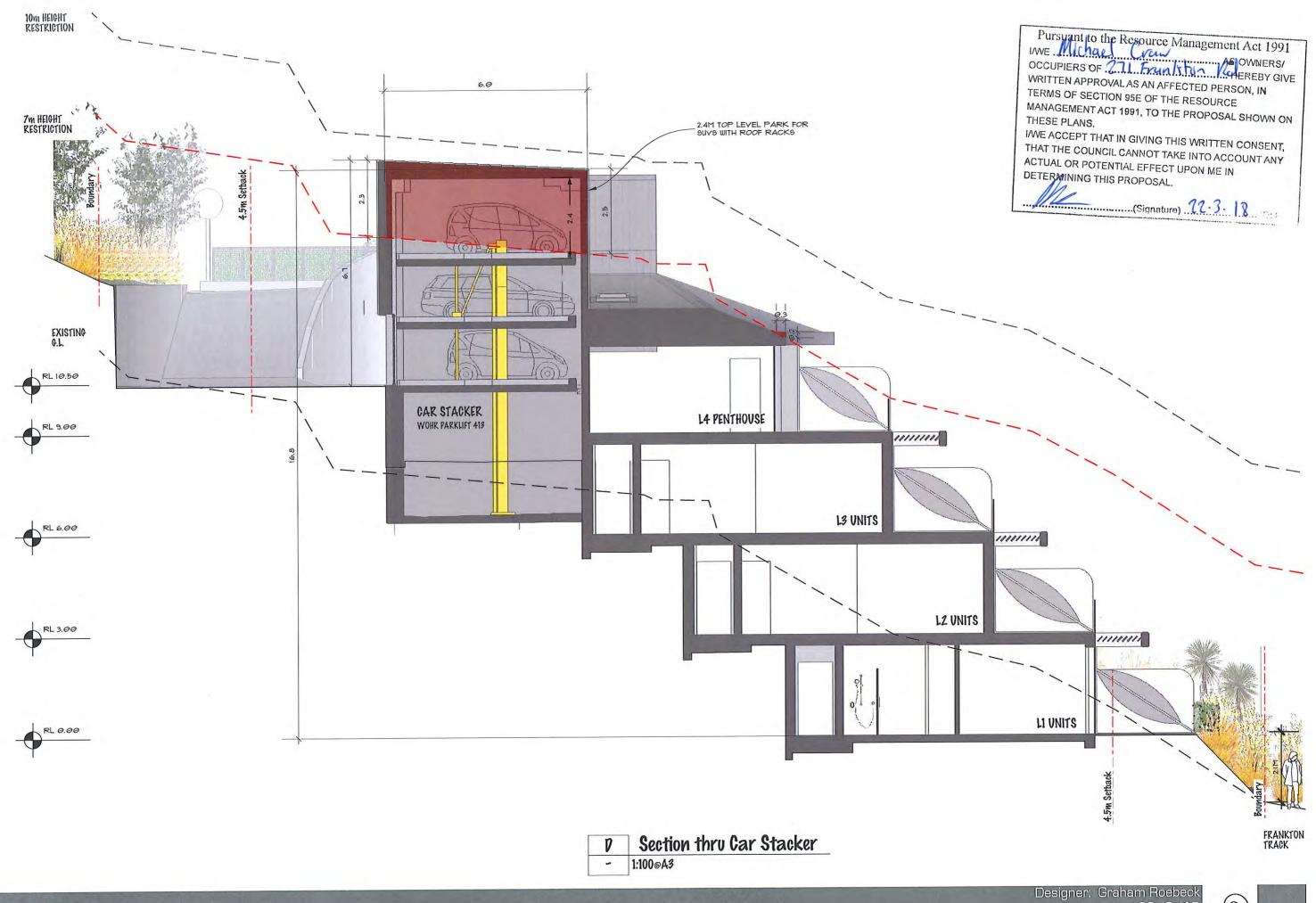


The Montreux FRANKTON RD, QUEENSTOWN

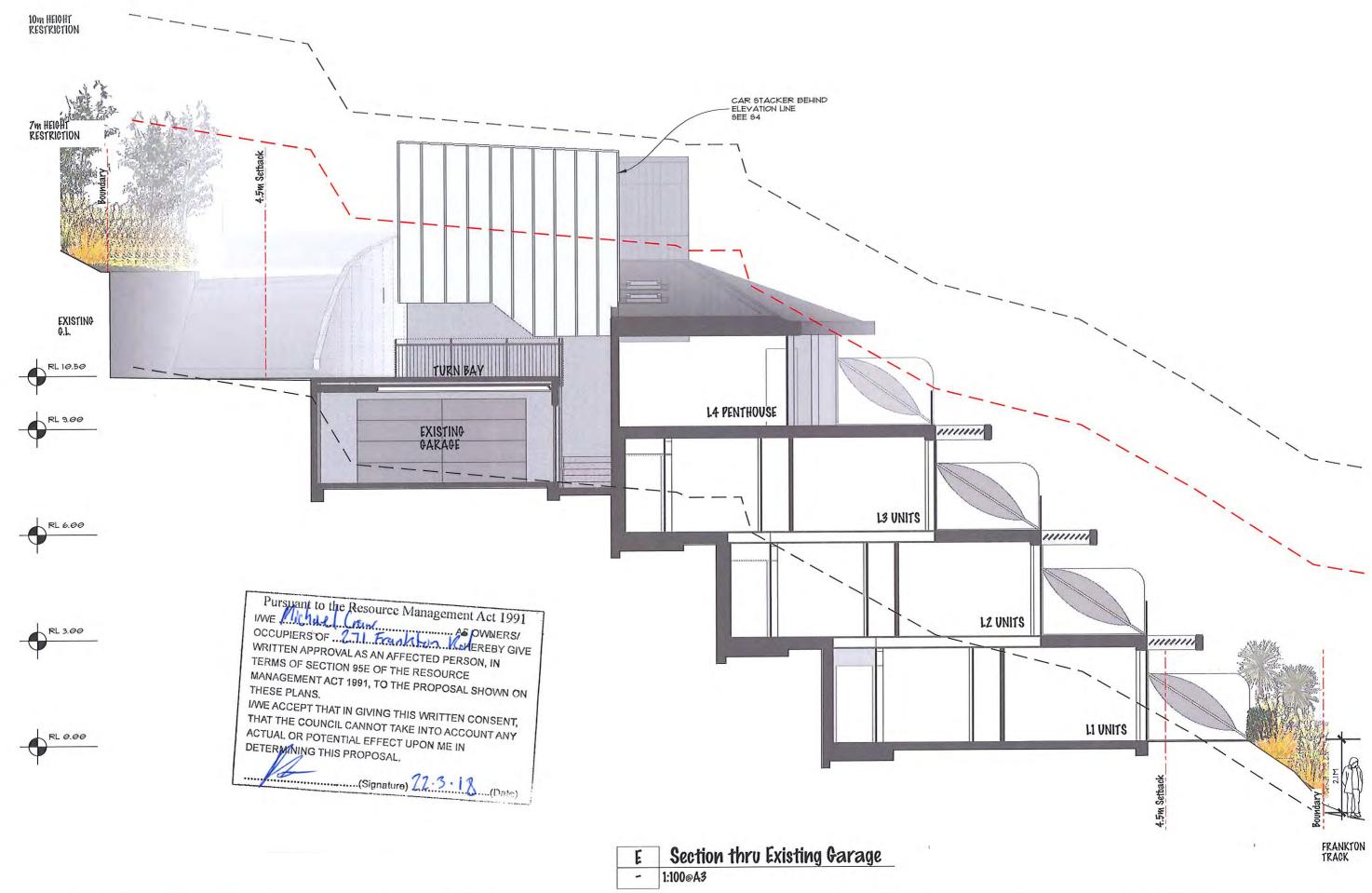
Designer: Graham Roebed 22/3/11 Original @A





The Montreux FRANKTON RD, QUEENSTOWN

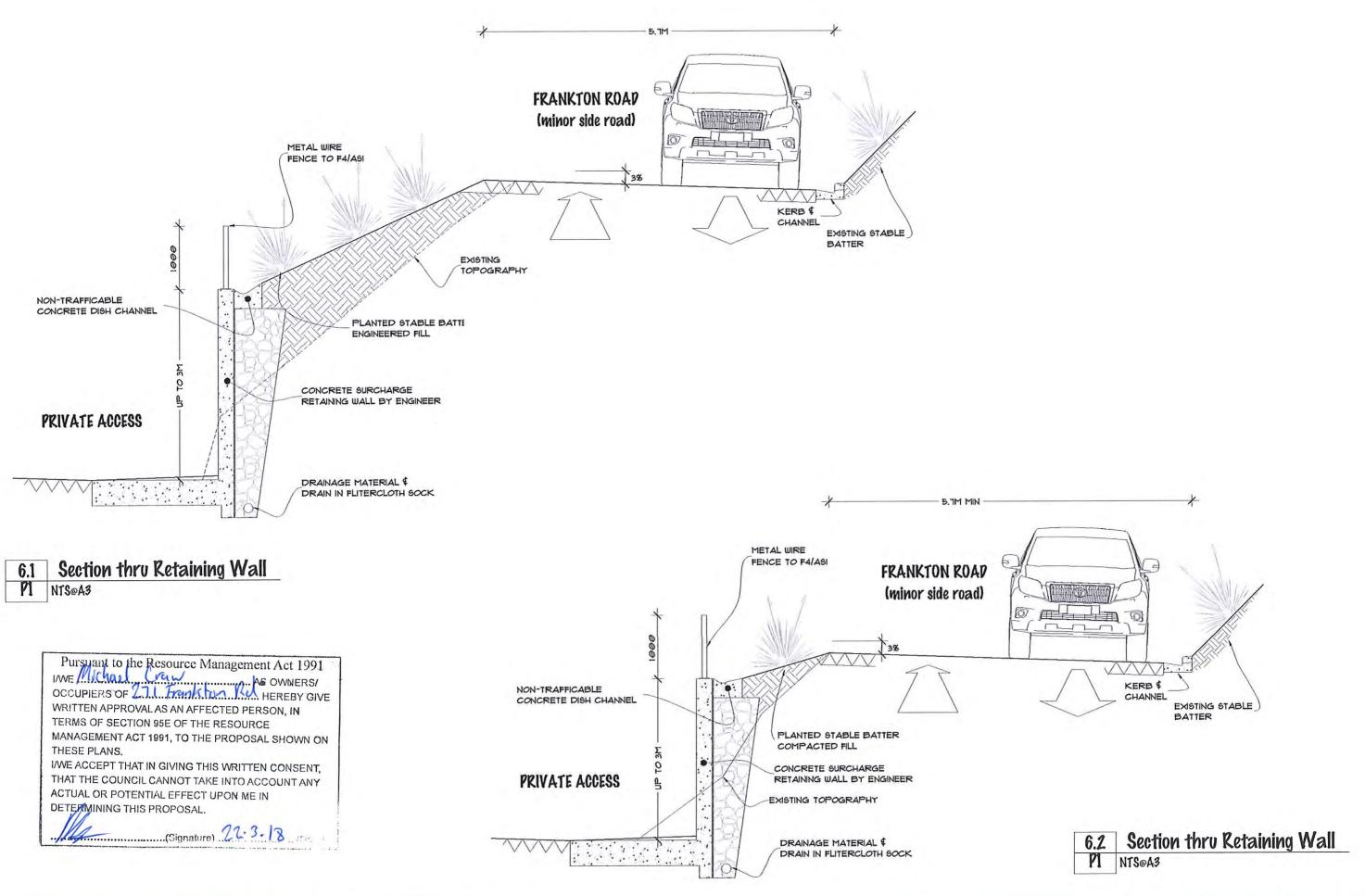
Designer: Graham Roebeck 22/3/18 Original @A3 www.structuralintegrity.co.nz



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The Montreux FRANKTON RD, QUEENSTOWN Designer: Graham Roebeck 22/3/18 Original @A3





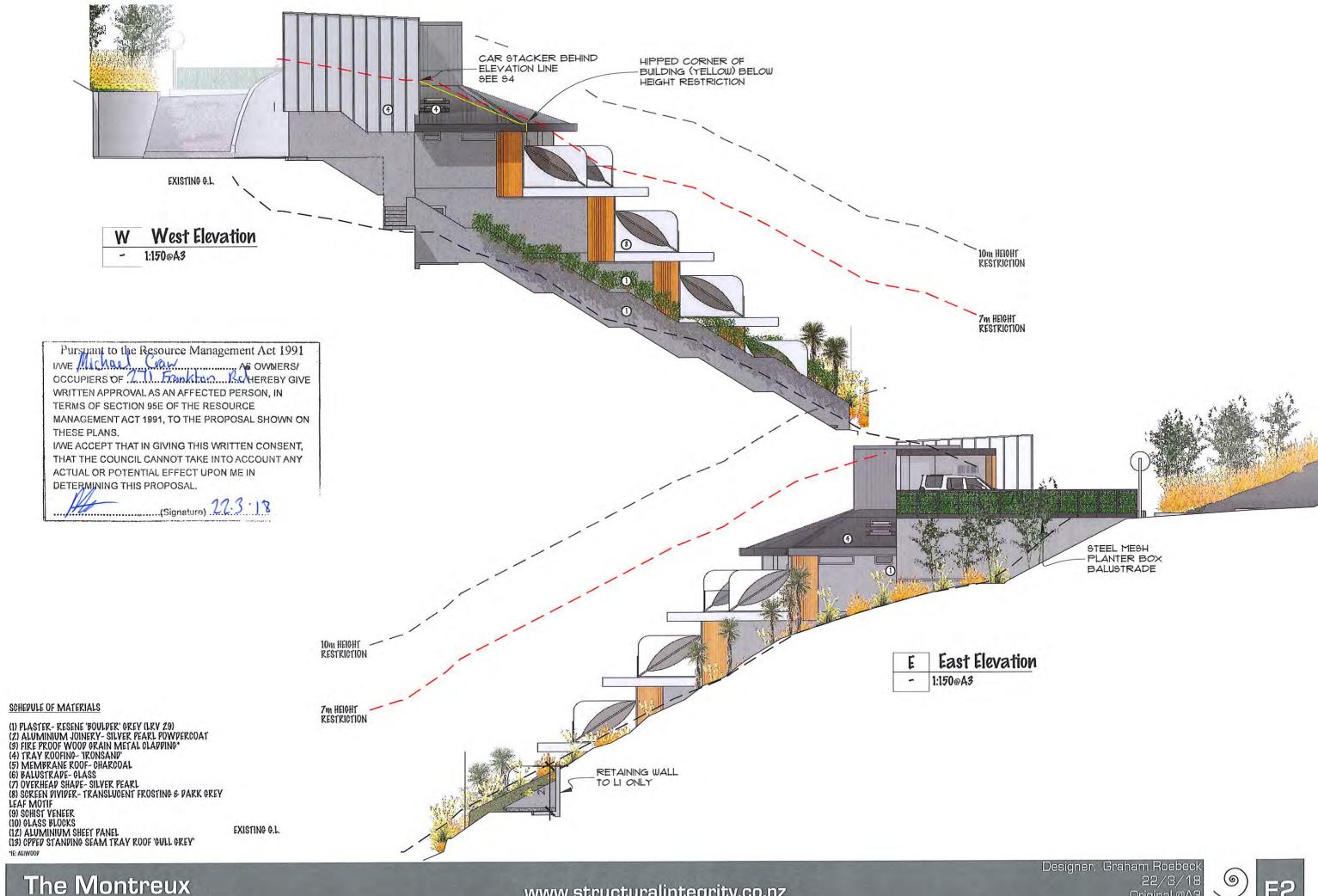
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Document Set ID: 2893678 Version: 1, Version Date: 27/03/2018







FRANKTON RD, QUEENSTOWN

www.structuralintegrity.co.nz

Original @A3



From: Rebecca Holden

Sent: 11 Apr 2018 08:56:42 +1200 **To:** Wendy Baker - External

Cc: wendy@wendybaker.co.nz;Werner Murray

Subject: FW: RM180366 The Montreaux Ltd - incomplete application under S88

Attachments: RM140826 decision.pdf

Hi Wendy,

Thanks for the update which you sent yesterday. I forwarded this to my client just to keep him in the loop, which raised his blood pressure considerably as you can probably tell by the email I am forwarding you. I have copied Werner into this email as he has met the client and has experienced his exasperation at Council – please may I ask that we deal with this matter sensitively given his past negative experiences.

You may not be aware but the applicant has for some time now been in negotiations with Council to get the Right of Way easement removed from his property. I'm not sure if this was the ROW which you were referring to in your email, however it triggered this response from the client.

Are you able to have a read in order to gain some background, and recognise that the ROW dissecting his property which Villa de Lago has rights to use is in the final stages of being surrended (there is a physical barrier in the form of a fence blocking the connection between these two sites, evidence that it is not relied upon). I am guessing this is the matter he has instructed his lawyer to call you about. Not sure if we are talking cross-purposes but I thought it best to give you forewarning.

Attached is the decision for RM140826 which approved the two buildings which have not yet been constructed within the subject site. The Right of Way matter is discussed at Section 8.4.1 of this decision.

Regards,

Rebecca Holden

Resource Management Consultant

T: +64 3 409 0140 F: +64 3 409 0145 M: +64 21 170 1496

PO Box 1081 Queenstown New Zealand



From: Donald Shewan [mailto:donald.shewan@gmail.com]

Sent: Tuesday, 10 April 2018 9:27 p.m.

To: Rebecca Holden

Subject: Re: RM180366 The Montreaux Ltd - incomplete application under S88

Hi Rebecca

Further to my phone call today regarding the ROW.

This ROW has been a problem brought about by QLDC planning dept incompetence and inaction to rectify their incompetence.

1) The ROW was to be surrendered as ordered by QLDC in RM 960648 Page 3 Paragraph 1 "Condition 4. That the Right of way comprised in easement certificate EC 254663 is to be extinguished.

QLDC have never enforced this and refused to help me to get this extinguished thus proving complying with RC conditions is "optional"

2) Page 3 First paragraph

DECISION OF THE QUEENSTOWN-LAKES DISTRICT COUNCIL RESOURCE MANAGEMENT ACT 1991 M B PROPERTIES LTD - RM960421

Mr Todd advised the Panel that the applicant entered into negotiations with the immediate neighbours (McDermott, Collins and Others) which resulted in the parties agreeing to a major upgrade of the driveway which dissects the two allotments. This agreement also required the consent of Transit New Zealand to amend the access point for the right of way onto the State Highway. The area subject to the right of way notation has now been surrendered and the previous approved access point for the applicant's sites and those of McDermott and Collins and other noted as access point 52 has been amended to what is now noted as access point 52A. This agreement led to the withdrawal of submissions in opposition to this application by Mr and Mrs Robertson, whose property was previously subject to the right of way enjoyed by the applicant's and others' sites and by Mr Collins whose property access would be greatly enhanced.

QLDC failed to check that the applicants had indeed surrendered the ROW and then issued the RC under false information.

Note Mr and Mrs Robertson then owned some of the land that The Montreux now own and which the ROW traverses.

3) QLDC granted me (after many arguments with regard to the aforementioned ROW) RM 140826 which includes building a dwelling over the ROW which supposedly cuts off physical access to those properties west of "The Montreux Ltd" land and to which they had no legal thoroughfare anyway as the properties no longer had a common legal boundary. (As from approx 1996)

Now QLDC Planning is compounding their incompetence by revisiting this subject.

The only other persons apart from "The Montreux Ltd" with rights to use the ROW are the Gunns, who will end up with a vastly superior access at no cost to them.

This whole issue has cost me delays of 4 years and many tens of thousands of dollars and I have only recently been able to get the go ahead to have the ROW surrendered.

I have asked my lawyer Wayne Mc Keague to phone Wendy to inform her of the current position on this matter.

Rebecca please accept my apologies as to the tone of this email and of my phone call today but it's directed at QLDC as I've had enough of them and their attitude toward me in this matter.

You may share this email with QLDC planning.

Kind regards

Donald

On Tue, Apr 10, 2018 at 3:40 PM, Rebecca Holden < rebecca@southernplanning.co.nz > wrote: Hi Graham/Don,

I have been given a heads up that the Planner will be sending through a request for further information on 17 April once she has received engineering comment.

Pre-emptying part of this RFI, she is going to request full and complete dimensions of the car parking spaces within the stacker.

Is this something you could ask the supplier for?

FYI Don - as yet she has not formed a view as to affected parties, but is considering the Gunn's and other users of the ROW/Access serving the adjacent VA complex on the Queenstown side. She has promised to let us know once she has formed a view.

Regards,

Rebecca Holden

Resource Management Consultant

T: +64 3 409 0140 F: +64 3 409 0145 M: +64 21 170 1496

PO Box 1081 Queenstown New Zealand



From: Graham Roebeck [mailto:structuralintegrity@gmail.com]

Sent: Thursday, 5 April 2018 5:44 p.m.

To: Rebecca Holden; Andy Carr; Donald Shewan (<u>donald.shewan@gmail.com</u>)
Subject: Re: RM180366 The Montreaux Ltd - incomplete application under S88

Hi Rebecca,

Thanks, I'll ask the supplier for comment.

It's a machine after all, not a building.

Warm regards,

Graham

Graham Roebeck NDAT | LBP | Jack's Point approved | DESIGN + ARCHITECTURE + ARTISTRY IN 3D | www.structuralintegrity.co.nz

Mo: 027 414 2288 | Ph: +643 442 9455 Call free: 0800 3D HOUSE (0800 33 46 87) | PO Box 2078 Queenstown New Zealand 9349

On 5/04/2018 15:25, Rebecca Holden wrote:

Hi all,

Just a heads up, the Planner at Council rang me just now regarding our amended application. After an intense discussion, she is going to accept the application;

however, is likely to issue an Request for Further Information down the track in relation to the height of the stacker. In her opinion, 1.75m high is unacceptable. I'm not sure she has qualification to say this but in any respect, that seems to be her opinion.

Are we sure that this model of stacker doesn't tilt or such like to create more head room for people existing their cars? Even though I've stipulated in the amended AEE that it meets the design vehicle within Appendix 7 of the Operative District Plan, we will need to further address why we consider this to be acceptable when she sends an RFI. Thought it would be wise to give you a heads up that this matter will be raised.

Regards,

Resource Management Consultant

T: +64 3 409 0140 F: +64 3 409 0145 M: +64 21 170 1496

PO Box 1081 Queenstown New Zealand



From: Andy Carr [mailto:andy.carr@carriageway.co.nz]

Sent: Monday, 19 March 2018 1:00 p.m.

To: Rebecca Holden; Donald Shewan (donald.shewan@gmail.com);

structuralintegrity@gmail.com

Subject: RE: RM180366 The Montreaux Ltd - incomplete application under S88

Hi Rebecca

My two cents added in green below.

Cheers

Andy

From: Rebecca Holden < rebecca@southernplanning.co.nz >

Sent: Monday, 19 March 2018 11:58 a.m.

To: Donald Shewan (<u>donald.shewan@gmail.com</u>) < <u>donald.shewan@gmail.com</u>>; <u>structuralintegrity@gmail.com</u>; Andy Carr < <u>andy.carr@carriageway.co.nz</u>>

Subject: FW: RM180366 The Montreaux Ltd - incomplete application under S88

Morning all,

This resource consent has been allocated to a Planner has an eye for detail.

Most of her comments below are relatively simple to address, however I will need some help, particularly in terms of amending the plans/clarifying parking information. Please see my comments in red below.

Graham/Andy are you able to assist me in responding to the Planner?

Regards,

Rebecca Holden

Resource Management Consultant

T: +64 3 409 0140 F: +64 3 409 0145 M: +64 21 170 1496

PO Box 1081 Queenstown New Zealand



From: Wendy Baker - External [mailto:wendy.baker@qldc.govt.nz]

Sent: Thursday, 15 March 2018 4:07 p.m.

To: Rebecca Holden Cc: Werner Murray

Subject: RM180366 The Montreaux Ltd - incomplete application under S88

Hi Rebecca,

As discussed with you on the telephone, the Resource Management Act requires us to assess all resource consent applications against specific criteria in the Fourth Schedule of the RMA to determine whether or not they are complete. Unfortunately your application is not yet complete and we are returning it to you. According to Schedule 4 of the RMA, an application for resource consent for an activity **must** include certain matters, and this application appears not to be complete with regards to the bullet points below.

A description of the proposal / activity.

The description and supporting documentation include some inconsistencies, and some matters are insufficiently set out. Please update all plans and documentation such that they are consistent and include the necessary detail. The following are the matters I picked up on:

- Paragraph 6.1 of the AEE you say LDR zone I assume you mean HDR zone.
- Please provide basic details of the earthworks methodology including whether or not blasting is required. Geotech report indicates that for deeper cuts, schist bedrock is likely to be encountered whereby blasting/rock breaking will be required. I have included this in the AEE, hopefully meeting the "basic details of the earthworks methodology" requested. Graham/Don are you able to expand?
- Signage is shown on architectural plans (ii) please remove this from the plans if it is not being sought or in the alternative include this in the consents sought and assess the adverse effects. After discussion with you previously, I was of the understanding that signage was not being applied for as part of this application please confirm/remove from plans.
- With reference to plans P5-7 I only see the car stacker on L6 and L5, totalling 12 parks? The AEE says 18 parks in the stacker and 3 outside. Looks like it goes down to L4 too if I look at plan S4, please clarify why P5 does not show car parking or amend P5 in this regard? Graham?? I think this is just a draughting issue.
- Andy Carr's report refers to 24 car parking spaces, where the AEE refers to 21, and indicates some are unmarked. Please mark all spaces to be considered or in the alternative amend the reports such that they are not mentioned. I cannot see where 21 is referred to but will double check consistency. 18 spaces in the stacker plus 3 spaces at the east of the site plus 3 spaces just east of the building entrance (the latter are partially obscured by the roof. Note that under the District Plan we only need 20 car

parking spaces but we were aiming for more to offset any concerns about the lack of coach parking giving rise to a greater amount of car use.

- Please provide the site coverage per site i.e. Lot 2 DP 475539 separately and Lot 7 DP 10151 separately. Graham? This will need to include the consented but not yet built house.
- In terms of the UD panel report, I am unable to give this any weight as you have not provided the plans and information that were submitted to the UD panel. Please either provide the background information or in the alternative provide a current urban design assessment of the proposal. Don are you happy for me to send her the package of information we submitted to the UDP?
- Some of the plans submitted (e.g. architectural and earthworks) show proposed apartments C. I am not sure what these are intended to be but they do not appear to be part of this application? Please amend all plans to remove these, or in the alternative update the AEE to include them. Graham are you able to remove from the plans?
- Headroom for the stacker on the bottom two levels appears to be only 1.75m, this may be ok for the vehicle, but not for people. I assume you drive the car in and out of the stacker? 1.75m in insufficient for this people will bang their heads or are the cars driven in on an automated rail i.e. no driver? Please clarify this and if needed provide an assessment of effects. Andy has addressed the 1.5m minimum requirement detailed in the 'design vehicle' within Appendix 7 of the District Plan. I have elaborated on this within the AEE. We comply so she can't raise it as an issue. Sigh. Every time stackers are proposed, QLDC raise some issue or other. The District Plan doesn't set out a 'headroom' as such, but solely that the parking spaces are to be set out in accordance with Appendix 7, and the car in Appendix 7 is 1.5m high. The concept of people banging their heads hasn't come up on any other project that I've been involved with where stackers have been proposed, so I agree that we disregard the comment.
- Andy Carr advises that further details of the stacker are required in respect of the size of parks this is not included in the application. Please pro I will send her the Parklift 413 animation that was forwarded to me. Graham are you able to provide details on the dimensions of the carparks within the stacker? i.e. length and width? I note that Sheet P6 refers to the lower levels of the car stacker as being 1.9m a discrepancy to that within Andy's report. Are you able to clarify which is right and amend plans/report accordingly?

- I do not understand how a vehicle being on the ramp 12% of the time. translates to only a 1:282 chance of meeting another vehicle. I can get this peer reviewed, but you might be able to explain it. Andy are you able to advise? The 12% refers to the total time that a car would be present on the ramp and is provided for context to show that even at the busiest times, the ramp is largely vacant/unused. That said, the critical issue isn't the total amount of time that vehicles are on the ramp but rather whether a vehicle on the ramp will meet a vehicle travelling in the opposite direction. With 20 units proposed, in the morning peak hour 18 vehicles would exit the site and 2 would enter. Those 2 incoming vehicles would be on the ramp for a total of 32 seconds. This naturally means that the chances of two vehicles meeting is very small because there's 59 minutes and 28 seconds in the peak hour when there would be no incoming vehicles. Further, some of those exiting vehicles would encounter an incoming car that's at the bottom of the ramp and so would have very little delay. Others would encounter an incoming vehicle that has just entered the ramp and so would be delayed for longer. Further complicating the situation is that sometimes two vehicles will exit at the same time and so might meet the same incoming car. The resultant probability therefore has to be calculated using statistical equations – which work out as 1 in 282.
- Andy Carr recommends some parks are staff only I did not see this in the AEE? I have included a note to say two of the parks within the stacker are allocated to staff. Can somebody confirm this is the case? The District Plan requires that staff spaces are marked my review of 12 Jan noted that these spaces needed to in the three surface spaces towards the east of the site (page 7) as drivers have to carry out two reversing movements when exiting these so they are better suited to drivers that are familiar with the layout (ie staff not guests). The stackers should be for guests only.

Clause 6: Information required in AEE

- (b) an assessment of the actual or potential effect on the environment of the activity:
 - See above under description, some of these matters will require assessment. Will do once above is confirmed.
- (e) identification of the persons affected by the activity, any consultation undertaken, and any response to the views of any person consulted:

- If you wish to provide affected party approval from NZTA, this needs to be an unconditional approval as discussed. Will forward revised application to NZTA once the above is addressed.
- Please provide a Computer Freehold register for Lot 1 DP 475539 for context/ ownership etc. Please assess the effects on the owners/occupiers of this property including how the proposal sits with Easement Instrument 9795120.1 and its variation. Can do.
- Please ensure that the plans initialled by MD Craw are identical to the plans submitted for consent. This is necessary to ensure that the approval is valid for the proposal. Any changes could invalidate the approval and it is the applicant's responsibility to ensure the approval is valid. Will need to forward revised plans to the Craw's to sign once amended.

Clause 7: Matters that **must** be addressed by the AEE

- (a) any effect on those in the neighbourhood and, where relevant, the wider community, including any social, economic, or cultural effects:
 - See above, please assess the effects on the own the owners/occupiers of Lot 1 DP 475539 If APA cannot be obtained from the Gunn's, I will need to do an assessment on this party. Council may consider them to be affected and therefore notify the application to them.

We need this information before we can formally accept your application, progress with the processing and make a decision. You can find further details about the information requirements for resource consent applications on the Ministry for the Environment website at: http://www.mfe.govt.nz/publications/rma/guide-section-88-and-schedule-4-resource-management-act-1991

Time has been spent checking your application, and these charges have been deducted from the initial fee that you have paid. If you decide not to re-submit your application, please confirm in writing

(email or letter) that you wish to withdraw the application, along with your bank details so we can organise a refund of the portion of the initial fee not used.

If you disagree with our decision that your application is incomplete you can lodge an official objection under Section 357 of the RMA.

If you have any queries, please feel free to contact me.

Kind Regards

Wendy

Wendy Baker | Consultant Planner Planning and Development Queenstown Lakes District Council Mobile 021 184 3309 wendy.baker@qldc.govt.nz







DECISION OF THE QUEENSTOWN LAKES DISTRICT COUNCIL UNDER \$104 RESOURCE MANAGEMENT ACT 1991

Applicant: The Montreux Ltd

RM reference: RM140826

Application: Application under Section 88 of the Resource Management Act 1991

(RMA) for a land use consent to construct two new dwellings with internal setback and height breaches and to construct a garage within an internal setback. Consent is also sought for associated earthworks.

Location: 263 Frankton Road, Queenstown

Legal Description: Lot 2 Deposited Plan 475539 contained within Computer Freehold

Register 655354

Zoning: High Density Residential – Sub-Zone A

Activity Status: Non-Complying

Notification Decision: Limited Notified

Delegated Authority: Andrew Henderson, Independent Commissioner

Final Decision: GRANTED SUBJECT TO CONDITIONS

Date Decisions Issued: 25 November 2016

SUMMARY OF DECISIONS

 Pursuant to Section 104 of the RMA, consent is GRANTED SUBJECT TO CONDITIONS outlined in Appendix 1 of this decision imposed pursuant to Section 108 of the RMA. The consent only applies if the conditions outlined are met. To reach the decision to grant consent the application was considered (including the full and complete records available in Council's TRIM file and responses to any queries) by Andrew Henderson, Independent Commissioner, as delegate for the Council.

Queenstown Lakes District Council - Private Bag 50072 - Queenstown 9348 - Tel 03 441 0499 - www.qldc.govt.nz

1. PROPOSAL AND SITE DESCRIPTION

Section 2 of the Section 42A (S42A) report prepared for Council (attached as Appendix 2) provides a full description of the proposal, the site and surrounds and the consenting history.

NOTIFICATION, SUBMISSIONS AND OBLIGATION TO HOLD A HEARING

The application was publicly notified on 20 October 2016.

No submitters have indicated they wish to be heard if a hearing is held and the consent authority does not consider a hearing is necessary.

A decision under section 100 of the Act to not hold a hearing was made by Mr Blair Devlin (Manager, Planning Practice) on 22 November 2016.

3. THE PLANNING FRAMEWORK

This application must be considered in terms of Section 104 of the Resource Management Act 1991. Section 6 of the S42A report outlines S104 of the Act in more detail.

The application must also be assessed with respect to Part 2 of the Act which is to promote the sustainable management of natural and physical resources. Section 10 of the S42A report outlines Part 2 of the Act.

3.1 RELEVANT PLAN CONSIDERATIONS

The site is zoned High Density Residential – Sub-Zone A and the proposed activity requires resource consent for the following reasons:

- A **restricted discretionary** activity pursuant to Rule 7.5.3.4(vi) in relation to site standard 7.5.5.2(iii) whereby buildings shall be setback 4.5m from the road boundary. The proposal breaches this site standard as follows:
 - Dwelling B is situated 0.4m from the road boundary setback for Frankton Road; and
 - The deck of Dwelling A extends 2.0m into the road boundary setback for Frankton Track (which is legal road in this area).

Council's discretion is restricted to this matter.

- A restricted discretionary activity pursuant to Rule 7.5.3.4(vi)in relation to site standard 7.5.5.2(iv) whereby each site shall have one 4.5m internal setback and the remainder setbacks of at least 2m. The proposal breaches this site standard as follows:
 - Dwelling B will be located up to the southwestern property boundary and also within 2m southeastern setback that adjoins Lot 1 DP 475539.
 - Dwelling A will be located up to 1m from Lot 1 DP 475539.
 - The garage building extends to the boundary of Lot 1 DP 475539.

Council's discretion is restricted to this matter.

- A **restricted discretionary** activity pursuant to Rule 7.5.3.4(vi) in relation to site standard 7.5.5.2(vii)(a) relating to continuous building length whereby no building shall exceed 16m in length. It is proposed to construct a dwelling (dwelling A) with a 26.5m building length. Council's discretion is restricted to this matter.
- A **restricted discretionary** activity pursuant to Rule 7.5.3.4(vi) in relation to site standard 7.5.5.2(xvi) for earthworks whereby:
 - earthworks shall not exceed 100m³ in volume. It is proposed to undertake approximately 600m³ of earthworks (300m³ of cut and 300m³ of fill),

- earthworks shall not exceed an area of 200m². It is proposed to undertake earthworks over 695m² of the site.
- cuts shall not exceed 2.4m in height, fill not exceed 2m in height and cut/fill height shall not exceed the distance to the site boundary. It is proposed to undertake cuts up to 2.9m, fill up to 3.0m and earthworks up to the site boundary.

Council's discretion is restricted to this matter.

Note: Plan Change 49 for earthworks was notified prior to this resource consent being lodged, but no decision was made at the time of lodgement. As such, the operative earthworks rules at the time the application was lodged are triggered.

- A **non-complying** activity pursuant to Rule 7.5.3.5 in relation to zone standard 7.5.5.3(v)(b) in regard to building height whereby buildings shall have a maximum height of 7m. The proposal breaches the standard as follows:
 - Dwelling B extends 2m above the 7m height plane
 - Dwelling A extends 0.8m above the 7m height plane.

Overall, the application is considered to be a non-complying activity.

4. SUMMARY OF EVIDENCE HEARD

This is not applicable in this case as there has not been a hearing.

5. PRINCIPAL ISSUES IN CONTENTION

The principal issues arising from the application and the section 42A report:

- Dwelling B is proposed over an existing legal Right of Way.
- Conditions of consent can adequately address all other considerations (primarily earthworks and landscaping).

The findings relating to these principal issues of contention are outlined in Section 8 of the attached S42A report.

6. ASSESSMENT

6.1 Actual and Potential Effects (s104(1)(a))

Actual and potential effects on the environment have been addressed in Section 8 of the S42A report prepared for Council and provides a full assessment of the application. Relevant conditions of consent can be imposed under section 108 of the RMA as required to avoid, remedy or mitigate adverse effects. A summary of conclusions of that report are outlined below:

- The proposal will not have more than minor effects on the environment; and
- Matters of private property are not a relevant consideration when assessing an application under the RMA. As such, the location of proposed Dwelling B over an existing legal Right of Way is a civil matter and in accordance with Council's legal advice need not be considered under s104; and
- The proposal is consistent with the objectives and policies for the zone and District Wide objectives and policies.

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

As outlined in detail in Section 8.3 of the S42A report, overall the proposed development is in accordance with the relevant policies and objectives of the District Plan.

6.3 PARTICULAR RESTRICTIONS FOR NON-COMPLYING ACTIVITIES (s104(D))

With respect to the assessment above, the first threshold test for a non-complying activity required under Section 104D has been met in that the application is not considered to create any actual or potential adverse effects which are more than minor in extent.

With respect to the second threshold test under Section 104D it is concluded that the application can pass through the second gateway test given that the proposal is not considered contrary to the relevant policies and objectives of the District Plan. On this basis discretion exists to grant consent for this non-complying activity.

6.4 PART 2 OF THE RMA

In terms of Part 2 of the RMA, the proposal is considered to be in accordance with the purpose of the Resource Management Act 1991 as outlined in further detail in Section 10 of the S42A report.

7. DECISION ON LAND USE CONSENT PURSUANT TO SECTION 104 OF THE RMA

Pursuant to section 104 of the RMA this consent is **granted** subject to the conditions stated in *Appendix* 1 of this decision imposed pursuant to Section 108 of the RMA.

8. OTHER MATTERS

Local Government Act 2002: Development Contributions

In granting this resource consent, pursuant to the Local Government Act 2002 and the Council's Policy on Development Contributions the Council has identified that a Development Contribution is required.

Payment will be due prior to commencement of the consent, except where a Building Consent is required when payment shall be due prior to the issue of the code of compliance certificate.

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

Administrative Matters

The costs of processing the application are currently being assessed and you will be advised under separate cover whether further costs have been incurred.

You are responsible for ensuring compliance with the conditions of this resource consent found in Appendix 1. The Council will contact you in due course to arrange the required monitoring. It is suggested that you contact the Council if you intend to delay implementation of this consent or reschedule its completion.

This resource consent is not a consent to build under the Building Act 2004. A consent under this Act must be obtained before construction can begin.

Please contact the Council when the conditions have been met or if you have any queries with regard to the monitoring of your consent.

This resource consent must be exercised within five years from the date of this decision subject to the provisions of Section 125 of the RMA.

If you have any enquiries please contact Kenny Macdonald on phone (03) 441 0499 or email kenny.macdonald@qldc.govt.nz.

Report prepared by Decision made by

Kenny Macdonald PLANNER

Andrew Henderson INDEPENDENT COMMISSIONER

APPENDIX 1 – Consent Conditions **APPENDIX 2** – Section 42A Report

K Machanold

APPENDIX 1 – CONSENT CONDITIONS

General Conditions

 That the development must be undertaken/carried out in accordance with the plans (1-24) by Structural Integrity and Aurum Survey

stamped as approved on 25 November 2016

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

Note: the deck for Dwelling A on the approved site plan shall be 2m wide as per the annotation on the plan, and not 3m wide as originally proposed.

- 2a. This consent shall not be exercised and no work or activity associated with it may be commenced or continued until the following charges have been paid in full: all charges fixed in accordance with section 36(1) of the Resource Management Act 1991 and any finalised, additional charges under section 36(3) of the Act.
- 2b. The consent holder is liable for costs associated with the monitoring of this resource consent under Section 35 of the Resource Management Act 1991 and shall pay to Council an initial fee of \$290. This initial fee has been set under section 36(1) of the Act.

Landscaping

- 3. Prior to the commencement of development, a detailed landscaping plan shall be submitted to Council for certification. The landscaping plan shall include planting between lakeside dwelling (dwelling A) and Frankton Track; and shall identify the number of plants and species to be used.
 - Please note: the objective of this condition is to provide softening and some screening of the dwelling as viewed from Frankton Track.
- 4. The landscaping plan certified under condition (3) shall be implemented by the consent holder within the first planting season following occupation of the lakeside unit (dwelling A) on the subject site. If any plant or tree should die or become diseased it shall be replaced in the next available planting season.

Engineering

General

5. All engineering works shall be carried out in accordance with the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd June 2015 and subsequent amendments to that document up to the date of issue of any resource consent.

Note: The current standards are available on Council's website via the following link: http://www.qldc.govt.nz/planning/resource-consents/qldc-land-development-and-subdivision-code-of-practice/

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

6. At least 5 working days prior to commencing work on site the consent holder shall advise the Principal Resource Management Engineer at Council of the scheduled start date of physical works. Compliance with the prior to commencement of works conditions detailed in Conditions (7-10) below shall be demonstrated.

- Prior to commencing works on site, the consent holder shall obtain and implement a traffic management plan approved by Council if any parking or traffic will be disrupted, inconvenienced or delayed, and/or if temporary safety barriers are to be installed.
- 8. The consent holder shall install measures to control and/or mitigate any dust, silt run-off and sedimentation that may occur, in accordance with A Guide to Earthworks in the Queenstown Lakes District' brochure, prepared by the Queenstown Lakes District Council and the Tonkin & Taylor geotechnical report Ref 880059 dated June 2008 and submitted with the consent application. These measures shall be implemented prior to the commencement of any earthworks on site and shall remain in place for the duration of the project, until all exposed areas of earth are permanently stabilised.
- 9. At least 7 days prior to commencing excavations, the consent holder shall provide the Principal Resource Management Engineer at Council with the name of a suitably qualified professional as defined in Section 1.7 of QLDC's Land Development and Subdivision Code of Practice who is familiar with the Tonkin & Taylor Ref 880059 dated June 2008 report and who shall supervise the excavation procedure and retaining wall construction and ensure compliance with the recommendations of this report. This engineer shall continually assess the condition of the excavation and shall be responsible for ensuring that temporary retaining is installed wherever necessary to avoid any potential erosion or instability.

To be monitored throughout earthworks

- 10. If at any time Council officers, or its elected representatives, receive justifiable complaints about or proof of effects from vibration sourced from the earthworks activities approved by this resource consent, the consent holder at the request of the Council shall cease all earthworks activities and shall engage a suitably qualified professional who shall prepare a report which assesses vibration caused by earthworks associated with this consent and what adverse effect (if any) these works are having on any other land and/or buildings beyond this site. Depending on the outcome of this report, a peer review may be required to be undertaken by another suitably qualified professional at the consent holder's expense. This report must take into consideration the standard BS 5228:1992 or a similar internationally accepted standard. Both the report and peer review (if required) shall be submitted to Council for review and certification. The Consent holder shall implement any measures proposed in the report that will mitigate any negative effects of the vibration.
- 11. The Principal Resource Management Engineer at Council shall be notified and work shall stop immediately if any cracking, movement, structural distress or damage to any existing buildings, structures, underground services, public roads, pathways and/or surrounding land occurs.
- 12. The earthworks, batter slopes, retaining and site management shall be undertaken in accordance with the recommendations of the report by Tonkin & Taylor Ref 880059 dated June 2008.
- 13. The consent holder shall ensure that construction of the retaining wall along the northwest and southwest boundaries of the site is completed as soon as practicable on completion of the excavations. If this cut will be left unstabilised for more than 4 weeks following excavation, temporary retaining and/or protection measures shall be installed to protect the exposed batter face from the elements and potential erosion or instability until such time as the cut is permanently stabilised.
- 14. The consent holder shall implement suitable measures to prevent deposition of any debris on surrounding roads by vehicles moving to and from the site. In the event that any material is deposited on any roads, the consent holder shall take immediate action, at his/her expense, to clean the roads. The loading and stockpiling of earth and other materials shall be confined to the subject site.
- 15. No earthworks, temporary or permanent, are to breach the boundaries of the site with the exception of the earthworks approved by Unit 5 255 Frankton Road and detailed on Aurum Survey Plan 3620.2R.2A

No construction traffic shall utilise the adjoining Frankton Track or Council reserve for access to the site.

On completion of earthworks and prior to constructing any dwelling

- 17. On completion of earthworks within the building footprint and prior to the construction of the dwelling, the consent holder shall ensure that either:
 - a) Certification from a suitably qualified engineer experienced in soils investigations is provided to the Principal Resource Management Engineer at Council, in accordance with NZS 4431:1989, for all areas of fill within the site on which buildings are to be founded (if any). Note this will require supervision of the fill compaction by a chartered professional engineer; or
 - b) The foundations of the dwelling shall be designed by a suitably qualified engineer taking into consideration any areas of uncertified fill on-site.

On completion of earthworks and prior to occupation of the dwelling

- 18. On completion of the earthworks, the consent holder shall complete the following:
 - a) All earthworked and/or exposed areas shall be top-soiled and grassed/revegetated or otherwise permanently stabilised.
 - b) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.

Advice Notes:

- a. For clarity, this consent is solely for land use consent under the Resource Management Act 1991 and does not remove or dilute any right which persons may hold over any part of the subject land.
- b. The consent holder is advised that any retaining walls proposed in this development which exceeds 1.5m in height or walls of any height bearing additional surcharge loads will require Building Consent, as they are not exempt under Schedule 1 of the Building Act 2004.
- c. It is recommended that prior to the commencement of work the consent holder undertake a preconstruction condition survey, including photographs, to record the existing condition of all neighbouring buildings, landscaping and roads that lie within 20m of the proposed excavations and subject to being permitted access. The extent of the pre-construction survey is related to the site and its surrounds and the associated potential risks. The existing condition of roading, landscaping and structures should be documented by way of photos and focusing on any existing damage. Items such as minor cracking in plaster may otherwise be difficult for the consent holder to comprehensively defend. The survey will never cover everything but aims to provide a record that can be provided and/or reviewed in support of the consent holder in the unlikely event of a complaint or issue being raised.

APPENDIX 2 – SECTION 42A REPORT



FILE REF: RM140826

TO Andrew Henderson, Independent Commissioner

FROM Kenny Macdonald, Planner

SUBJECT Report on a limited notified consent application under Section 88

of the Resource Management Act 1991 (RMA).

SUMMARY

Applicant: The Montreux Ltd

Location: 263 Frankton Road, Queenstown

Proposal: Application under Section 88 of the Resource Management Act

1991 (RMA) for a land use consent to construct two new dwellings with internal setback and height breaches and to construct a garage within an internal setback. Consent is also sought for

associated earthworks.

Legal Description: Lot 2 Deposited Plan 475539 contained within Computer Freehold

Register 655354

Zoning: High Density Residential – Sub-Zone A

Limited Notification Date: 20 October 2016

Closing Date for Submissions: 18 November 2016

Submissions: None

RECOMMENDATION

- (ii) That subject to new or additional evidence being presented at the Hearing, the application be GRANTED pursuant to Section 104 of the Resource Management Act 1991 (the RMA) for the following reasons:
- 1. It is considered that the adverse effects of the activity will be minor.
- 2. The proposal is not contrary to the relevant objectives and policies of the District Plan.
- 3. The proposal does promote the overall purpose of the RMA.

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1. INTRODUCTION

My name is Kenny Macdonald. I am a resource consents planner with Queenstown Lakes District Council. I have been employed in this role since January 2016 and have approximately 9 years' experience as a planner in various roles in Scotland, Australia and New Zealand.

I hold the qualification of a Bachelor of Arts from the University of Strathclyde, Glasgow, Scotland and I am an associate member of the New Zealand Planning Institute.

I confirm I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Consolidated Practice Note 2014 and agree to comply with it. In that regard I confirm that this evidence is written within my area of expertise, except where otherwise stated, and that I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

This report has been prepared to assist the Commission. It contains a recommendation that is in no way binding. It should not be assumed that the Commission will reach the same conclusion.

2. PROPOSAL AND SITE DESCRIPTION

A copy of the application and accompanying assessment of effects and supporting reports can be found in the "Application" section of the Agenda.

I refer the Commission to the report entitled, 'Assessment Of Effects & Further Information', prepared by Bruce McLeod of Aurum Survey Consultants attached as Appendix 4, and hereon referred to as the Applicant's AEE.

Consent is sought to construct two additional dwellings and a detached garage, and to undertake associated earthworks. The subject property already contains one existing dwelling, so there will be three dwellings on site.

Proposed dwelling A (also referred to as the lakeside dwelling in the application) will be located in the south-west corner of the site adjoining the Frankton track. Dwelling A will be double storey. The building will be located on a sloping site and there will be earthworks to partially nestle the dwelling into the bank. There will be a south-facing deck off the internal living area, which will be elevated above ground level. The original plans show this deck to extend 3m into the 4.5m south-east boundary setback (which adjoins Frankton Track). The Applicant has since advised in writing (email dated 14 June 2016) that the depth of the deck will be reduced by 1m, so it will extend 2m into the setback rather than 3m as originally sought. However, amended plans have not been submitted to show this change. The dwelling will be 25.6m wide, which includes a 5m wide patio area to the northeast. The building is 7.8m above existing (original) ground level at its highest point. Proposed dwelling A will gain pedestrian access through the site from an external stairway along the western edge of the site.

Proposed dwelling B (also referred to as the apartment dwelling in the application) is located on the north-western corner of the site. This building is three levels, including a garage at the basement level and the residential unit over the upper two storeys. The building has a footprint of 43.9m^2 . The building is 9m in height above original ground level at the highest point. The ground level will include two double garages. One garage will serve dwelling B via tandem parking and the other garage will have a double garage to serve dwelling A. This building (dwelling B) will be constructed up to the south-west internal property boundary, will be within the 2m internal setback that adjoins Lot 1 Deposited Plan 475539, and will extend almost directly up to the road boundary setback from Frankton Road (being approximately 0.4m from the road setback). This building is located over an existing Right of Way (area marked Y on Lot 2 DP 475539 subject to Easement Certificate 254663). The Applicant proposed a consent condition that this Right of Way be removed prior to construction of the building.

A stand-alone garage building is also proposed. The garage building is double storey. On the ground level there is a double garage accessed from the north-east. At the upper level, the garage will be single bay with an adjoining car pad, serving as an additional park, and be accessed from the north-west. The perspective drawings in Figure 1 below illustrate this building. The garage will be located up

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to the property boundary for Lot 1 Deposited Plan 475539. The lower level of this garage will serve the existing house on Lot 2. One car park is required per unit and all units will have access to a car park.



Figure 1: Garage building and existing adjoining dwelling on Lot 1 DP 475539

The overall proposed building coverage is 23%. The earthworks plan provided with the application shows the internal setback breaches for dwelling A, dwelling B and the garage building.

Earthworks are proposed to accommodate the three proposed buildings. The Applicant's AEE states earthworks will total approximately 600m^3 (300m^3 cut and 300m^3 fill) over an area of 660m^2 , with a maximum cut of 2.9m and maximum fill depth of 3.0m. The Applicant has confirmed that all earthworks will be contained within the subject site.

It is also proposed to undertake planting between the lake house and site boundary that adjoins Frankton Track. This planting is showing on the south and west elevation plans for this building.

Site and Locality Description

The site is located at 263 Frankton Road and is accessed from Frankton Road, via a Legal Road accessway off the main Frankton Road carriageway.

The site is $1683m^2$ and there is an existing house on the eastern side of the site. The site is bound by the Frankton Road to the north-west, Frankton Track reserve to the south-east and residential sections to the north-east and south-west. The site is rectangular in shape, however there is an irregular shaped allotment (Lot 1 DP 475539) completely bound by the subject site, as shown in Figure 2 below. Lot 1 DP 475539 contains a dwelling and gains access from a Right-of-Way through the subject site (Lot 2 DP 475539).

The subject site slopes from the Frankton Road edge to the north-west, downwards to the Frankton Track edge. There are a number of easements for access and services over the subject site.



Figure 2: Property boundaries of Subject Site, being Lot 2 DP 475539 (263 Frankton Road) and Lot 1 DP 475539 (259 Frankton Road)

3. SUBMISSIONS

No submissions have been received.

4. CONSULTATION AND WRITTEN APPROVALS

The following persons have provided their written approval and as such adverse effects on these parties have been disregarded.

Person (owner/occupier)	Address (location in respect of subject site)
Jason Gunn & Janine Morrell- Gunn	Owners of 259 Frankton Road (which all boundaries adjoin the subject site)
High Gate Ventures Ltd	Owner Unit 5 DP 26129 at 255 Frankton Road (being the unit closest to the south-western boundary of the subject site)



Figure 3: Map of subject site and persons who provided written approval

5. PLANNING FRAMEWORK THE OPERATIVE DISTRICT PLAN

The subject site is zoned High Density Residential - Sub-Zone A.

The purpose of the High Density Residential Zone is to make provision for the continuation and establishment of higher density residential and visitor accommodation activities in recognition of these areas proximity to the town centres, entertainment, shopping facilities and the transport routes which provide a link to attractions elsewhere in the District.

The relevant provisions of the Plan that require consideration can be found in Section 7 (Residential Areas) of the District Plan.

The proposal requires resource consent for the following reasons:

- A **restricted discretionary** activity pursuant to Rule 7.5.3.4(vi) in relation to site standard 7.5.5.2(iii) whereby buildings shall be setback 4.5m from the road boundary. The proposal breaches this site standard as follows:
 - Dwelling B is situated 0.4m from the road boundary setback for Frankton Road; and
 - The deck of Dwelling A extends 2.0m into the road boundary setback for Frankton Track (which is legal road in this area).

Council's discretion is restricted to this matter.

- A **restricted discretionary** activity pursuant to Rule 7.5.3.4(vi)in relation to site standard 7.5.5.2(iv) whereby each site shall have one 4.5m internal setback and the remainder setbacks of at least 2m. The proposal breaches this site standard as follows:
 - Dwelling B will be located up to the southwestern property boundary and also within 2m south-eastern setback that adjoins Lot 1 DP 475539.
 - Dwelling A will be located up to 1m from Lot 1 DP 475539.
 - The garage building extends to the boundary of Lot 1 DP 475539.

Council's discretion is restricted to this matter.

• A **restricted discretionary** activity pursuant to Rule 7.5.3.4(vi) in relation to site standard 7.5.5.2(vii)(a) relating to continuous building length whereby no building shall exceed 16m in

length. It is proposed to construct a dwelling (dwelling A) with a 26.5m building length. Council's discretion is restricted to this matter.

- A **restricted discretionary** activity pursuant to Rule 7.5.3.4(vi) in relation to site standard 7.5.5.2(xvi) for earthworks whereby:
 - earthworks shall not exceed 100m³ in volume. It is proposed to undertake approximately 600m³ of earthworks (300m³ of cut and 300m³ of fill),
 - earthworks shall not exceed an area of 200m². It is proposed to undertake earthworks over 695m² of the site.
 - cuts shall not exceed 2.4m in height, fill not exceed 2m in height and cut/fill height shall not exceed the distance to the site boundary. It is proposed to undertake cuts up to 2.9m, fill up to 3.0m and earthworks up to the site boundary.

Council's discretion is restricted to this matter.

Note: Plan Change 49 for earthworks was notified prior to this resource consent being lodged, no decision was made at the time of lodgement. As such, the operative earthworks rules at the time the application was lodged are triggered.

- A **non-complying** activity pursuant to Rule 7.5.3.5 in relation to Zone Standard 7.5.5.3(v)(b) in regard to building height, whereby buildings shall have a maximum height of 7m. The proposal breaches the standard as follows:
 - Dwelling B extends 2m above the 7m height plane
 - Dwelling A extends 0.8m above the 7m height plane.

Overall, the application is considered to be a **non-complying** activity.

Note: This application was lodged prior to the Proposed District Plan (PDP) being notified. As such, the provisions of the PDP with immediate legal affect do not apply.

Section 1.4 of the District Plan provides guidance for the consideration of a non-complying activity in respect to the breach of a Zone Standard, which is applicable to this application.

This provision states:

The Council has adopted through its District Plan a zoning technique based on standards and guidelines to avoid, remedy or mitigate potential adverse effects of activities and to achieve the Plan's objectives and policies.

Site Standards are specified in relation to matters which tend to impact on the use of the particular site or adjacent areas. While these standards are important, they are not considered fundamental to the integrity of an area as a whole and so are specified in a way that if development does not comply with these standards the Council will consider the matter of noncompliance by way of a resource consent for a discretionary activity. This enables the Council to consider the implications of non-compliance on the use and enjoyment of the site involved and on neighbouring sites.

Zone Standards are standards which are fundamental to environmental standards or character which are to be attained for a zone or area. Because of their importance all activities which fail to meet these standards are non-complying activities which face a more rigorous assessment if they are to obtain a resource consent (as compared with a discretionary activity).

The objectives and policies relevant to this application are contained within Part 4 (District Wide Issues), Part 7 (Residential Areas), and Part 14 (Transport), which require consideration under section 104(1) of the RMA.

The Assessment Matters in the District Plan that are relevant to this application are as follows:

- Section 7.7 Resource Consents Assessment Matters Residential and Visitor Accommodation Zones; and
- Section 14.3 Resource Consents Assessment Matters: Transport.

6. STATUTORY CONSIDERATIONS

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

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

- (a) any actual and potential effects on the environment of allowing the activity; and
- (b) any relevant provisions of:
 - (i) A national environmental standards;
 - (ii) Other regulations;
 - (iii) a national policy statement
 - (iv) a New Zealand coastal policy statement
 - (v) a regional policy statement or proposed regional policy statement
 - (vi) a plan or proposed plan; and
- (c) any other matters the consent authority considers relevant and reasonably necessary to determine the application.

In addition, Section 104D (Particular Restrictions on non-complying activities) states that:

- (1) Despite any decision made for the purpose of section 95A(2)(a) in relation to adverse effects, a consent authority may grant a resource consent for a non-complying activity only if it is satisfied that either –
- (a) the adverse effects of the activity on the environment (other than any effect to which section 104(3)(a)(ii) applies) will be minor; or
- (b) the application is for an activity that will not be contrary to the objectives and policies of-
 - (i) the relevant plan, if there is a plan but no proposed plan in respect of the activity; or
 - (ii) the relevant proposed plan, if there is a proposed plan but no relevant plan in respect of the activity; or
 - (iii) both the relevant plan and the relevant proposed plan, if there is both a plan and a proposed plan in respect of the activity.

The application must also be assessed with respect to the purpose of the RMA which is to promote the sustainable management of natural and physical resources. Section 10 of this report outlines Part 2 of the RMA in more detail.

Section 108 of the RMA empowers the Commission to impose conditions on a resource consent.

. INTERNAL REPORTS

The following reports have been prepared on behalf of QLDC and are attached as appendices.

- Urban Design Assessment by Council's Urban Designer, Paula Costello. This is included in Appendix 3.
- Engineering Report and amendment by Council's Resource Management Engineers, Mr Dennis and Mr Wardill. These are included in Appendix 4.

The assessments and recommendations of the reports are addressed where appropriate in the assessment to follow.

8. ASSESSMENT

It is considered that the proposal requires assessment in terms of the following:

- (i) Effects on the Environment guided by Assessment Criteria (but not restricted by them)
- (ii) Objectives and Policies Assessment
- (iii) Other Matters (precedent, other statutory documents)

EFFECTS ON THE ENVIRONMENT

8.1 The Permitted Baseline

Section 104(2) of the Act states that the consent authority **may** disregard an adverse effect of the activity if a rule or national environmental standard permits an activity with that effect. In this case three residential units and earthworks are permitted on the subject site subject to meeting Site and Zone standards. Of note, Site Standard 7.5.5.2(vii)(b) provides for a continuous building length of 30m, where there is a break in the continuous elevation of at least 2m in depth and 4m in width.

8.2 Receiving Environment



Figure 4: Property boundaries of subject site (shown solid red), outline of Lot 1 DP 475539 (shown broken red), and surrounding District Plan zoning.

The receiving environment is illustrated in Figure 4 above. The subject site lies in the High Density Residential Sub Zone A, with the Medium Density Residential Sub Zone on the north west side of State Highway 6A (Frankton Road). Surrounding development consists of both single residential units and multi-unit developments, some of which are utilised for visitor accommodation.

All adjoining private allotments have been developed although the rules of the High Density Residential Sub Zone A allow for potential additions or replacement buildings as a permitted activity. This would include construction of up to 3 units on a site, with a maximum building coverage of 65%, setback from road boundaries of 4.5m, one internal boundary setback of 4.5m and all remaining setbacks of 2m, maximum aggregate building length of 30m, and a maximum building height of 7m or 8m for sloping or flat sites respectively.

8.3 Actual and Potential Effects on the Environment

I consider the proposal raises the following actual and potential effects on the environment:

8.3.1 Character & Amenity

Residential amenity

The proposed design includes height intrusions of 0.8m for Dwelling A and 2m for Dwelling B.

With regards to Dwelling A, the height breach will be only 0.4m at the point closest to the south west boundary and will be located further down the slope than the neighbouring unit building to the south west. With this in mind, I do not consider that the neighbouring properties to the south west will suffer detrimental effects that are greater than minor.

The height breach associated with Dwelling B will be more significant, but again will be reduced towards the south western boundary. At its south western edge, the flat-roofed element of the building will have a maximum breach of 0.4m. The mono-pitch roof element will have a maximum breach of 2m but this will occur at the north eastern elevation of the building, well back from the boundary. The land immediately adjacent to the building is utilised for car parking and I consider the building to be located a sufficient distance from the neighbouring units to the south west to ensure that there will be no significant loss of sunlight. With regards to its position on the south western boundary, this element of the building will be non-habitable with no windows or openings facing the boundary. The remainder of the building will be at least 2m from the internal boundary.

The topography of the site, with a steep slope behind the development, will assist in reducing any visual dominance of the buildings when viewed from the Frankton Track. The buildings will be located considerably lower than the level of Frankton Road and will offer no overshadowing in this regard.

The proposed garage will not breach any District Plan rules aside from internal boundary setbacks. In this regard, Affected Persons Approval has been obtained from the relevant neighbour on Lot 1 DP 475539 and the effects on this property are therefore disregarded.

Furthermore, the site is of a size to accommodate three permitted residential dwellings and the overall building coverage meets the relevant building footprint Site Standard. As such, the overall level of development is consistent with what is anticipated for the site by the District Plan.

Character & Streetscape

The design of the buildings proposed is consistent with many of the existing buildings in the local area. Both proposed dwelling buildings display an interesting and varied building form and will not be noticeably higher than the neighbouring multi-storey buildings to the south west.

Dwelling B will be located close to the north western road boundary but will be constructed below the height of the Frankton Road carriageway and footpath, and there is also landscaping in the road

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reserve that screens the site from the road carriageway. I am satisfied that the dwelling will not be overtly visible from outside the immediate area and offers a positive contribution to the visual amenity of the area by way of its design.

The principal form of Dwelling A will be setback a sufficient distance from the Frankton Track, with only the proposed deck encroaching into the specified road setback for a distance of 2m. The building will also be of substantial continuous length, with a proposed break in form which is not great enough to comply with the District Plan requirements. However, Council's Urban Designer, Ms. Costello, is satisfied that the building and attached deck are acceptable when considered in the context of the existing surrounding environment and the permitted baseline. I am content to rely upon Ms. Costello's assessment in this regard.

The Applicant has not submitted a detailed landscaping plan but I consider that this could be sufficiently addressed by the imposition of a suitable condition of consent.

Summary

It is my view that the effects of the change to the character of the area are not significant. While breaches of height limits will occur, these are not particularly excessive and the bulk of the proposed buildings are similar to what already exists in the surrounding environment. The buildings have been designed to be visually interesting while not obtrusive, and I believe they will offer a positive contribution to the visual amenity of this residential area. The site can have three residential units as a permitted activity, and as such the level of density proposed is consistent with what the District Plan provides for. As outlined above, I consider the breaches of the setback distances, both from internal and road boundaries, to be either minimal or mitigated by existing site conditions.

8.3.2 Parking

The application proposes 4 car parking spaces to be provided at the ground/basement level of Dwelling B to be shared between Dwelling A and Dwelling B. The proposed detached garage will provide one additional car parking space and a manoeuvring area. The car parks provided satisfy the requirements of the District Plan and are therefore considered to be suitable.

8.3.3 Earthworks & Construction

The earthworks proposed include cuts of significant height (up to 6m), although the volumes are not considered to be particularly excessive. Bearing in mind the finished ground levels, the extent of the proposed buildings, and the existing topography, I do not believe that the earthworks will have any significant effect on visual quality and amenity values, natural landform or visual amenity values of surrounding sites.

Council's Resource Management Engineer, Mr Dennis, has reviewed the proposals and the submitted geotechnical report. Mr Dennis is satisfied with the content and recommendations of the geotechnical report and the extent and design of the earthworks, and recommends conditions to limit the potential effects on the environment during these works. Mr Wardill has also clarified a point relating to one proposed condition and has offered a rewording as an advice note instead. I rely on Mr Dennis' comments and Mr Wardill's amendment in relation to the earthworks proposals and I am satisfied that suitable conditions can be imposed which will remove or mitigate negative environmental effects.

8.3.4 Positive Effects

The proposal will make a small contribution to housing supply in the District, and by providing additional supply to the market, a minor contribution to housing affordability. I also believe the proposal will make a positive contribution to the visual amenity of the surrounding area due to the standard of design of the buildings and further improvements can be made by requiring the implementation of an appropriate landscaping plan as a condition of consent.

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8.3.5 Summary

As outlined above, I consider the proposal to be appropriate in terms of visual and residential amenity, neighbourhood character, and streetscape. Appropriate conditions can be imposed to mitigate potential environmental effects of the proposed earthworks and to further reduce any perceived impacts on visual amenity of the proposed buildings.

8.3 THE DISTRICT PLAN – ASSESSMENT MATTERS AND OBJECTIVES AND POLICIES

To avoid unnecessary repetition in this report, the relevant assessment matters have been addressed as part of the assessment of effects on the environment above.

Operative District Plan

The relevant objectives and policies of the Operative District Plan are found within two sections, being:

- Section 4 District Wide Issues
- Section 7 Residential Areas

8.3.1 Section 4 - District Wide Issues

4.5 - Energy

Objective 1 - Efficiency

The conservation and efficient use of energy and the use of renewable energy sources.

Policies:

- 1.1 To promote compact urban forms, which reduce the length of and need for vehicle trips and increase the use of public or shared transport.
- 1.3 To encourage residential sites to be large enough to enable buildings to be constructed to take the greatest advantage of solar energy for heating, both active and passive.
- 1.4 To control the location of buildings and outdoor living areas to reduce impediments to access to sunlight.

The subject site is located within the Queenstown urban area and enjoys convenient access to the town centre, as well as being serviced by public transport within 500m. Opportunities for solar access are limited due to the positioning of Queenstown Hill to the north and the orientation of the site. The proposed buildings will not impede the ability of existing or proposed buildings to access sunlight. The proposal is therefore consistent with these policies.

4.9 - Urban Growth

Objective 2 - Existing Urban Areas and Communities

Urban growth which has regard for the built character and amenity values of the existing urban areas and enables people and communities to provide for their social, cultural and economic well being.

Policies:

2.1 To ensure new growth and development in existing urban areas takes place in a manner, form and location which protects or enhances the built character and amenity of the existing residential areas and small townships.

As addressed previously in this assessment, I consider the development to enhance the built character of the existing residential area and to have no overtly noticeable effects on amenity.

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Objective 3 - Residential Growth

Provision for residential growth sufficient to meet the District's needs.

Policies:

3.1 To enable urban consolidation to occur where appropriate.

The proposal is consistent with the provisions relating to urban consolidation.

8.3.2 Section 7 – Residential Areas

District Wide Residential Objectives and Policies

Objective 3 - Residential Amenity.

Pleasant living environments within which adverse effects are minimised while still providing the opportunity for community needs.

Policies:

- 3.4 To ensure the external appearance of buildings reflects the significant landscape values and enhance a coherent urban character and form as it relates to the landscape.
- 3.6 To ensure a balance between building activity and open space on sites to provide for outdoor living and planting.
- 3.7 To ensure residential developments are not unduly shaded by structures on surrounding properties.
- 3.9 To encourage on-site parking in association with development and to allow shared off-site parking in close proximity to development in residential areas to ensure the amenity of neighbours and the functioning of streets is maintained.

High Density Residential Zones - District Wide

Objective 1 – Amenity Values

Sustainable residential communities and neighbourhoods that have high amenity values of a quality and character anticipated in a high density living environment.

Policies

- 1.1 To ensure development enables high density living and achieves the character and amenity values anticipated in a high density living zone by:
 - 1.1.1 Improving the aesthetic appeal of the built environment.
 - 1.1.2 Ensuring buildings integrate well with the neighbouring locality and provide visual connections with the surrounding built and natural environment.
 - 1.1.4 Ensuring the maintenance of road setbacks that are free of structures.
 - 1.1.5 Ensuring development is of a high architectural quality in accordance with good urban design principles.
 - 1.1.6 Ensuring that open space is maintained between buildings on sites, and between neighbouring sites.
- 1.3 To enhance the attractiveness of the zone, including the streetscape, by:
 - 1.3.3 Ensuring the effects of developments are internalised to the site and do not detract from the amenities of neighbouring sites and roads.

Queenstown Residential and Visitor Accommodation Areas

Objectives

- 1. Residential and visitor accommodation development of a scale, density and character, within sub zones which are separately identifiable by such characteristics such as location, topography, geology, access, sunlight or views.
- 2. Residential development organised around neighbourhoods separate from areas of predominately visitor accommodation development. Provision for new consolidated residential areas at identified locations.
- 3. Consolidation of high density accommodation development in appropriate areas.

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4. To recognise and provide for the non-residential character of the Commercial Precinct overlay which is distinct from other parts of the High Density Residential Zone.

Policies:

- 1. To protect the character and amenity of the residential environments by limiting the peripheral expansion of the residential areas and promoting consolidation of the residential community with the retention of easy access to the rural area and lakeshore.
- 3. To enhance the general character of established residential environments in terms of density, height, access to sunlight, privacy and views.
- 4. To provide for higher density residential activity around the town centres and in new areas of residential development.
- 5. To encourage additional consolidated residential activity in the District.

The external appearance of the proposed buildings are considered to be appropriate and sympathetic to the existing surrounding development. The layout of the development results in a building footprint well below the Site Standard for the Zone, which in turn allows for the sufficient provision of outdoor living and planting. As discussed previously, I do not consider the proposed buildings will result in undue shading on surrounding properties while on-site parking is provided. The development supports the objectives of urban consolidation and higher density residential activity around town centres, while respecting existing amenity and character. Although the development encroaches into road setbacks, this is considered appropriate due to topography and existing vegetation.

Summary of Findings

Overall, I consider that the development is consistent with the objectives and policies of the District Plan by providing a high quality contribution to the built environment which will not have significant detrimental effects on existing residential amenity and local character values.

8.4 OTHER MATTERS

8.4.1 Building over a Right of Way

As outlined in Section 2 of this report, the proposed construction of Dwelling B will occur over an existing Right of Way easement.

While the construction of this building may be considered to contravene the terms of this easement, it is established by case law that matters of private property are not a relevant consideration for a consent authority when assessing an application under the RMA. For example, both 'Director General of Conservation (Nelson-Marlborough Conservancy) v Marlborough DC (2010) NZEnvC 403', and 'McLaurin v Hexton Holdings Limited (2008) NZCA 570' held that consent authorities are concerned with the effects of proposed activities and not the nature of the Applicant's legal rights or interests in the subject land.

With this in mind, I do not believe the existence of the Right of Way or the Applicant's ability, or lack thereof, to implement any following resource consent are matters for consideration during the assessment of this application.

9. DETERMINATION

9.1 Legislative Requirements (section 104D)

Section 104D of the RMA requires that a substantive decision can only be made for non-complying activities if the adverse effects on the environment will be minor or, the application is not contrary to the objectives and policies of the District Plan.

As per the preceding sections of this report, the proposal has been assessed as having adverse effects that are no more than minor, and therefore the proposal meets the first gateway test outlined in section 104D. I also consider that the proposal is not contrary to the Objectives and Policies of the Operative District Plan, and that the proposal therefore satisfies the second threshold test.

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Therefore, consent can be granted for the non-complying activity. Notwithstanding the conclusion above, an analysis of Part 2 is provided below.

PART 2 OF THE RESOURCE MANAGEMENT ACT 1991

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

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

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

The proposal promotes development that enables land use in a way that will enable the Applicant to provide for their social, economic and cultural wellbeing. Therefore, the proposal is consistent with this part of the Act's purpose.

The life supporting capacity of air, water, soil and ecosystems will not be significantly affected by the proposed development.

As discussed previously in this report, the development is not considered to have adverse environmental effects which are greater than minor, provided certain mitigation measures can be implemented. I recommend these measures be implemented by way of conditions of consent.

Section 6 of the RMA references matters of national importance which all persons exercising functions under the Act shall recognise. None of these matters are considered to be directly relevant to the application.

Regard must also be had to the relevant matters of Section 7 – Other Matters, including:

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

With regard to the above relevant matters raised by Section 7 of the Act, I consider that the proposal will provide for the maintenance of landscape values and visual amenity values, and will maintain existing amenity values and environmental quality.

Overall, I consider the proposal to promote sustainable management and the overall purpose of the Act.

11. RECOMMENDATION

I consider the proposal to be appropriate with regard to its effects on the environment, and consistent with the objectives and policies of the District Plan and Part 2 of the Act.

Overall, and in accordance with the assessment contained in this report, I consider that the proposal should be approved pursuant to Section 104B of the Act, subject to the inclusion of suitable conditions.

Should consent be granted, a draft set of conditions of consent are attached as Appendix 1.

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Report prepared by Reviewed by

Kenny Macdonald **PLANNER**

K Machald

Suggested conditions Attachments:

Appendix 1 Appendix 2 Applicant's AEE

Appendix 3 Urban Designer's comments

Appendix 4 Engineering comments and revision Andrew Henderson

Independent Commissioner

Report Dated: 25 November 2016

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APPENDIX 1 - CONSENT CONDITIONS

General Conditions

 That the development must be undertaken/carried out in accordance with the plans (1-24) by Structural Integrity and Aurum Survey

stamped as approved on 25 November 2016

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

Note: the deck for Dwelling A on the approved site plan shall be 2m wide as per the annotation on the plan, and not 3m wide as originally proposed.

- 2a. This consent shall not be exercised and no work or activity associated with it may be commenced or continued until the following charges have been paid in full: all charges fixed in accordance with section 36(1) of the Resource Management Act 1991 and any finalised, additional charges under section 36(3) of the Act.
- 2b. The consent holder is liable for costs associated with the monitoring of this resource consent under Section 35 of the Resource Management Act 1991 and shall pay to Council an initial fee of \$290. This initial fee has been set under section 36(1) of the Act.

Landscaping

- Prior to the commencement of development, a detailed landscaping plan shall be submitted to Council for certification. The landscaping plan shall include planting between lakeside dwelling (dwelling A) and Frankton Track; and shall identify the number of plants and species to be used.
 - Please note: the objective of this condition is to provide softening and some screening of the dwelling as viewed from Frankton Track.
- 4. The landscaping plan certified under condition (3) shall be implemented by the consent holder within the first planting season following occupation of the lakeside unit (dwelling A) on the subject site. If any plant or tree should die or become diseased it shall be replaced in the next available planting season.

Engineering

General

5. All engineering works shall be carried out in accordance with the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd June 2015 and subsequent amendments to that document up to the date of issue of any resource consent.

Note: The current standards are available on Council's website via the following link: http://www.qldc.govt.nz/planning/resource-consents/qldc-land-development-and-subdivision-code-of-practice/

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

6. At least 5 working days prior to commencing work on site the consent holder shall advise the Principal Resource Management Engineer at Council of the scheduled start date of physical works. Compliance with the prior to commencement of works conditions detailed in Conditions (7-10) below shall be demonstrated.

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- 7. Prior to commencing works on site, the consent holder shall obtain and implement a traffic management plan approved by Council if any parking or traffic will be disrupted, inconvenienced or delayed, and/or if temporary safety barriers are to be installed.
- 8. The consent holder shall install measures to control and/or mitigate any dust, silt run-off and sedimentation that may occur, in accordance with *A Guide to Earthworks in the Queenstown Lakes District* brochure, prepared by the Queenstown Lakes District Council and the Tonkin & Taylor geotechnical report Ref 880059 dated June 2008 and submitted with the consent application. These measures shall be implemented **prior** to the commencement of any earthworks on site and shall remain in place for the duration of the project, until all exposed areas of earth are permanently stabilised.
- 9. At least 7 days prior to commencing excavations, the consent holder shall provide the Principal Resource Management Engineer at Council with the name of a suitably qualified professional as defined in Section 1.7 of QLDC's Land Development and Subdivision Code of Practice who is familiar with the Tonkin & Taylor Ref 880059 dated June 2008 report and who shall supervise the excavation procedure and retaining wall construction and ensure compliance with the recommendations of this report. This engineer shall continually assess the condition of the excavation and shall be responsible for ensuring that temporary retaining is installed wherever necessary to avoid any potential erosion or instability.

To be monitored throughout earthworks

- 10. If at any time Council officers, or its elected representatives, receive justifiable complaints about or proof of effects from vibration sourced from the earthworks activities approved by this resource consent, the consent holder at the request of the Council shall cease all earthworks activities and shall engage a suitably qualified professional who shall prepare a report which assesses vibration caused by earthworks associated with this consent and what adverse effect (if any) these works are having on any other land and/or buildings beyond this site. Depending on the outcome of this report, a peer review may be required to be undertaken by another suitably qualified professional at the consent holder's expense. This report must take into consideration the standard BS 5228:1992 or a similar internationally accepted standard. Both the report and peer review (if required) shall be submitted to Council for review and certification. The Consent holder shall implement any measures proposed in the report that will mitigate any negative effects of the vibration.
- 11. The Principal Resource Management Engineer at Council shall be notified and work shall stop immediately if any cracking, movement, structural distress or damage to any existing buildings, structures, underground services, public roads, pathways and/or surrounding land occurs.
- 12. The earthworks, batter slopes, retaining and site management shall be undertaken in accordance with the recommendations of the report by Tonkin & Taylor Ref 880059 dated June 2008.
- 13. The consent holder shall ensure that construction of the retaining wall along the northwest and southwest boundaries of the site is completed as soon as practicable on completion of the excavations. If this cut will be left unstabilised for more than 4 weeks following excavation, temporary retaining and/or protection measures shall be installed to protect the exposed batter face from the elements and potential erosion or instability until such time as the cut is permanently stabilised.
- 14. The consent holder shall implement suitable measures to prevent deposition of any debris on surrounding roads by vehicles moving to and from the site. In the event that any material is deposited on any roads, the consent holder shall take immediate action, at his/her expense, to clean the roads. The loading and stockpiling of earth and other materials shall be confined to the subject site.
- 15. No earthworks, temporary or permanent, are to breach the boundaries of the site with the exception of the earthworks approved by Unit 5 255 Frankton Road and detailed on Aurum Survey Plan 3620.2R.2A

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16. No construction traffic shall utilise the adjoining Frankton Track or Council reserve for access to the site.

On completion of earthworks and prior to constructing any dwelling

- 17. On completion of earthworks within the building footprint and prior to the construction of the dwelling, the consent holder shall ensure that either:
 - a) Certification from a suitably qualified engineer experienced in soils investigations is provided to the Principal Resource Management Engineer at Council, in accordance with NZS 4431:1989, for all areas of fill within the site on which buildings are to be founded (if any). Note this will require supervision of the fill compaction by a chartered professional engineer; or
 - b) The foundations of the dwelling shall be designed by a suitably qualified engineer taking into consideration any areas of uncertified fill on-site.

On completion of earthworks and prior to occupation of the dwelling

- 18. On completion of the earthworks, the consent holder shall complete the following:
 - a) All earthworked and/or exposed areas shall be top-soiled and grassed/revegetated or otherwise permanently stabilised.
 - b) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.

Advice Notes:

- a. For clarity, this consent is solely for land use consent under the Resource Management Act 1991 and does not remove or dilute any right which persons may hold over any part of the subject land.
- b. The consent holder is advised that any retaining walls proposed in this development which exceeds 1.5m in height or walls of any height bearing additional surcharge loads will require Building Consent, as they are not exempt under Schedule 1 of the Building Act 2004.
- c. It is recommended that prior to the commencement of work the consent holder undertake a preconstruction condition survey, including photographs, to record the existing condition of all neighbouring buildings, landscaping and roads that lie within 20m of the proposed excavations and subject to being permitted access. The extent of the pre-construction survey is related to the site and its surrounds and the associated potential risks. The existing condition of roading, landscaping and structures should be documented by way of photos and focusing on any existing damage. Items such as minor cracking in plaster may otherwise be difficult for the consent holder to comprehensively defend. The survey will never cover everything but aims to provide a record that can be provided and/or reviewed in support of the consent holder in the unlikely event of a complaint or issue being raised.

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APPENDIX - APPLICANT'S AEE

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PO Box 2493 Wakatipu 9349 Ph 03 4423466 Fax 03 4423469 Email admin@ascl.co.nz

ASSESSMENT OF EFFECTS & FURTHER INFORMATION

In regard to a consent application for:

Earthworks, building height and setback approval

On behalf of:

The Montreux Limited

CONSENT APPLICATION SUMMARY

Applicant: The Montreux Limited

Location: 263 Frankton Road

Proposal: Earthworks, building height and setback

Type of consent: Landuse

Legal description: Lot 2 DP 475539

Zone: High Density Residential Sub-Zone A

Date prepared: 3 October 2014

ASCL file reference: 3620

Attached Documents: Location Plan

Design plans

Computer Freehold Register, diagram and covenants

QLDC Form 9

Affected party approval



A.) Assessment of Effects in Accordance with Section 88, and the Fourth Schedule of the Resource Management Act 1991

A.1. Description of the Proposal

A.1.1. Site & Location

The site is located at 263 Frankton Road, Queenstown and is legally described as Lot 2 DP 475539 held in computer freehold register 655354. The site is accessed from Frankton Road, via an accessway beneath the main Frankton Road carriageway.

There is an older existing house on the eastern side of the site.

A renovated house is contained in Lot 1 DP 475539, which was stage 1 of the project.

The site slopes to the southeast, down to Frankton Track below, and the Lake Wakatipu shoreline.

A.1.2. The Proposal

The applicant seeks to construct two dwellings on the site (in addition to the existing house), and a second separate garage.

The proposed dwelling (B) in the western corner is a two storey garage and apartment.

The proposed southern dwelling (A) is below the existing house on Lot 1 DP 475539, and is referred to as the lake side dwelling.

Between the existing two houses (on Lot 1 and east side of Lot 2) is a proposed new separate garage, referred to as the second garage.

The garage and apartment complex (dwelling B) actually incorporates two garages, one for the apartment and the other for the proposed lake side dwelling (A). The lake side dwelling is to be accessed by outdoor stairs from above.

All three structures require earthworks for foundation and construction of associated retaining walls. The apartment and garage has some minor height plane infringement, and also encroaches the road and side yard set backs.

A.1.4. Zoning and Activity Status - QLDC District Plan

Under the Queenstown Lakes District Council District Plan the site is zoned High Density Residential Sub-zone A.

Accordingly we seek consent for the following reasons:

• A discretionary activity pursuant to Rule 7.5.3.4 (vi) as the proposal breaches site standard 7.5.5.2 (iii) in regard to minimum setbacks from road boundaries. The apartment and garage requires a 4.5m setback from the road. The proposal will result in buildings only 0.4m from the road boundary.

Principals: Antony White - B.Surv, MNZIS Bruce McLeod - B.Surv, MNZIS 2 of 7



- A discretionary activity pursuant to Rule 7.5.3.4 (vi) as the proposal breaches site standard 7.5.5.2 (iv) in regard to minimum setbacks from internal boundaries. The garage and apartment will be located up to the western boundary line, adjacent to common property and accessory units (car parks) on DP 26129.
- A discretionary activity pursuant to Rule 7.5.3.4 (vi) as the proposal breaches site standard 7.5.5.2 (iv) in regard to minimum setbacks from internal boundaries. The second garage will be located up to the Lot 1 DP 475539 boundary line.
- A discretionary activity pursuant to Rule 7.5.3.4 (vi) as the proposal breaches site standard 7.5.5.2 (iv) in regard to minimum setbacks from internal boundaries. The lake side dwelling will be up to 1.0m from the Lot 1 DP 475539 boundary line RM 130803.
- A discretionary activity pursuant to Rule 7.5.3.4 (vi) as the proposal breaches site standard 7.5.5.2 (xvi) in regard to earthworks. The total volume of earthworks is 600m³, comprised of 300m³ of cut and 300m³ of fill. A temporary earthworks cut of up to 2.7m high is within 1.0m of the boundary.
- A discretionary activity pursuant to Rule 7.5.3.5 as the proposal breaches zone standard 7.5.5.3 (v) in regard to building heights. The apartment is up to 2.0 through the 7m height plane. The lake side dwelling will be up to 0.8m through the 7m height plane.

Refer to detail below for further information.

Additional information:

No building exceeds 500m² footprint.

Proposed coverage is approximately 23% of Lot 2.

The proposed dwellings comply with site standard 7.5.5.2.xix.

A.2. Alternative Locations

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

No alternative locations are proposed.

A.3. Actual or potential effects on the environment

An assessment of the actual or potential effect on the environment of the proposed activity:

The proposal will not create any significant adverse effects on the environment.

A.4. Hazardous substances

Where the activity includes the use of hazardous substances and installations, an assessment of the risks to the environment which are likely to arise from such use:

Not applicable.

A.5. Potential Discharge

Where the activity includes the discharge of any contaminant, a description of:

Principals: Antony White - B.Surv, MNZIS Bruce McLeod - B.Surv, MNZIS 3 of 7



- (i) The nature of the discharge and the sensitivity of the proposed receiving environment to adverse effects; and
- (ii) Any possible alternative methods of discharge, including discharge into any other receiving environment:

Not applicable.

A.6. Mitigation measures

A description of the mitigation measures (safeguards and contingency plans where relevant) to be undertaken to help prevent or reduce the actual or potential effect:

Not applicable.

A.7. Affected persons

An identification of those persons interested in or affected by the proposal, the consultation undertaken, and any response to the views of those consulted:

Affected party approval has been obtained from the unit owner (Highgate Ventures Ltd) on the western boundary, as per the forms and signed plans included with the application.

Affected party approval has been obtained from the owner of Lot 1 DP 475539 (Gunn) which was stage 1 of the development, as per the forms and signed plans included with the application.

A.8. Monitoring

Where the scale or significance of the activity's effects are such that monitoring is required, a description of how, once the proposal is approved, effects will be monitored and by whom:

No monitoring is required.

Principals: Antony White - B.Surv, MNZIS Bruce McLeod - B.Surv, MNZIS



B.) Further Information

B.1. Apartment and garage (dwelling B)

The apartment and garage complex is located within the Frankton Road setback, being only 0.4m inside the road boundary line. There is a split level carriageway in this location, where the main road is well above the site and a smaller access to a series of properties sits below. The proposed complex lies below the smaller access. Some excavation of the bank (mostly rock) under the smaller access is required for initial construction of the garage which will ultimately act as retaining for the embankment. Excavation depths indicate a cut of up to 2.9m deep in this area, but it is a grazing cut over an existing steep rock face, therefore volume is minimal. Given the differences in height between the two road carriageway and the dwelling site there is little in the way of visual or dominance effect in having the dwelling in the setback area.

A portion of the garage also extends into the side yard set back area. The extents of the encroachment are similar in effect to an accessory building, with no openings on the wall and it is less than 7.5m in length and not higher than 2.5m high on the boundary.

The apartment has two areas of minor height plane encroachment as detailed on the attached plans.

Earthworks up to 0.7m deep are required to excavate the foundation for the garage within close proximity of the boundary line. This excavation will be reinstated post construction and the garage wall will act as retaining.

It should be noted the roof of the proposed apartment (dwelling B) will be 8 metres lower than the adjacent Frankton Road footpath.

B.2. Lake Side Dwelling (dwelling A)

The lake side dwelling requires excavation as per the plans included. This involves a temporary cut at the rear of the dwelling of up to 2.7m deep. The slope is to be retained by the rear wall of the building along with suitable backfill. Above the proposed excavation for the house is an old stacked rock wall that needs removed and replaced. Due to the nature of the old wall removal and excavation below the effective height of the cut face will be exaggerated during that time to some 6m high, but the deepest part of the cut from current ground level is only 2.7m. The old wall is to be replaced with suitable retaining to enhance outdoor living space.

Much of the excavated material is to be used on site for fill of the front lawn area. Retaining along the lake side boundary is proposed to create a level outdoor area beside the dwelling. The main Queenstown – Frankton sewer line is within close proximity to the proposed retaining and the foundation location will take that into consideration. Informal discussion with QLDC engineering has already been undertaken in regard to that matter.

The dwelling will encroach the proposed boundary setback with Lot 1 DP 475539 by up to 1m. Affected party approval has been obtained for the proposal (attached). The appropriate fire rating of the wall within proximity of the boundary is being addressed.

The lower floor level of the dwelling is around 3.5m above the level of the adjacent Frankton Walking Track.

Principals: Antony White - B.Surv, MNZIS Bruce McLeod - B.Surv, MNZIS 5 of 7



B.3. Second garage

An additional two storey garage is proposed between the existing houses on site. The garage will abut the boundary of Lot 1 DP 475539. Affected party approval has been obtained for the construction. The appropriate fire rating of the garage wall within proximity of the boundary is being addressed.

The lower floor of the garage will serve the existing house on Lot 2, while the upper floor will provide the vehicle turning area for those using the access way above, and a single car garage for Lot 1 DP 475539.

Some excavation is required to construct the garage, and its walls will also act as retaining for the adjacent ground, including the access way above.

B.4. Right of way

There is an existing Right of Way over the site in favour of Lots 2-4 DP 10151. This is no longer used by those sites and is physically blocked by a fence and car parks of the adjacent development to the west. Refer DP 26129 attached which indicates accessory unit car parks located within the right of way area. The applicant is currently working through removal of this easement with the relevant neighbours. The applicant is aware of the implications of the right of way, however we request this application be processed irrespective, and a suitable advice note added if required.

Principals: Antony White - B.Surv, MNZIS Bruce McLeod - B.Surv, MNZIS



C.) Conclusion

It is anticipated this application will be assessed as a non complying activity on a non-notified basis as the effects on the environment and neighbours are minimal. Affected party approvals have been obtained from the immediately adjacent residences.

Should you have any queries, please contact the undersigned in the first instance.

Yours faithfully Aurum Survey Consultants

Bruce McLeod

Registered Professional Surveyor Mobile 027-4182104

mailto:bmcleod@ascl.co.nz

Aurum Survey Consultants

PO Box 2493, Wakatipu 9349 Ph 03 442 3466

Fx 03 442 3469

APPENDIX 3 - URBAN DESIGNER'S COMMENTS

V1_08/08/14 RM140826

From: Paula Costello
To: Ellis, Katrina

Subject: RM140826 Urban Design assessment 11 April 2016

Date: Monday, 11 April 2016 11:53:51 AM

Attachments: image003.png

Hi Katrina

Further to our phone conversation,

In terms of an urban design review of this proposal, I have focused any comments on 'House A' as it is the only part of the proposal which will be perceivable from the public realm.

House A includes an intrusion into the 4.5m setback from the boundary with the Frankton Track in the form of a deck. This deck extends to approximately 1.5m from the internal boundary and, given the topography of the site in relation to the track, is elevated above the users of the track.

The dwelling itself meets the requirements of the District Plan (floor level) to be vertically separated from the level of the track, and is set back 4.5m as required. This means that the position of the dwelling itself is permitted, and will assist to avoid dominance effects on Track users in this location, however the outdoor deck does extend into the permitted setback and in terms of effects, I consider will have some dominance and impact on the sense of privacy and overlooking for users of the track. I consider the deck should be reduced in extent in terms of how far it extends towards the track to reduce this effect.

In terms of other impacts of the built form on the Track, the building complies with the permitted height level. It extends length ways facing the Track (and views of the Lake, a natural orientation for buildings in this area) and therefore there is a large length of building positioned on the 4.5m setback. The continuous building length is approximately 20m excluding the walls of decking and outdoor area (which I don't consider will be perceived as part of the building bulk once constructed) and does have one break in the form. This does not appear to comply with the District Plan requirements for breaking up of length, however is near to. The change in levels of the dwelling visible will also have an impact in reducing dominance effects of continuous building length. While the building will be visible I consider in this context of buildings along the Frankton Track (of which there are many of differing proximity and bulk), and given the permitted baseline, effects will be minor.

I hope this assists any queries please advise. Happy to discuss further.

Kind regards Paula

Paula Costello BRS(HONS) MUDD | Senior Planner

Planning & Development

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APPENDIX 4 - ENGINEERING COMMENTS AND REVISION

V1_08/08/14 RM140826



ENGINEERING MEMO

TO: Katrina Ellis

FROM: Tim Dennis

DATE: 22/2/2016

APPLICATION DETAILS			
REFERENCE	RM140826		
APPLICANT	Montreux Ltd		
APPLICATION TYPE & DESCRIPTION	Land Use consent is sought to undertake earthworks associated with the construction of two dwellings & a garage		
ADDRESS	259-263 Frankton Road, Queenstown		
ZONING	HDR		
LEGAL DESCRIPTION	Lots 1 & 2 DP 475539		
SITE AREA	1,900m²		
ACTIVITY STATUS	Non complying		

pplication	Reference Documents	AEE prepared by Aurum Survey Consultants (ASC) dated 3/10/2014, Structural Integrity Ltd (SIL) design plan set titled "The Montreux Ltd: First light" dated 18 Nov 2015 and including dwg no. P01 dated 17/12/14, P1 dated 18/11/15 & E01 dated 17/12/14
Appli	Previous Relevant Consents	RM130803 - Subdivision of site into 2 lots
	Date of site visit	2014



Print Date: 24/02/2016 12:06:00 PM

Comments				
Existing Use	The site contains two existing dwellings			
Neighbours	There is an apartment complex to the south-west (255 Frankton Rd) and a dwelling to the north-east. Frankton Road is 21m to the north-west.			
Topography/Aspect	The site slopes down moderately to the south-east towards Lake Wakatipu and the Frankton Track			
Water Bodies	No water bodies were found on site or within 7m of the site			
Requested Areas of Comment	Earthworks			

		ENGINEERING	COMMENTS	Condition
		Description	Earthworks for the construction of two new dwellings and a garage	
		Cut /Fill Volume (m ³)	The AEE states 300m³ of cut and 300m³ of fill	
	Extent	Total Volume (m ³)	The AEE states 600m³	
		Area Exposed (m²)	We measure approximately 660m² from the Aurum Survey Plan ref 3620.2R.1A	
		Max Height Cut/Fill (m)	The Aurum Survey plan 3620.2R.1A details maximum cut of 2.9m for Dwelling B and fill of 2m for dwelling B. Cut for Dwelling A is up to 2m and fill of up to 1m.	
EARTHWORKS		Prox. to Boundary	The cuts along the south-west and north-west boundary for Dwelling B breach the height to boundary ratio being up to 2.9m deep and between 0 - 400mm off the boundary. For Dwelling A the cuts are up to 2.8m at 2.1m from the boundary of 255 Frankton Rd. The owner of 255 Frankton Rd has given approval to the works. In terms of effects on the legal road, the AEE notes cuts for Dwelling B will be mostly in rock and the dwelling retaining wall will provide permanent support to the roadway. Likewise the cuts for Dwelling A will be permanently retained by the dwelling. There is no effect anticipated on Frankton Road which is 21m to the north-west of the site boundary with earthworks effects limited to the minor access serving this lot and 255 Frankton Rd. I am satisfied that if the works are undertaken in accordance with the Geotechnical recommendations that instability of adjoining sites is unlikely to occur. I recommend a suitable condition in this regard.	X
		Prox. to Water	Closest water body is Lake Wakatipu at 30m to the southeast.	
		Geotech assessment by	Tonkin & Taylor	
	Stability	Report reference	880059 dated June 2008 "259, 263 & 267 Frankton Road Geotechnical Assessment Report". Report supplied direct by the applicants consultant ASC	
		Rock breaking	While no rock was encountered in the test pits, some may be encountered, and breaking may be required. ASC note in the AEE that rock will be encountered for Dwelling B	
		Rock blasting	None expected by Geotechnical report	
		Preconstruction survey	I recommend that a preconstruction survey is completed prior to earthworks due to the proximity of adjoining structures. I recommend a condition in this regard.	х

	Retaining	Numerous retaining walls are detailed on the SIL design plans up to ~3m in height. Most are either integral to the building design, subject to surcharge or >1.5m in height. For this reason I am satisfied they will be addressed as part of the building consent process and appropriate engineering design will be undertaken at that stage. For any walls that do not form part of the buildings such as the wall detailed on the west elevation above Dwelling A, I recommend an advice note	х
	Recommendations on cut/batter slopes	I accept the expert recommendations of the geotechnical report. I recommend a suitable condition in this regard	Х
	Fill certification/specific foundation design required	The building platforms will consist of both cut and compacted fill. I am satisfied that a condition of consent requiring certification prior to building development is appropriate.	x
	Engineers supervision	The earthworks include cuts along the south-west boundary adjoining Lot 4 DP 10151 (255 Frankton Rd) as well as cuts adjoining Frankton Road. Affected party approval has been gained from the adjoining landowner. It is appropriate that these cuts are supervised to ensure any temporary retaining or protection is installed as required to prevent any instability to adjoining properties. I recommend a condition in this regard	х
	Uncertified fill covenant	Not required	
	Schedule 2a Certificate	Not required	
	Clean fill only	Not required	
	Report reference	A Guide to Earthworks in the Queenstown Lakes District brochure and the recommendations of the geotechnical report by Tonkin & Taylor	Х
	Specific sedimentation management	I am satisfied that sediment can be controlled if the earthworks are undertaken in accordance with Council's Guide to Earthworks and the recommendations of the geotechnical report	х
	Specific stormwater management	I am satisfied that stormwater can be controlled if the earthworks are undertaken in accordance with Council's Guide to Earthworks and the recommendations of the geotechnical report.	х
Site Management	Neighbours	The closet neighbour is to the south (Unit 5) and affected party approval has been gained from this landowner. I am satisfied that the works do not pose a nuisance to adjoining landowners provided they are undertaken in accordance with the recommendations in the Geotechnical report.	X
	Traffic management	The site is accessed from an auxiliary road adjoining Frankton Road. It may be possible to undertake the works without disruption to normal traffic movements but this is not clear in the AEE. I am satisfied that a standard traffic management requirement apply if normal traffic operation is affected and recommend a condition in this regard.	х
	Construction crossing	I am satisfied the existing crossing will be adequate for the proposed development.	
	Revegetation	To minimise dust, silt and sediment all earthworks areas should be stabilised at the completion of the earthworks. A suitable condition is recommended in this regard	X

EARTHWORKS		Services affected	None	
		Structures within zone of influence	A 600mm diameter concrete sewer main runs along the south eastern side of the site within the "Frankton Track" not far off the site boundary. No earthworks are proposed within the zone of influence of this pipeline	
WO	over	Access to services OK	N/A	
Ŧ		CCTV	N/A	
EAR	Building	Easement to be varied	N/A	
		Engineers design PS1 provided/conditioned	N/A	
		Services relocated	N/A	
		As-builts		

Recommended Conditions

General

 All engineering works shall be carried out in accordance with the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd June 2015 and subsequent amendments to that document up to the date of issue of any resource consent.

Note: The current standards are available on Council's website via the following link: http://www.qldc.govt.nz/planning/resource-consents/qldc-land-development-and-subdivision-code-of-practice/

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

- 2. At least 5 working days prior to commencing work on site the consent holder shall advise the Principal Resource Management Engineer at Council of the scheduled start date of physical works. Compliance with the prior to commencement of works conditions detailed in Conditions (3-6) below shall be demonstrated.
- 3. Prior to commencing works on site, the consent holder shall obtain and implement a traffic management plan approved by Council if any parking or traffic will be disrupted, inconvenienced or delayed, and/or if temporary safety barriers are to be installed.
- 4. Prior to the commencement of work the consent holder shall undertake a pre-construction condition survey, including photographs, to record the existing condition of all neighbouring buildings, landscaping and roads that lie within 20m of the proposed excavations. This shall be prepared by a suitably experienced building practitioner/contractor/surveyor/engineer and shall be provided to the Principal Resource Management Engineer at Council for review and certification.
- 5. The consent holder shall install measures to control and/or mitigate any dust, silt run-off and sedimentation that may occur, in accordance with A Guide to Earthworks in the Queenstown Lakes District' brochure, prepared by the Queenstown Lakes District Council and the Tonkin & Taylor geotechnical report Ref 880059 dated June 2008 and submitted with the consent application. These measures shall be implemented <u>prior</u> to the commencement of any earthworks on site and shall remain in place for the duration of the project, until all exposed areas of earth are permanently stabilised.
- 6. At least 7 days prior to commencing excavations, the consent holder shall provide the Principal Resource Management Engineer at Council with the name of a suitably qualified professional as defined in Section 1.7 of QLDC's Land Development and Subdivision Code of Practice who is familiar with the Tonkin & Taylor Ref 880059 dated June 2008 report and who shall supervise the excavation procedure and retaining wall construction and ensure compliance with the recommendations of this report. This engineer shall continually assess the condition of the

excavation and shall be responsible for ensuring that temporary retaining is installed wherever necessary to avoid any potential erosion or instability.

To be monitored throughout earthworks

- 7. If at any time Council officers, or its elected representatives, receive justifiable complaints about or proof of effects from vibration sourced from the earthworks activities approved by this resource consent, the consent holder at the request of the Council shall cease all earthworks activities and shall engage a suitably qualified professional who shall prepare a report which assesses vibration caused by earthworks associated with this consent and what adverse effect (if any) these works are having on any other land and/or buildings beyond this site. Depending on the outcome of this report, a peer review may be required to be undertaken by another suitably qualified professional at the consent holder's expense. This report must take into consideration the standard BS 5228:1992 or a similar internationally accepted standard. Both the report and peer review (if required) shall be submitted to Council for review and certification. The Consent holder shall implement any measures proposed in the report that will mitigate any negative effects of the vibration.
- 8. The Principal Resource Management Engineer at Council shall be notified and work shall stop immediately if any cracking, movement, structural distress or damage to any existing buildings, structures, underground services, public roads, pathways and/or surrounding land occurs.
- 9. The earthworks, batter slopes, retaining and site management shall be undertaken in accordance with the recommendations of the report by Tonkin & Taylor Ref 880059 dated June 2008.
- 10. The consent holder shall ensure that construction of the retaining wall along the northwest and southwest boundary's of the site is completed as soon as practicable on completion of the excavations. If this cut will be left unstabilised for more than 4 weeks following excavation, temporary retaining and/or protection measures shall be installed to protect the exposed batter face from the elements and potential erosion or instability until such time as the cut is permanently stabilised.
- 11. The consent holder shall implement suitable measures to prevent deposition of any debris on surrounding roads by vehicles moving to and from the site. In the event that any material is deposited on any roads, the consent holder shall take immediate action, at his/her expense, to clean the roads. The loading and stockpiling of earth and other materials shall be confined to the subject site.
- 12. No earthworks, temporary or permanent, are to breach the boundaries of the site with the exception of the earthworks approved by Unit 5 255 Frankton Road and detailed on Aurum Survey Plan 3620.2R.2A
- 13. No construction traffic shall utilise the adjoining Frankton Track or Council reserve for access to the site.

On completion of earthworks and prior to construction of the dwelling

- 14. On completion of earthworks within the building footprint and prior to the construction of the dwelling, the consent holder shall ensure that either:
 - a) Certification from a suitably qualified engineer experienced in soils investigations is provided to the Principal Resource Management Engineer at Council, in accordance with NZS 4431:1989, for all areas of fill within the site on which buildings are to be founded (if any). Note this will require supervision of the fill compaction by a chartered professional engineer; or
 - b) The foundations of the dwelling shall be designed by a suitably qualified engineer taking into consideration any areas of uncertified fill on-site.

On completion of earthworks and prior to occupation of the dwelling

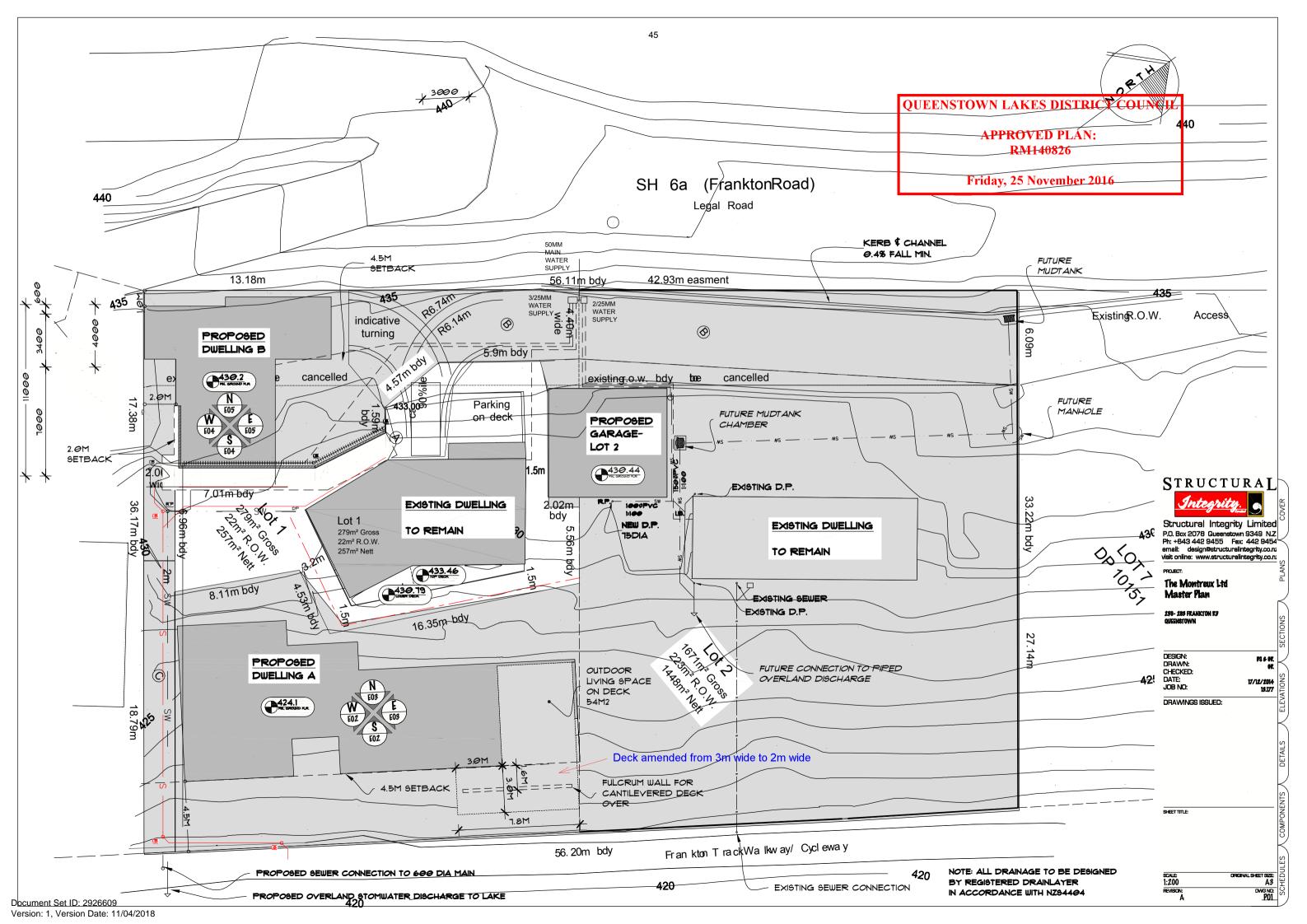
- 15. On completion of the earthworks, the consent holder shall complete the following:
 - a) All earthworked and/or exposed areas shall be top-soiled and grassed/revegetated or otherwise permanently stabilised.
 - b) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.

Advice Note

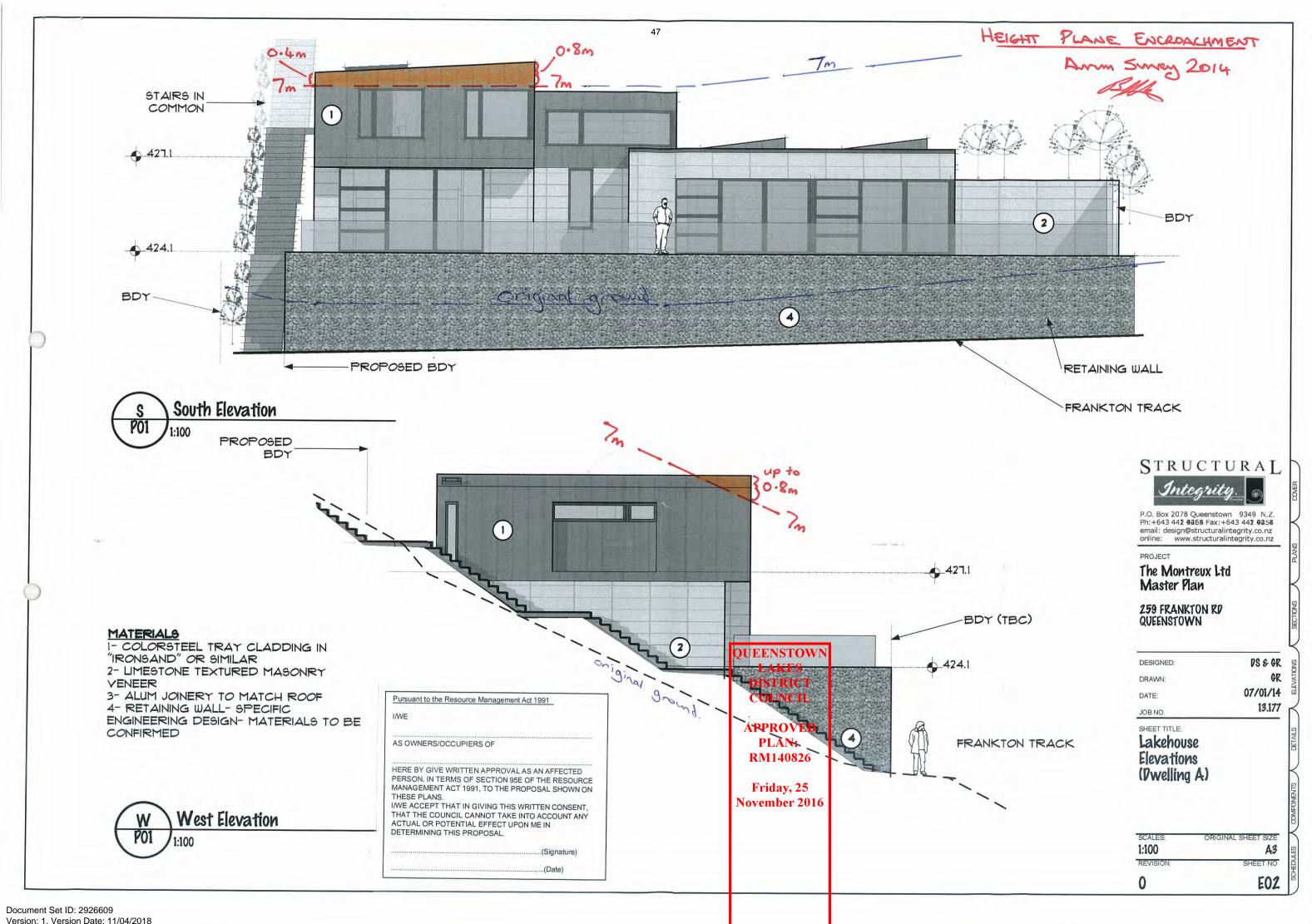
- a. The consent holder is advised that any retaining walls proposed in this development which exceeds 1.5m in height or walls of any height bearing additional surcharge loads will require Building Consent, as they are not exempt under Schedule 1 of the Building Act 2004.
- b. The extent of the pre-construction survey is related to the site and its surrounds and the associated potential risks. The existing condition of roading, landscaping and structures needs to be documented by way of photos, focusing on any damage that is already apparent. Items such as minor cracking in plaster will be very difficult to identify, and in these cases other methods would need to be employed to determine if they were formed as a result of the consented works. The survey will never cover everything but it aims to provide a record that can be reviewed in the event of a complaint or issue being raised. For consent holders the most efficient way to ensure compliance with the condition is to undertake the survey with a consent processing engineer present. Deliverable for this includes a very brief report accompanied by as many photos as are necessary to cover the potential risks, marked up photos identifying existing damage are even clearer.

Prepared by: Reviewed by:

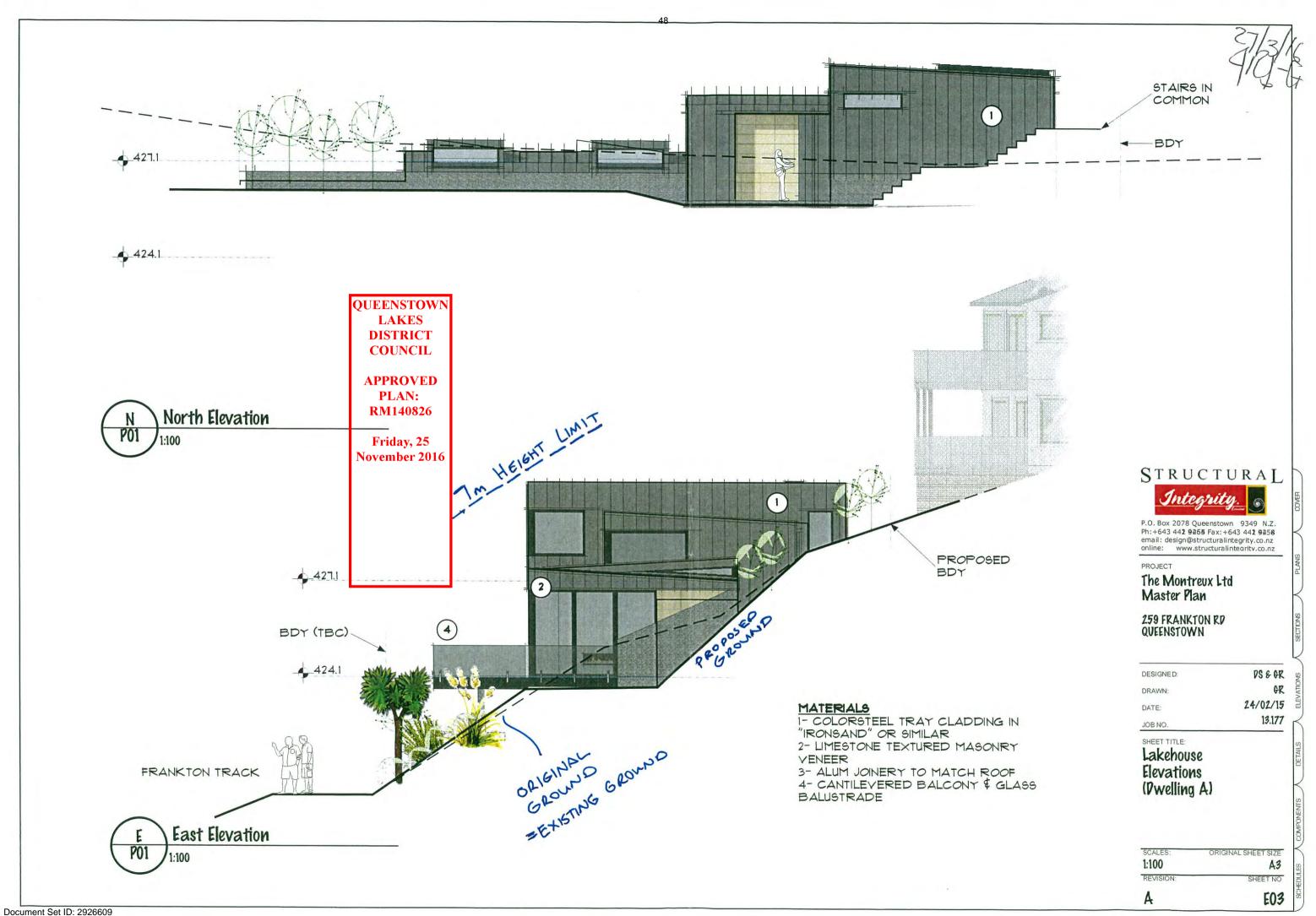
Tim Dennis Michael Wardill
Southern Land Ltd ENGINEER

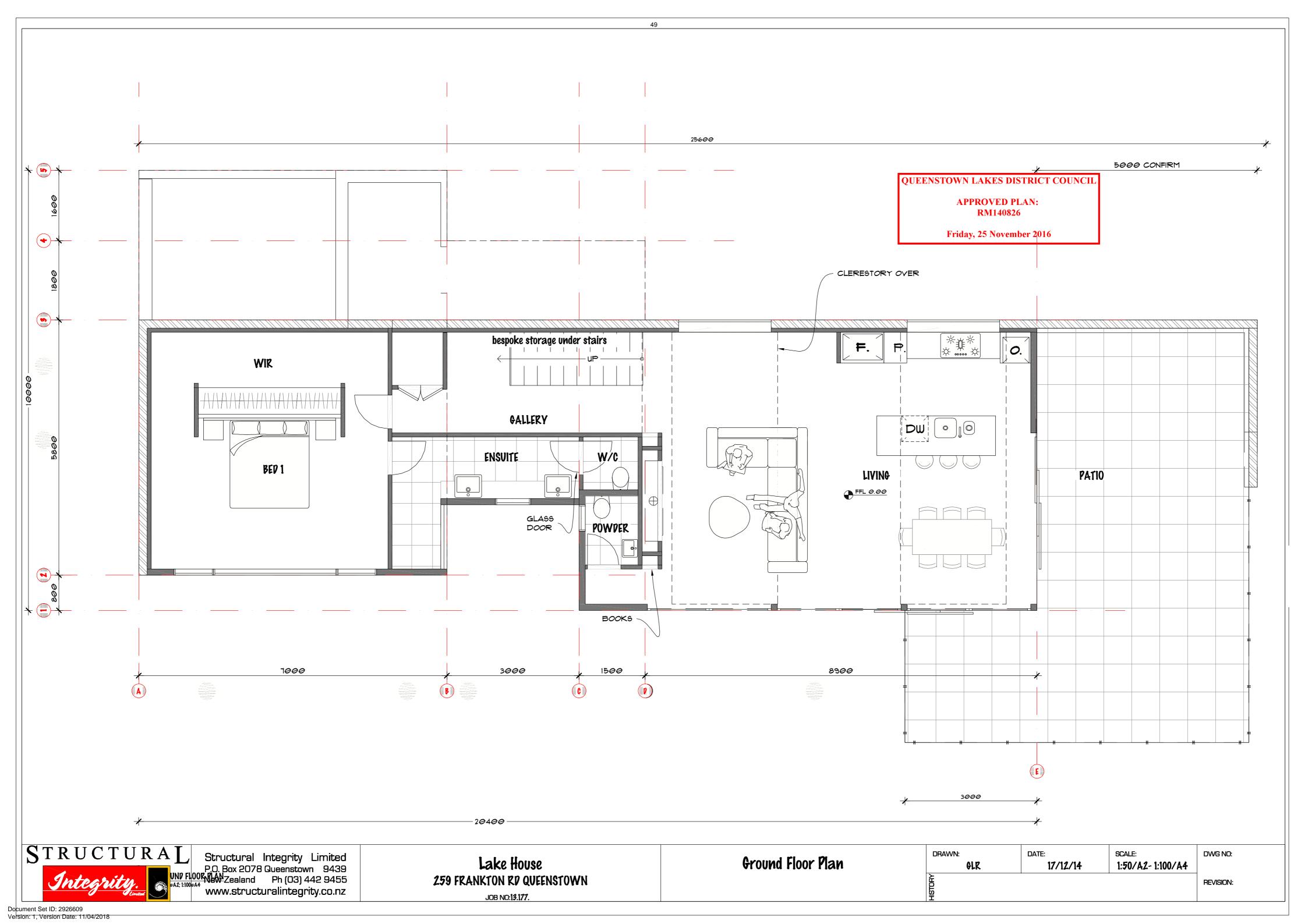


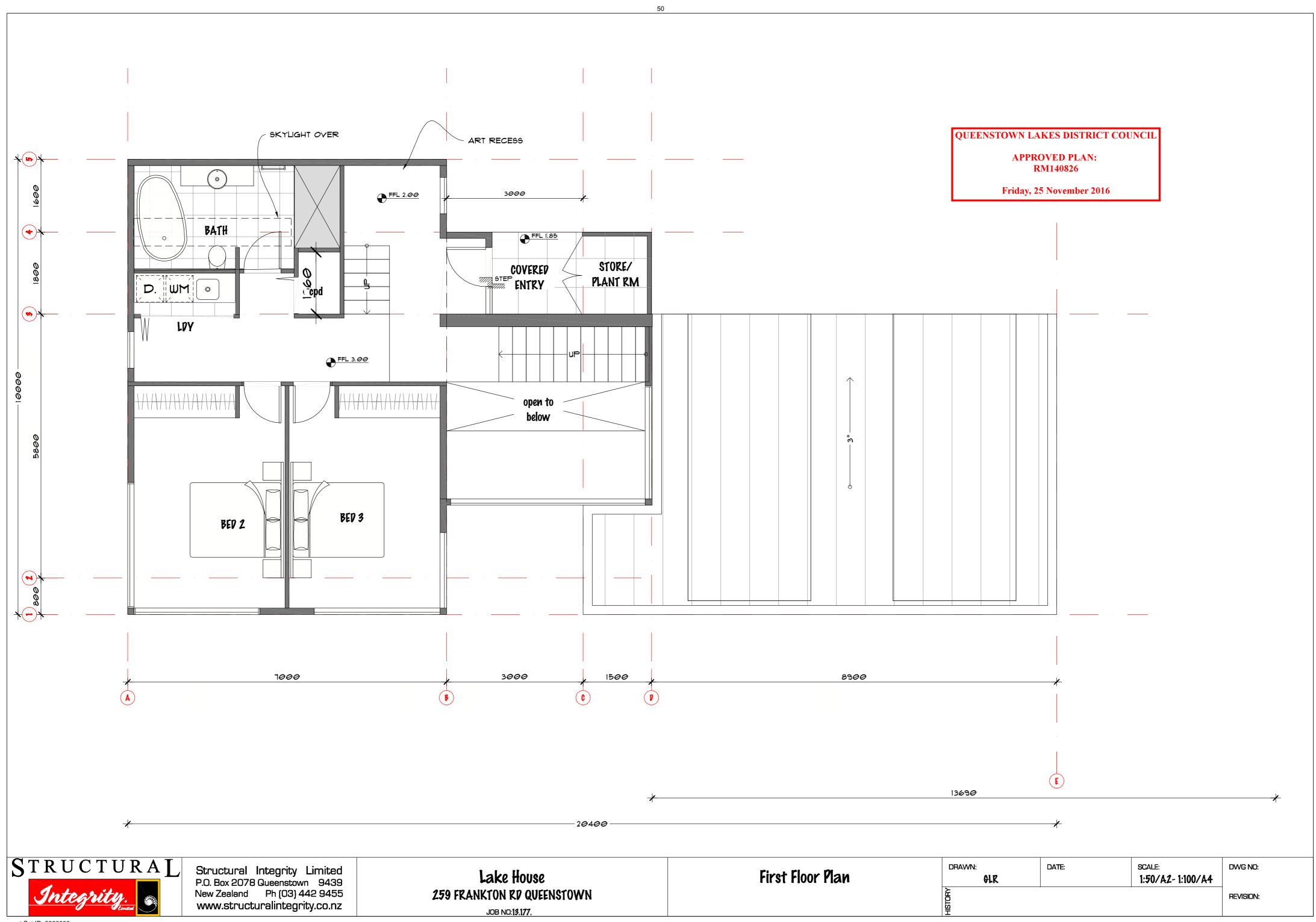


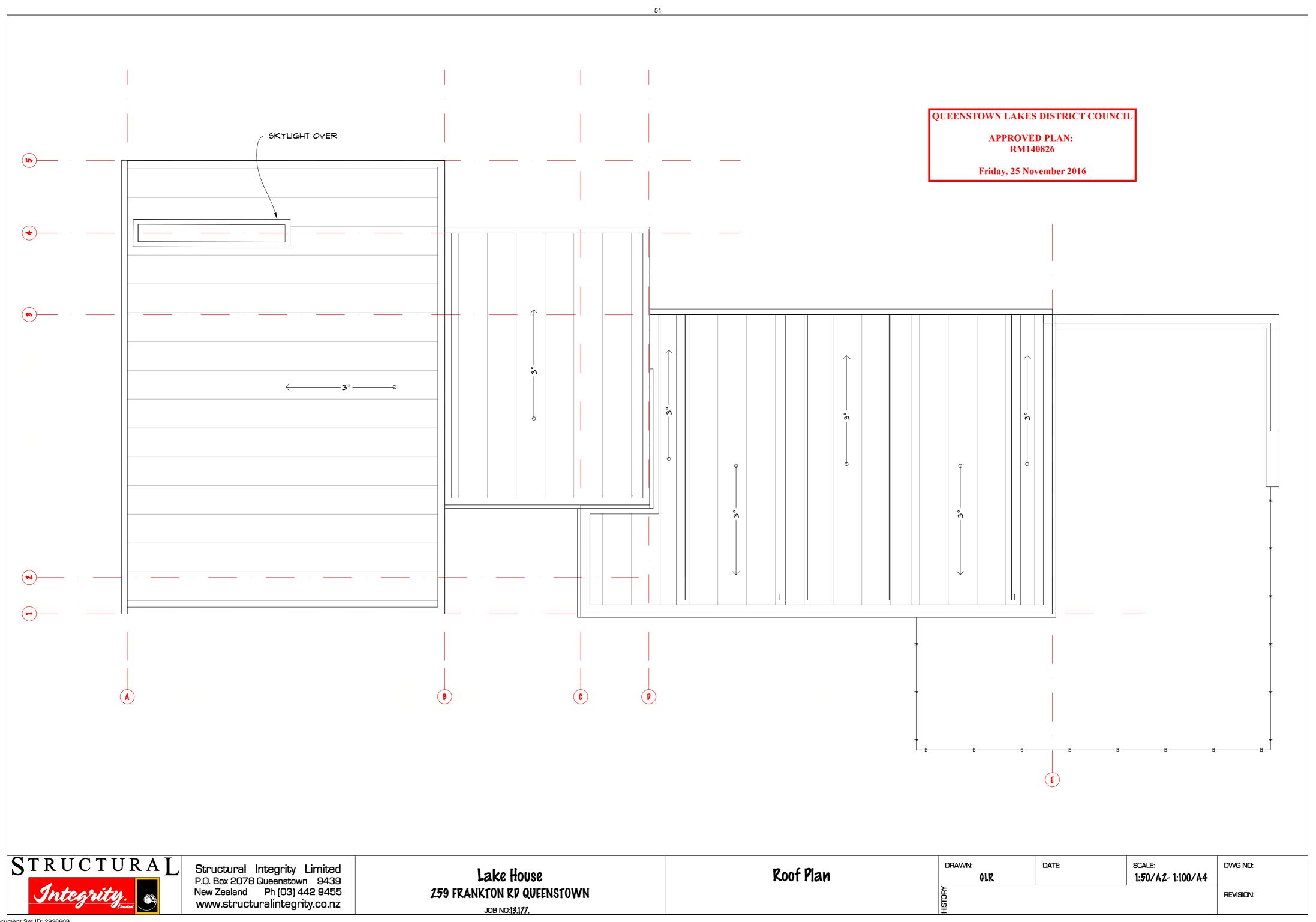


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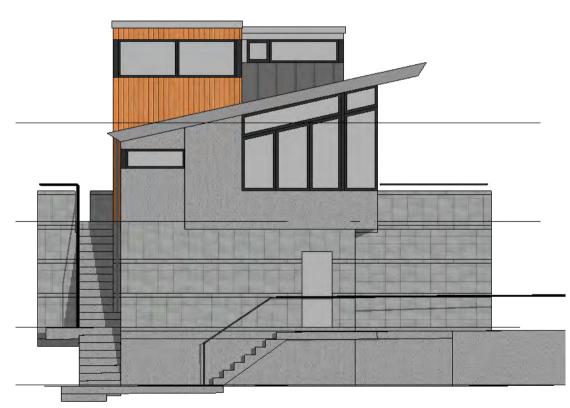






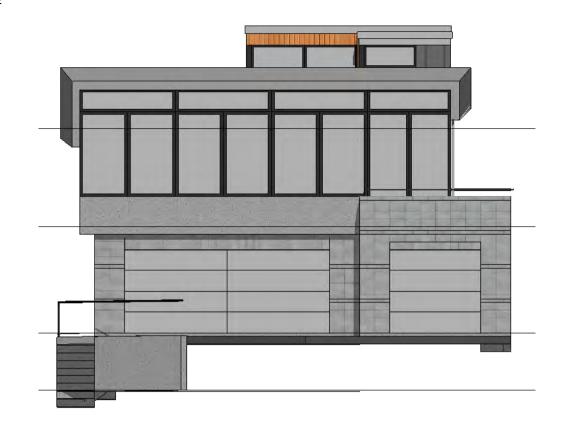






- South Elevation

- 1:100



- 1:100

- North Elevation

1:100

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN: RM140826

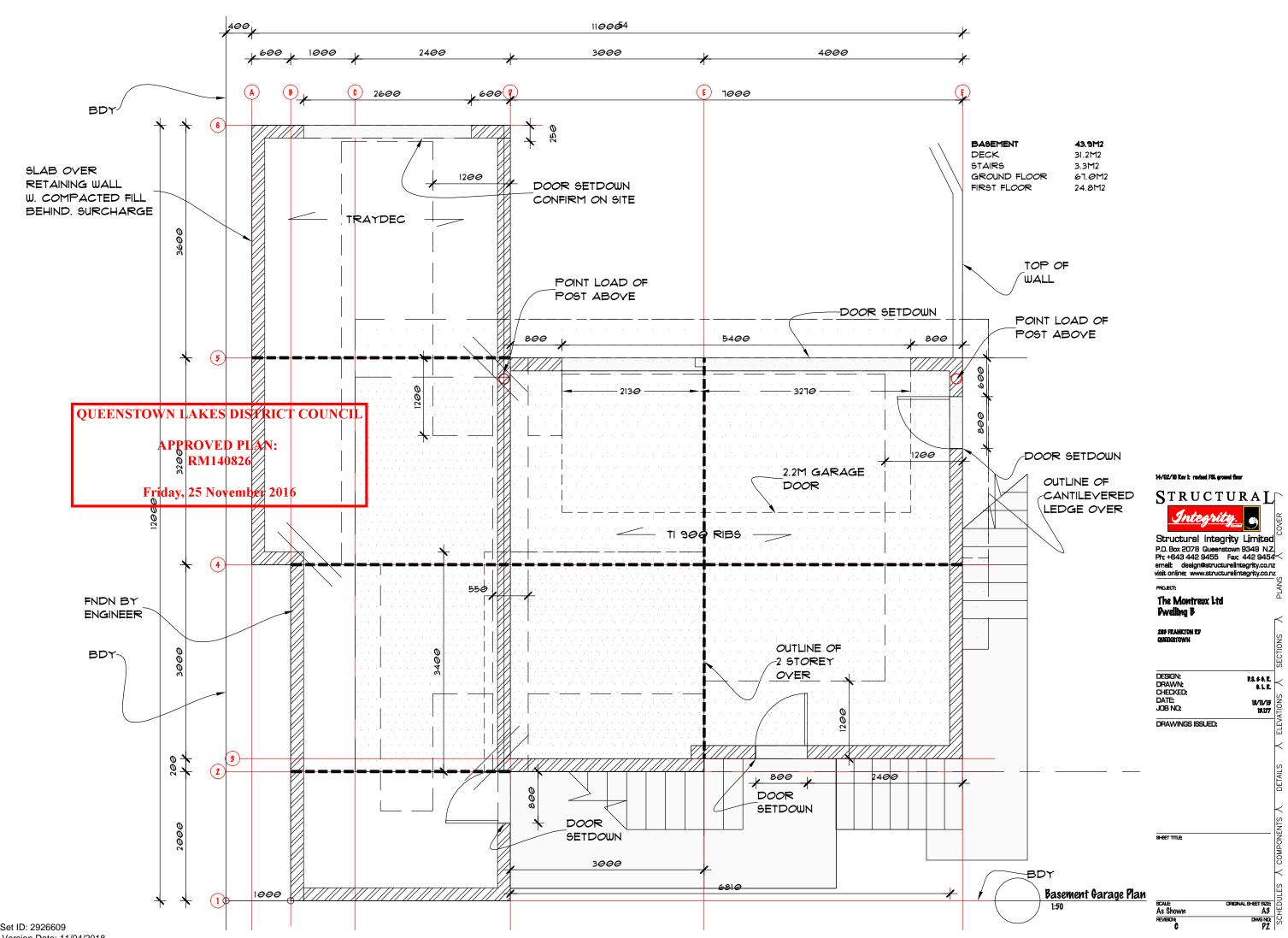
Friday, 25 November 2016

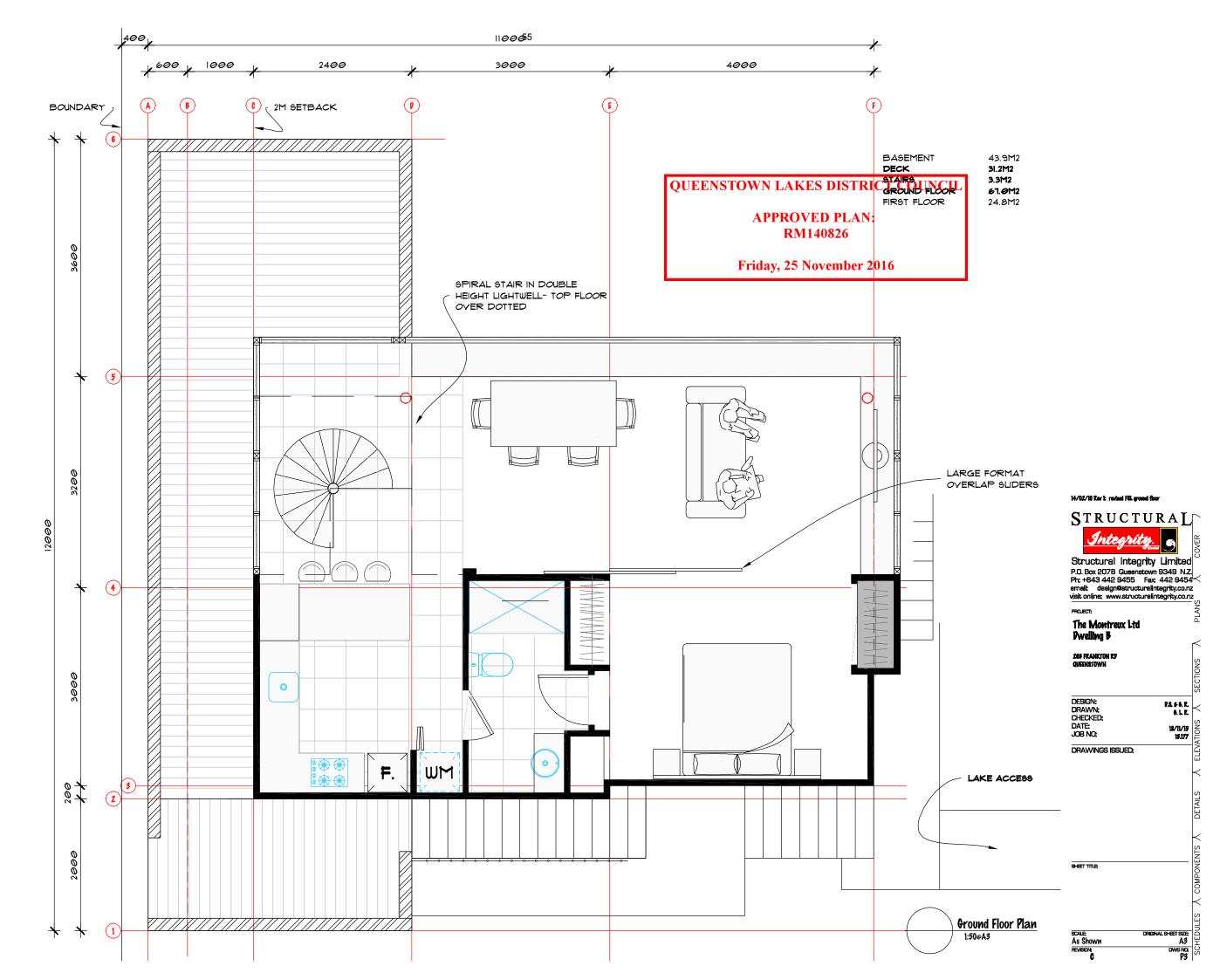
The Montreux Ltd: Firstlight 263 Frankton Rd

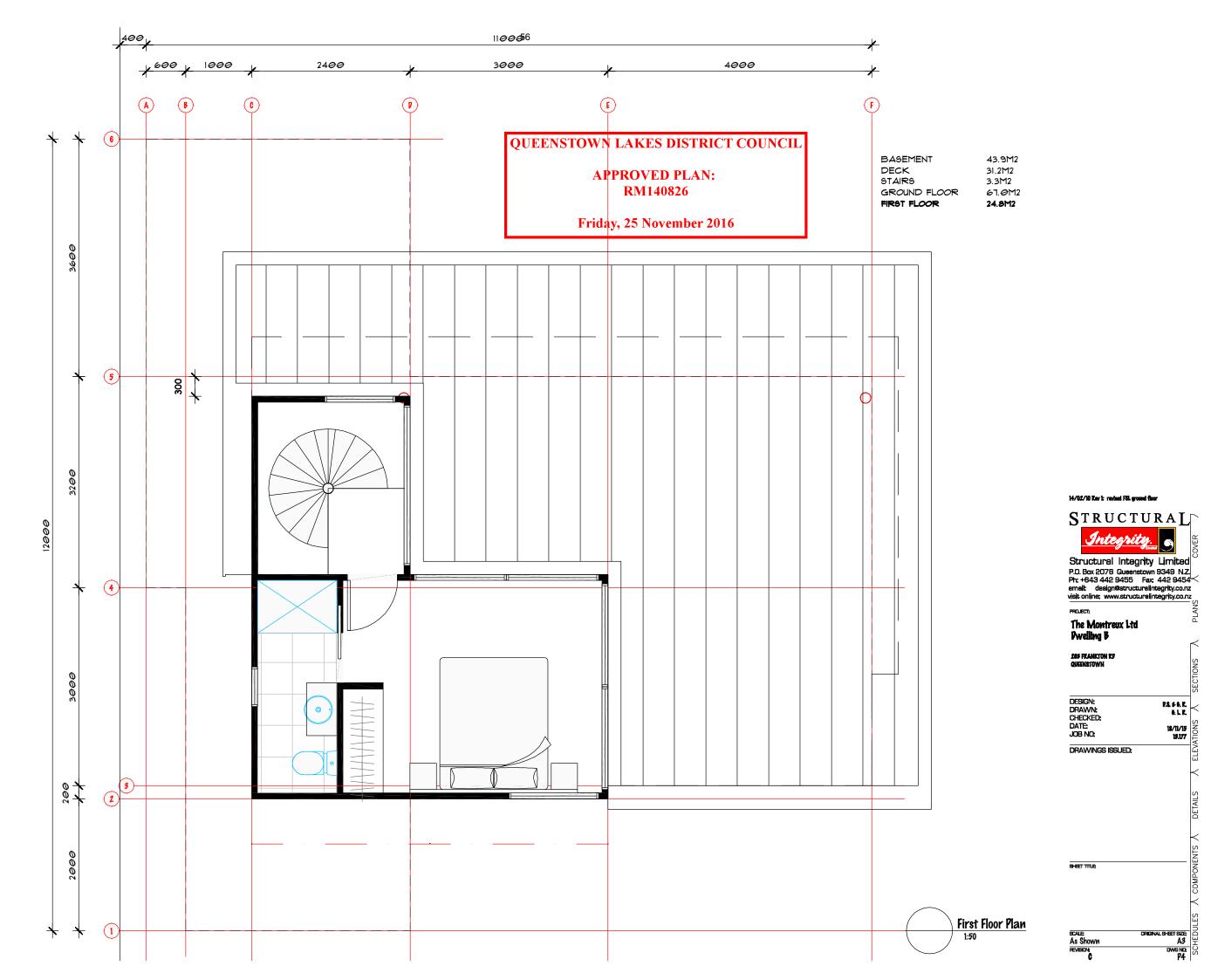
Designer: DS & GR 19 Nov 2015 Scale@A3



Please sign (1) **QUEENSTOWN LAKES** MATERIALS DISTRICT COLORSTEEL TRAY CLADDING IN "IRONSAND" OR SIMILAR **COUNCIL** 2- ACRYLIC PLASTER SYSTEM IN (3) 4, 435.7 SELECTED GREY 3- ALUM JOINERY TO MATCH ROOF **APPROVED** 4- VERTICAL SHIPLAP CEDAR IN NATURAL BROWN STAIN PLAN: 5- HONED CONCRETE BLOCK RM140826 4, 433.0 Friday, 25 November 2016 North Elevation STRUCTURAL Integrity P.O. Box 2078 Queenstown 9349 N.Z. Ph:+643 442 9856 Fax:+643 442 9858 email: design@structuralintegrity.co.nz online: www.structuralintegrity.co.nz The Montreux Ltd Master Plan BDY BDY (TBC) 259 FRANKTON RD QUEENSTOWN (2) DESIGNED: 9S & AR DRAWN. GR 25/02/16 DATE 13.177 JOB NO. SHEET TITLE Studio Proposed FRANKTON TRACK 4, 433.0 Elevations mone (Dwelling B) GROUND East Elevation EXISTING GROWD SCALES 1:100 A3 HEET NO E05 Document Set ID: 2926609 Version: 1, Version Date: 11/04/2018







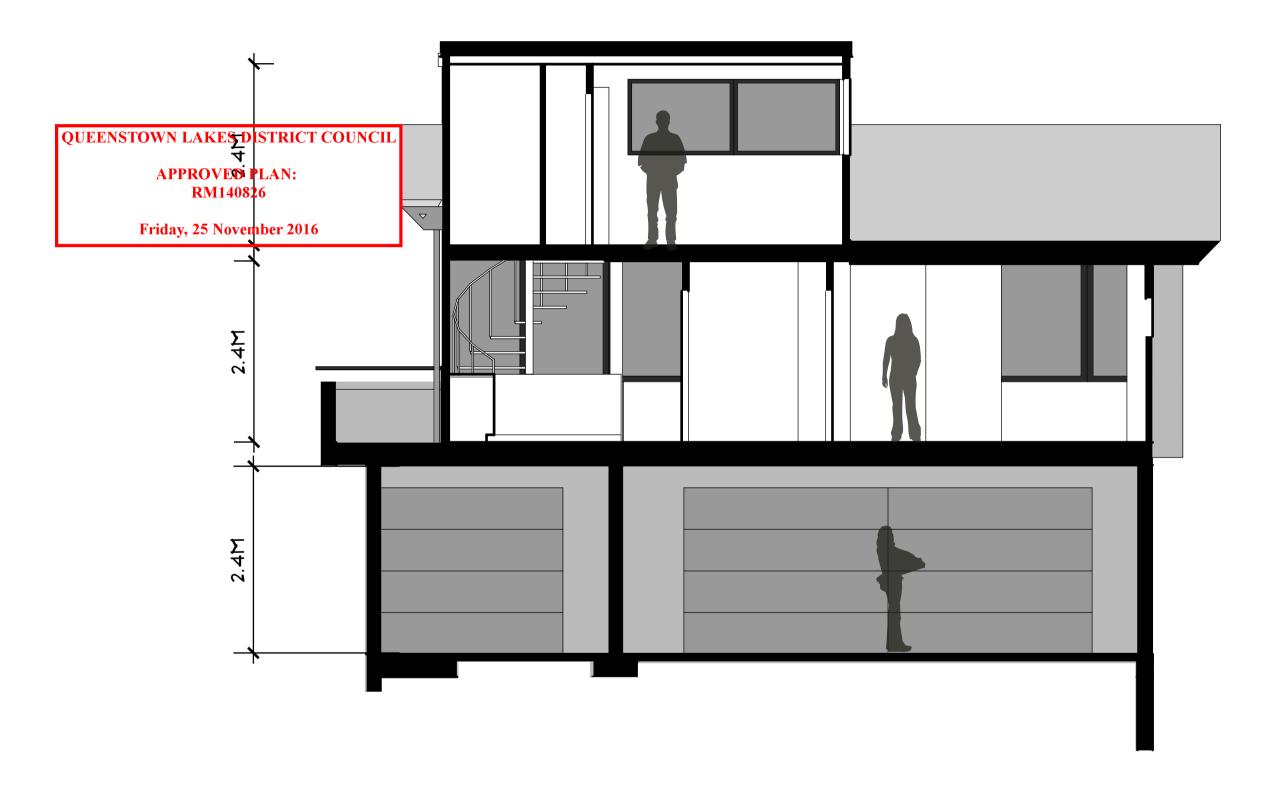
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www.structuralintegrity.co.nz

The Montreux Ltd: Firstlight 263 Frankton Rd

Designer: DS & GR 19 Nov 2015

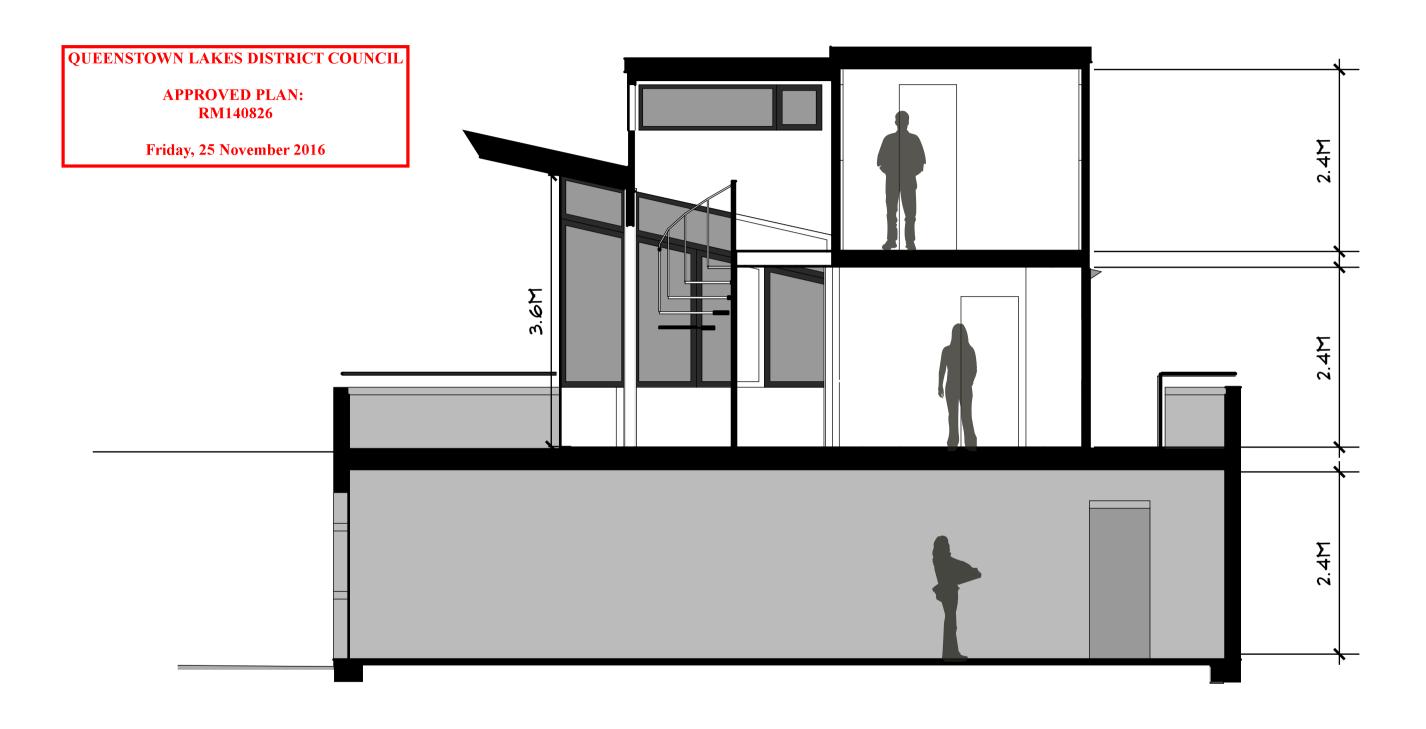


- Longitudinal Section

- 1:5

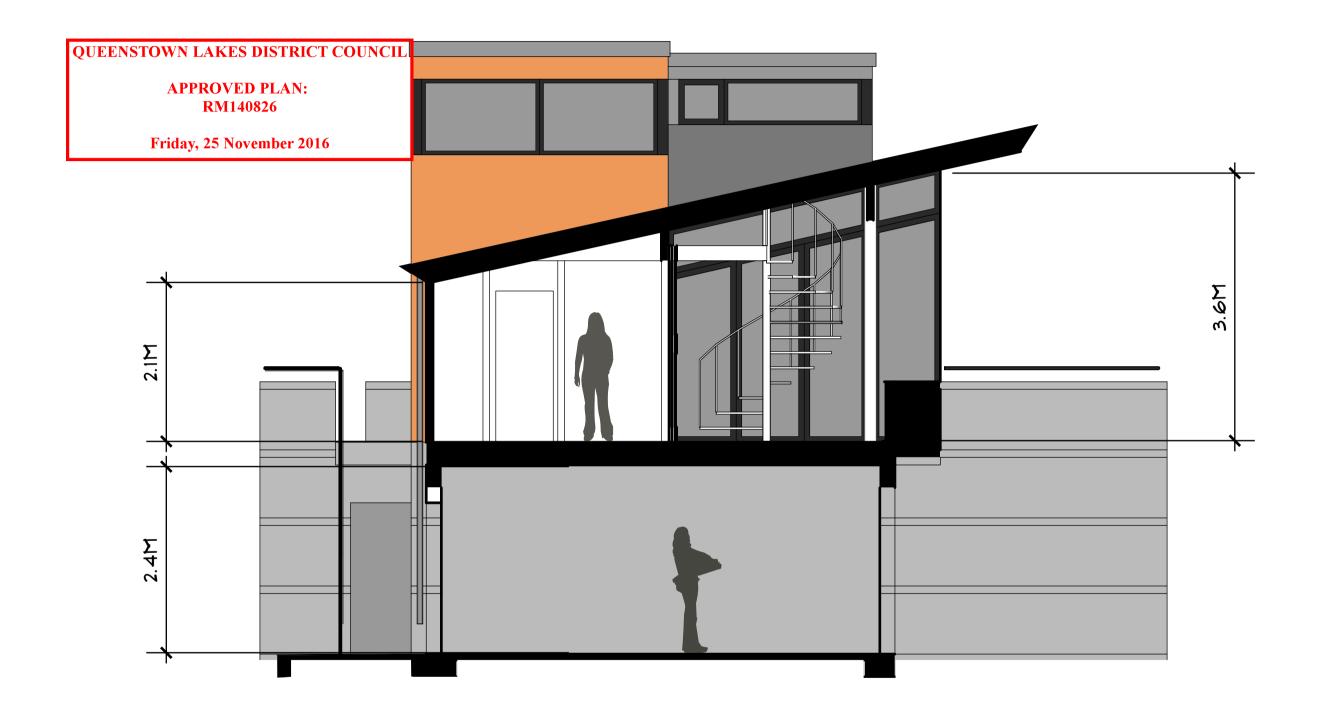
The Montreux Ltd: Firstlight 263 Frankton Rd

Designer: DS & GR 19 Nov 2015 Scale@A3



Lateral Section- Stairwell

The Montreux Ltd: Firstlight 263 Frankton Rd



www.structuralintegrity.co.nz

Lateral Section- Master Bedroom

The Montreux Ltd: Firstlight 263 Frankton Rd

Designer: DS & GR 19 Nov 2015

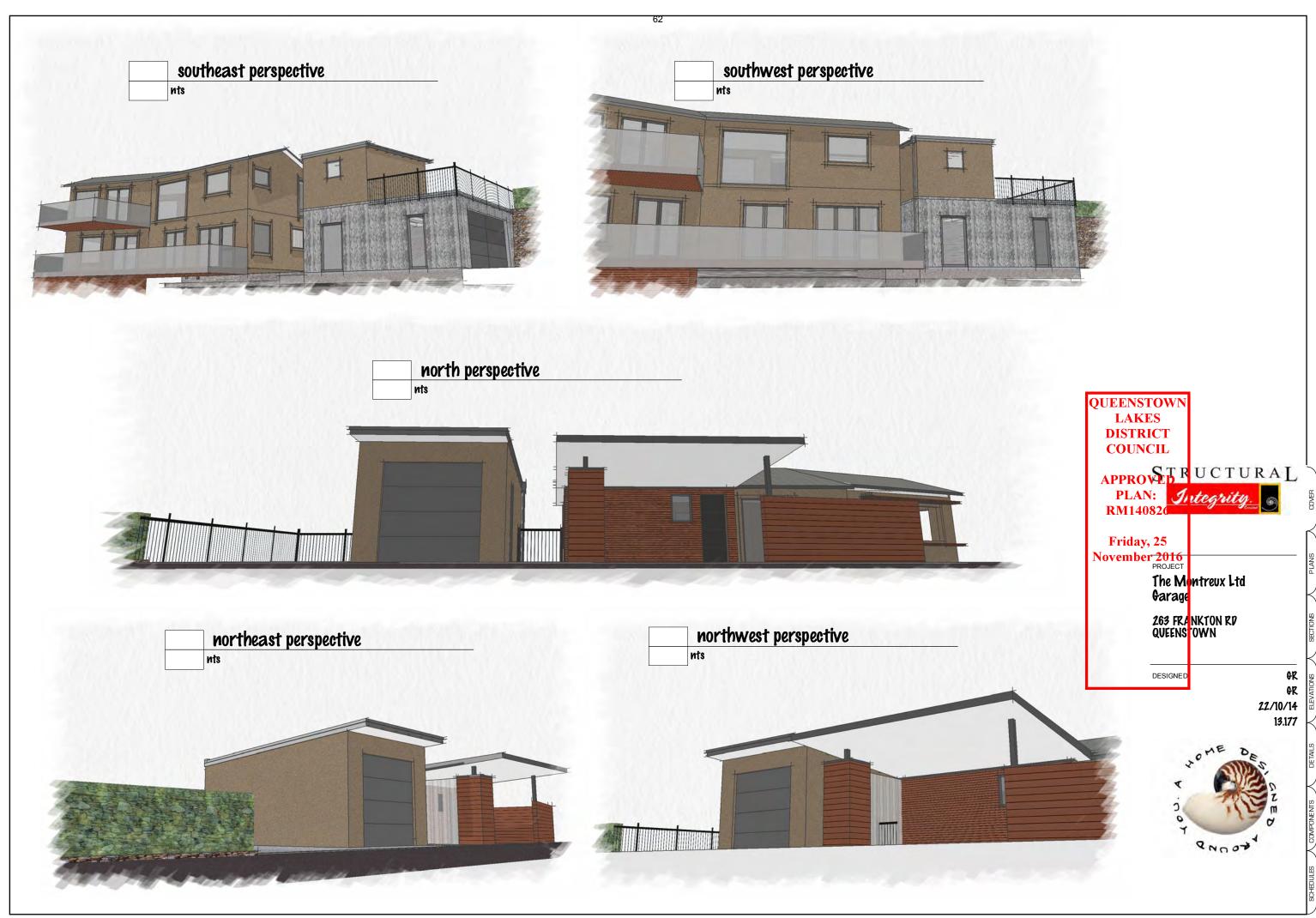


RM140826

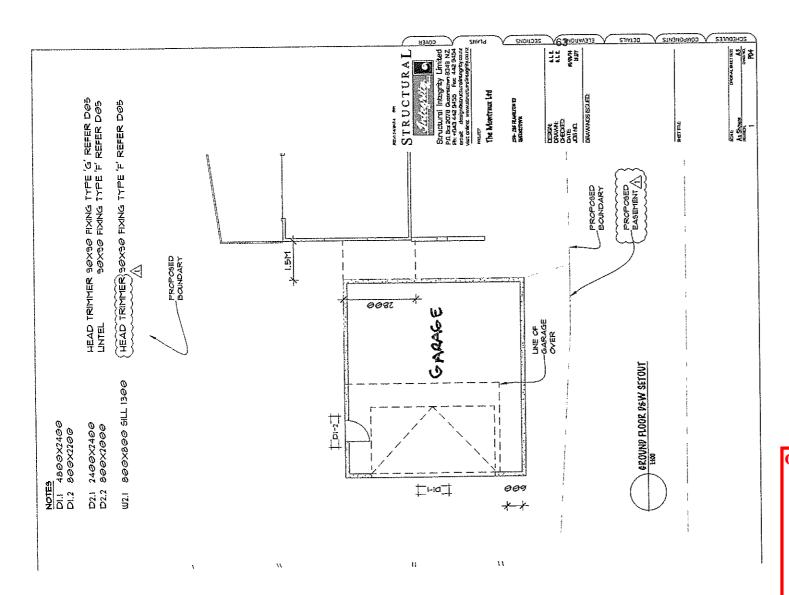
Friday, 25 November 2016

West Elevation

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Document Set ID: 2926609 Version: 1, Version Date: 11/04/2018



QUEENSTOWN LAKES DISTRICT COUNCIL

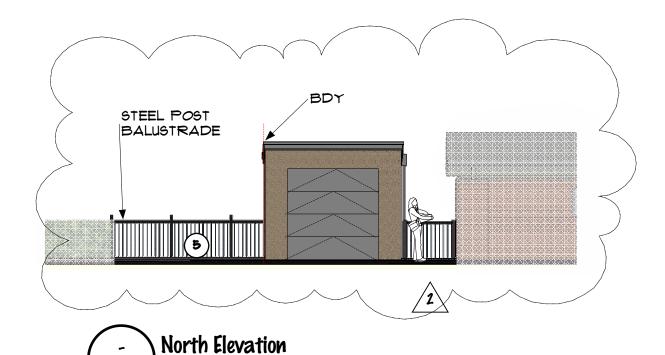
APPROVED PLAN: RM140826

Friday, 25 November 2016

Document Set ID: 2926609 Version: 1, Version Date: 11/04/2018

SCALES: 1:100 A3 REVISION HEET NO P03

driveway



FACE FIXED POST BALUSTER ANCHOR CONTROL JOINT CURRENT GROUND LEVEL 1.100

MATERIALS

I- COLORSTEEL "HI 5"RIBBED CLADDING IN "IRONSAND" OR SIMILAR

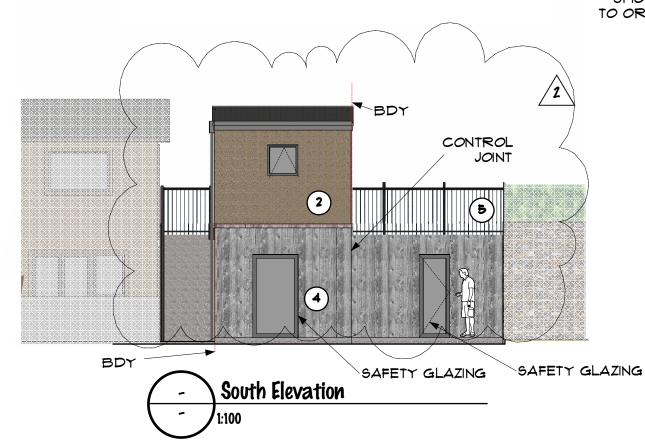
2- ACRYLIC PLASTER SYSTEM TO HARDIBACKER ON CAVITY BATTENS SELECTED PLASTER FINISH IE: RESENE DOUBLE ARROWTOWN' TO MATCH EXISTING HOUSE PROPOSED LOT I

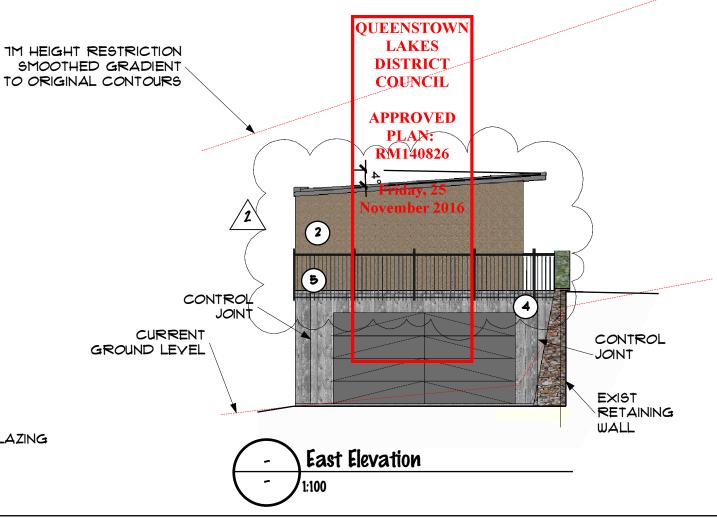
3- ALUM JOINERY TO MATCH ROOF

1:100

4- VERTICAL FORMWORK INSITU CONC

5- GALVANISED STEEL BALUSTRADE SYSTEM IN SELECTED FINISH





STRUCTURAL

Integrity.

P.O. Box 2078 Queenstown 9349 N.Z. Ph:+643 442 9455 Fax:+643 442 9454 email: design@structuralintegrity.co.nz online: www.structuralintegrity.co.nz

PROJECT

The Montreux Ltd Garage

263 FRANKTON RD QUEENSTOWN

 DESIGNED:
 GR

 DRAWN:
 GR

 DATE:
 22/10/14

 JOB NO.
 13.177

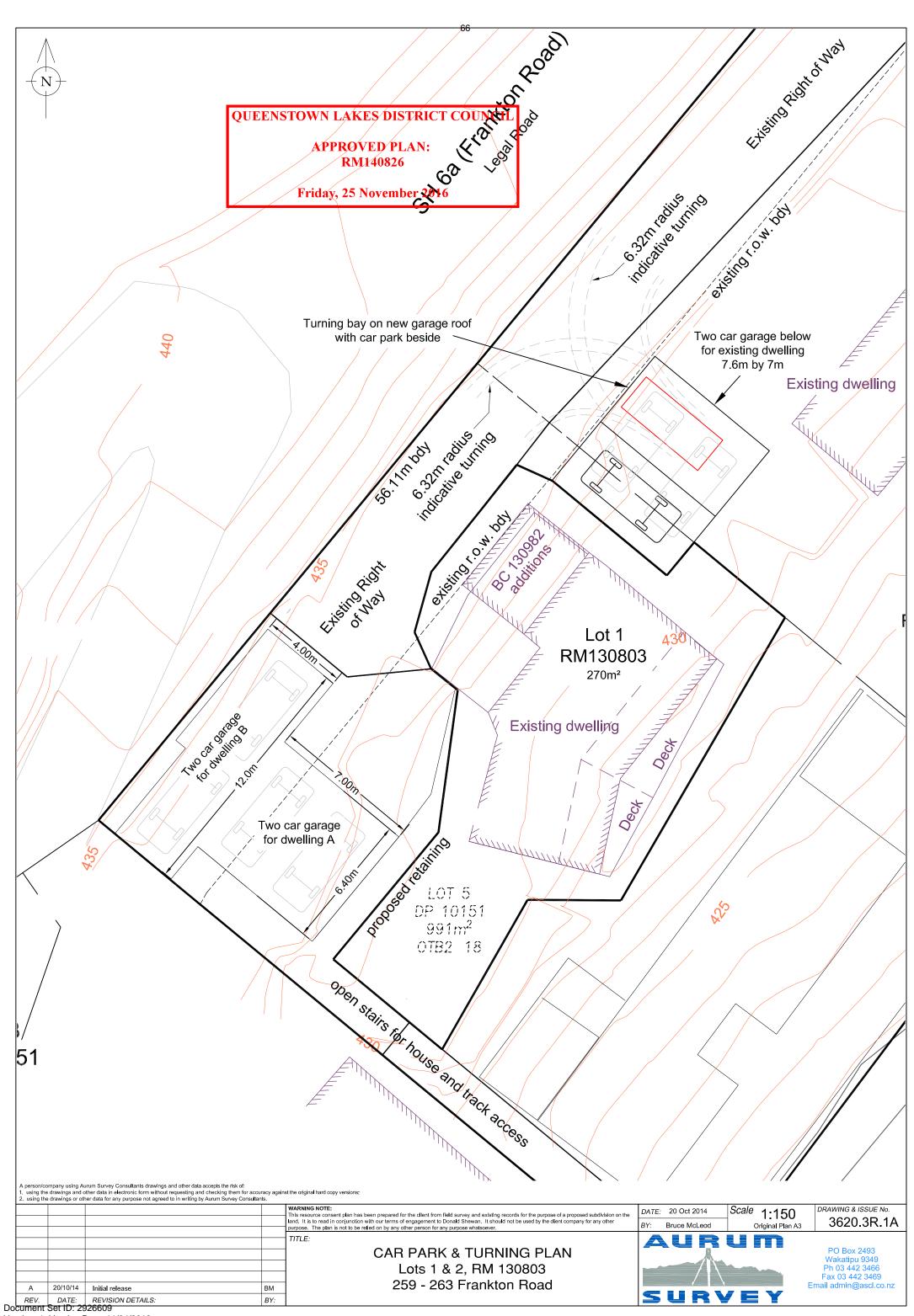
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Elevations

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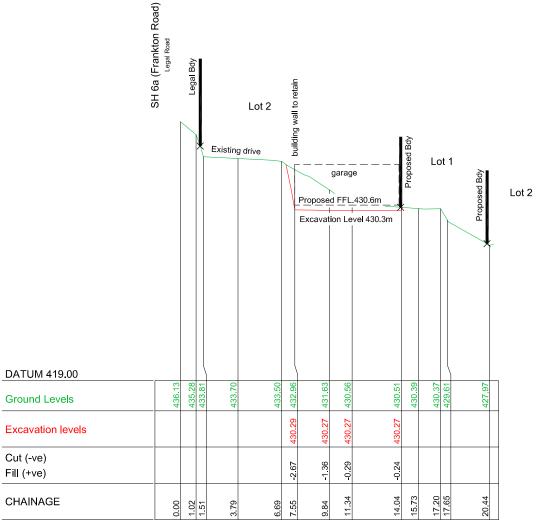


Version: 1, Version Date: 11/04/2018

68

SH 6a (Frankton Road) QUEENSTOWN LAKES DISTRICT COUNCIL old stone wall to be replaced **APPROVED PLAN:** RM140826 Lot 2 building wall to retain Friday, 25 November 2016 Proposed FFL.433.2m Lot 1 Excavation Level 432.9m Existing ground level Lot 2 Sec 2 SO 410336 Legal Bdy Proposed FFL.424.1m Excavation Level 423.8m Frankton walking track DATUM 419.00 437.08 437.05 436.23 435.59 431.07 430.68 430.75 429.31 429.38 427.16 420.83 420.51 420.44 431.60 430.73 422.83 433.58 425.25 **Ground Levels** 423.80 **Excavation levels** Cut (-ve) -0.58 -2.59 -2.56 0.65 0.90 Fill (+ve) 18 15 18 92 20.32 20.77 21.73 22.49 23.28 13.10 14 60 15 24 26.29 26.68 12.23 32.54 CHAINAGE 9.56 0 00 0 77 1 68 2 37

CROSS SECTION A



CROSS SECTION B

Pursuant to the Resource Management Act 1991
I/WE
AS OWNERS/OCCUPIERS OF
HERE BY GIVE WRITTEN APPROVAL AS AN AFFECTED PERSON, IN TERMS OF SECTION 95E OF THE RESOURCE MANAGEMENT ACT 1991, TO THE PROPOSAL SHOWN ON THESE PLANS. I/WE ACCEPT THAT IN GIVING THIS WRITTEN CONSENT, THAT THE COUNCIL CANNOT TAKE INTO ACCOUNT ANY ACTUAL OR POTENTIAL EFFECT UPON ME IN DETERMINING THIS PROPOSAL.
(Signature)
(Date)

A person/company using Aurum Survey Consultants drawings and other data accepts the risk of:
1. using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions;
using the drawings or other data for any purpose not agreed to in writing by Aurum Survey Consultants.

			WARNING N This resource
			land. It is to r purpose. The
			TITLE:
 29/01/14	Initial release	DM	1

WARNING NOTE:
This resource consent plan has been prepared for the client from field survey and existing records for the purpose of a proposed subdivision on the and. It is to read in conjunction with our terms of engagement to Donald Shewan. It should not be used by the client company for any other purpose. The plan is not to be relied on by any other person for any purpose whatsoever.

Earthworks Sections Lots 1 & 2, RM 130803 259 - 263 Frankton Road



SURVEY

DATE: 29 Jan 2014

Scale 1:250 Original Plan A3 DRAWING & ISSUE No. 3620.2R.2A

PO Box 2493 Wakatipu 9349 Ph 03 442 3466 Fax 03 442 3469 Email admin@ascl.co.nz

A 29/01/14 Initial release

REV. DATE: REVISION DETAILS:

Document Set ID: 2926609

Version: 1, Version Date: 11/04/2018



16 May 2018

Southern Planning Group Ltd

By Email: rebecca@southernplanning.co.nz

Attention: Rebecca Holden

Dear Rebecca,

THE MONTREUX LTD - RM180366 - RESPONSE TO REQUEST FOR FURTHER INFORMATION

Queenstown Lake District Council (QLDC) have requested further information in relation to the application by The Montreux Ltd for Resource Consent to develop their land at 263-267 Frankton Road, Queenstown. This letter is intended to serve as an addendum to our report that accompanied the resource consent application and to respond to the further information request.

Below are responses for each of the points raised that are relevant to the Civilised Ltd scope of works.

1. LOCATION OF WASTEWATER MAIN

The location of QLDC 600mm Frankton Track main does not appear to be correctly represented on Civilised appendix B plan. On-site investigation indicates the main is located closer to the property boundary and at or above the level of the track. Based on section Plan S3 the design conflicts and would exposed the QLDC main. Applicant to confirm exact location of QLDC 600mm wastewater main relative to boundary and address any design conflict associated with central and south-western stairs. Note confirmation of location of QLDC main will likely require the crown of the pipe to be pothole exposed and formally surveyed.

The drawing included with the Infrastructure Feasibility Report was based on the Council GIS. Upon on site review of the position of the pipe in relation to the boundary pegs for the subject site, we agree that the pipe is not shown in the correct location. Attached is a revised drawing that shows the correct location of the pipe (refer Attachment 1).

In addition, Structural Integrity have updated the architectural drawings for the development and these show the pipe in the correct location where the pipe is crossed by the proposed stairways. Whilst the exact structural detail is yet to be developed for the pipe crossings, it is apparent that there is sufficient clearance to the pipe and the pipe can be spanned over by the stairways with appropriate foundations on either side of the pipe being constructed.

2. WASTEWATER CONNECTION

Applicant's engineer to provide written confirmation from QLDC's Chief Engineer that QLDC are accepting of a new connection directly to the QLDC 600mm Frankton Track main and any specific conditions of this acceptance.

Extensive discussions and liaison with representatives of QLDC Infrastructure Services have been undertaken. QLDC and The Montreux Ltd have agreed that suitable details for the connection will be developed and agreed during the detailed design phase for the project.



A proposed condition of consent has been agreed that is to be included with the decision in the event the consent is granted. The agreed condition that resolves this issue is:

- 1. Prior to commencing any works on the site, the consent holder shall obtain 'Engineering Review and Acceptance' from the Queenstown Lakes District Council for all development works and information requirements specified below. An 'Engineering Review and Acceptance' application shall be submitted to the Manager of Resource Management Engineering at Council and shall include copies of all specifications, calculations, design plans and Schedule 1A design certificates as is considered by Council to be both necessary and adequate, in accordance with Condition (1), to detail the following requirements:
 - a) Either the provision of a new gravity sewer connection to the development from Council's 600
 mm Frankton Track Truck Main, accompanied by an approval for Connection to Council
 Services for the proposed connection.

Or

The provision of a package pump station and pressure connection from the development to the existing gravity wastewater lateral to the site, accompanied by an approval for Connection to Council Services for the proposed connection. If required, the pump station shall be designed to store flows and pump outside of peak periods.

3. CAR STACKER FIRE FIGHTING

Applicant's engineer has indicated a sprinkler demand based on an ordinary hazard (OH). The development contains an enclosed car stacker system that may require a sprinklering. Car stackers result in increased fuel source and generally required an Extra high hazard (EHH) sprinkler system. If this is the case it will result in water demand over and above FW3 and require specific network modelling confirmation. Applicant to confirm if car stackers will be sprinklered and what demand this will result in. If demand exceeds

The Montreux Ltd have engaged Cosgroves Ltd to provide some preliminary advice related to fire engineering aspects of the development. In relation to the matter raised by the Request For Further Information, Cosgroves representatives have stated:

We have researched the protection options for car park stackers, the requirements are related to plan area size, height and number of levels. In this case the car park enclosure would be classified Ordinary Hazard 3 with sprinklers required at the various levels where the platforms could be positioned. The design for the system water demand would be based on all the sprinklers at the roof level operating plus 4 sprinklers on all of the lower levels, this would be a total of 26 sprinklers which would require a total flow of around 2000 L/min (33.3 L/s).

Given the size of the Council 300mm diameter main that runs past the site, we expect that there is sufficient capacity in the Council water infrastructure to provide the necessary flows. Preliminary indications are that a 150mm diameter connection to the 300mm diameter main will provide the 2000 L/min flow. There remain some options for reducing the overall demand on the Council infrastructure including the provision of on-site water storage and fire cell reduction by splitting the car stacker into two or three separate compartments. The detailed design phase of the project will address all aspects of the fire engineering for the development. Cosgroves have confirmed that the proposed development can be constructed and serviced with all fire engineering requirements satisfied.



Should you have any questions please contact the undersigned in the first instance.

Yours faithfully,

John McCartney

Director

CIVILISED LTD

Attachments:

➤ Revised Drawing: QS012-F-210 Revision B — Wastewater Drainage Infrastructure



From: Jake Woodward < jake@southernplanning.co.nz>

Sent: Wednesday, 30 October 2019 3:35 PM

To: Wendy Baker - External

Cc: Banks, Wendy; Alan @ QT Civil Consulting; Michael Wardill; Donald Shewan

Subject: Montreux - Updated AEE and additional addendums

Attachments: Assessment of Effects - The Montreux Limited - 30 October 2019 (final).pdf;

Appendix [G1] - Parking Management Plan.pdf; Appendix [L] - FENZ Approval.pdf;

Appendix [L] - St Johns Comments.pdf; Appendix [K] - NZTA Approval.pdf

Good afternoon Wendy and Co,

Firstly, apologies for the delay in sending the attached – took a lot longer than I anticipated with adding in some of the information that we've managed to pull together in the last 6 to 8 months.

I have attached for you an updated Assessment of Environmental Effects (AEE), dated 30 October 2019. Please note, this AEE remains largely unchanged from when Rebecca Holden submitted this originally with the exception of the following additions:

- PDP infringements added for completeness;
- Confirmation contained herein with respect to NZTA's endorsement of a 'keep clear' solution for the access
 from the Frankton Access way onto the State Highway. This approach was discussed between myself, Mike
 Wardill, Alan Hopkins and Wendy Banks as being an appropriate approach to addressing Council's concerns
 with respect to conflict/queuing associated with vehicles turning off the State Highway into the Frankton
 Road Accessway.
- Confirmation contained herein that Fire and Emergency NZ (FENZ) and St Johns hold no concerns with the issues raised by Council with respect to emergency vehicle access into the site. This is on the proviso that the applicant proposes a condition requiring a detailed internal fire reticulation plan be prepared by a suitably qualified fire protection engineer post granting of consent.
- We have promoted the provision of a Construction Management Plan to be prepared and certified by Council prior to any works which will cover all of the typical matters around retention of access for neighbours, staging, heavy vehicle movements and site stability. We initially provided a draft CMP however it became clear that some of the details sought by us are simply not possible to obtain until contractors are lined up and formal engineering drawings have been prepared (an example is the main retaining wall that will be surcharging the Frankton road accessway there are multiple ways to construct this, each of which have varying methods and therefore being able to prepare a CMP in advance of knowing the construction details of the retaining is not feasible).

I have included the additional addendums but not the original which you should have on file (due to size) but please let me know if there is anything missing.

The above matters are understood to more or less be the last of the outstanding matters raised by engineering. We would like to think that by addressing these matters that have been raised from an engineering perspective, that we have addressed your initial concerns with respect to notification and recommendation.

I suspect Alan will need to resubmit a final report or addendum to his original reporting depending on the outcome of the attached.

Once you've had a moment to review the attached, could we look to have a quick phone catch up regarding next steps and timing and if there is anything outstanding, please do not hesitate to let me know.

Regards

Jake Woodward PLANNER



M 022 315 8370 | F 03 409 0145 1 The Mall, Cromwell 9310

fFollow ussouthernplanning.co.nz

The Montreux Limited

Proposed Visitor Accommodation Frankton Road

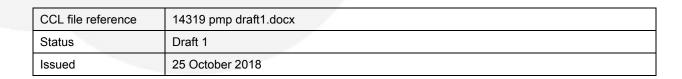
Parking Management Plan





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4	4 Management of the Parking Management Plan				



1. Introduction

- 1.1. The Montreux Limited proposes to construct a small (20 unit) visitor accommodation complex at Frankton Road, Queenstown. The hotel will provide parking for cars via car stackers, and as a result the car parking will be carried out using a valet service, where the vehicle is parked and subsequently retrieved by an employee of the hotel operator.
- 1.2. This document is a Parking Management Plan (PMP) for the proposed visitor accommodation. It has been prepared so that the overarching purposes, objectives and specific requirements for the management of vehicles are well-understood and can inform the detailed operational procedures for the valets.
- 1.3. At this stage, the details of the operational procedures cannot be determined rather, these will emerge through experience in operating the site. Consequently the majority of this report is intended to provide guidance to inform the procedures at a later stage. However there are some elements which are more prescriptive where particular matters are already fixed, and these are set out in the appropriate level of detail.



2. Purpose and Objectives

- 2.1. The purpose of the PMP is to describe the ways, at a high level, in which car parking and service vehicles are to be managed.
- 2.2. The objectives of this PMP are to:
 - ensure the efficient performance of the on-site parking and drop-off/pick-up facilities;
 - ensure the on-site parking and drop-off/pick-up facilities operate safely, both within the site and on the adjacent roadways; and
 - ensure all valets are aware of their duties and the general ways in which the on-site parking and drop-off/pick-up facilities are expected to operate.





3. Contents of the Parking Management Plan

3.1. Introduction

3.1.1. The PMP will be a living document, reviewed and updated regularly during the operation of the hotel. To ensure that it remains an important element in the management of parking and drop-off/pick-up activities, the following matters will be included (or details appended) in due course.

3.2. Staffing

- 3.2.1. The following provisions will be made:
 - At least one person will be present at the times of day and days of the week when checkin or check-out activity is likely to occur, who is able to relocate vehicles to/from the stackers:
 - The number of valets will be commensurate with the extent of drop-off and pick-up activity. For the avoidance of doubt, this means that at the busiest times, there will be two valets present who have the sole responsibility of moving cars. Conversely, at quieter times, one valet may be present and that valet may have other duties;
 - All valets will be trained in the use of the car stackers, the respective heights available
 within the stackers, the movement of vehicles through and within the site, and the general
 processes arising from the parking system.

3.3. Management of the Car Stackers

- 3.3.1. The following provisions will be made:
 - Ways in which pedestrians will be prevented from entering the car stacker area will be identified and implemented.
- 3.3.2. At this stage no specific procedures have been put in place for the management of the stackers themselves but rather, these are expected to be developed through experience with their operation.

3.4. Coach Management

- 3.4.1. The internal layout of the site is not suitable for coaches and the geometries of the accesses mean that a coach could not travel to or from the site. Therefore:
 - No documentation, website or publicity materials associated with the visitor accommodation will indicate that coach movements are a possibility;
 - No bookings will be accepted from coach parties or their agents.

3.5. Disabled Drivers

- 3.5.1. The following provisions will be made:
 - One parking space will be maintained at all times for drivers with mobility impairments;
 - Drivers with mobility impairments will be subject to the same provisions as all other drivers in respect of the ability of the valets to move their vehicles to/from the car stackers. The valets may however choose not to move this vehicle;



- The visitor accommodation website and other promotional material will identify the valet parking provisions, and make it clear that all cars are managed in this way;
- When discussing bookings with the mobility impaired, the hotel operator will ensure that the valet parking system is explained;
- As a mobility impaired person may have difficulty standing or waiting for an extended period, their car will be relocated into the pick-up spaces as a priority over other vehicles.

3.6. Service Vehicles

3.6.1. The following provisions will be made:

- The hotel operator will ensure that service vehicles are scheduled to ensure that they arrive and depart outside the peak times for guest arrivals and departures;
- Small service vehicles are able to enter the site and wait in the vicinity of the car stacker;
- Larger service vehicles are able to use the drop-off area.

3.7. Road Safety

3.7.1. The following provisions will be made:

- All valets will be trained in safe driving practices within the site;
- All valets will be instructed to immediately stop all machinery and car movements in the
 event that a pedestrian is seen within the car stacker area, and the person will be escorted
 out before operations re-commence;
- Valets will be required to report any unauthorised pedestrian incursions into the car stacker area:
- Valets will be required to report any near-misses within the site between any vehicles and/or pedestrians. For clarity, any crashes will need to be reported anyway for insurance purposes;
- Any serious incidents arising from on-site access and parking (defined as incidents where an injury to a person occurred) shall also be reported to Queenstown Lakes District Council along with any consequent changes to the PMP;
- At least once per month for the first three months of operation, the records of the nearmisses, unauthorised pedestrian incursions and crashes will be reviewed to ensure that the parking arrangements are operating satisfactorily and appropriate remedial action is taken as appropriate.



4. Management of the Parking Management Plan

- 4.1. The PMP will be maintained by the consent-holder or their delegated representative (such as the hotel operator and/or consultant).
- 4.2. The PMP will be reviewed on a regular basis (a **Regular Review**). This will be once per month for the first three months, then once after six months, then annually thereafter.
- 4.3. As a minimum, the matters addressed in a Regular Review will include:
 - Any positive or negative feedback from guests regarding the operation of the car parking, drop off and pick up facilities are procedures;
 - Whether valet staffing levels were adequate;
 - Any issues with parked vehicles on the site;
 - Any issues associated with the movement and management of goods and service vehicles which enter the site:
 - Whether pedestrians entered the car stacker area and the actions/outcomes;
 - Whether any amendments are required to the signage and markings provided for guests to ensure that they function appropriately;
 - Any road safety issues within the site and the connection onto Frankton Road and the actions/outcomes;
 - · Any other identified road safety issues and ways to address these; and
 - Any serious incidents as a result of on-site access and parking and actions taken.
- 4.4. The PMP will also be reviewed within one week of a serious incident occurring on-site which involved matters pertaining to access and parking (an **Incident Review**). For the avoidance of doubt, a serious incident is one where an injury to a person occurred.
- 4.5. The matters addressed in an Incident Review will be determined by, and the relevant to, the nature and location of the incident. As such they will vary on a case-by-case basis.
- 4.6. All reviews of the PMP will be undertaken by the consent-holder (or their delegated representative, such as the hotel operator and/or consultant) in conjunction with a suitably-qualified representative of Queenstown Lakes District Council. All reviews of the PMP will be formally minuted.
- 4.7. Following a review, the operating procedures for the management of the car parking and drop-off/pick-up area will be updated as necessary and any changes communicated to all staff.
- 4.8. The minutes of each review meeting will be provided to Queenstown Lakes District Council within two weeks of the meeting being held. A copy of the revised PMP will be provided to Queenstown Lakes District Council whenever it is updated.

Carriageway Consulting Limited
October 2018



traffic engineering | transport planning

Jake Woodward

From: Richard Shaw <Richard.Shaw@nzta.govt.nz>

Sent: Friday, 16 August 2019 1:08 PM

To: Jake Woodward

Cc: Donald Shewan; Michael Wardill

Subject: RE: RM180366 - Montreux - No Stopping Solution

Hi Jake,

Have now got the definitive view from the network team on the preferred solution for the access on SH6A. The clear preference from the team is for the "Keep Clear" road markings as per section 10.6 of the Land Transport Rule - Traffic Control Devices 2004. (link below)

https://www.nzta.govt.nz/resources/rules/traffic-control-devices-2004/#106

As suggested, given the maintenance arrangements between QLDC and NZTA, I have also discussed the options and NZTA's preference with QLDC.

As with any other proposals requiring works in the road, a corridor access request (CAR) will be required to complete the works under section 51 of the Government Roading Powers Act. Section 51 requires any person wanting to carry out works on a state highway first gain the approval of the NZ Transport Agency for the works and that a CAR is applied for and approved before any works commence. The NZ Transport Agency will then oversee the works in accordance with the CAR approval. A complete CAR shall be submitted at least 15 working days before the scheduled date of works. For advice on what is required to complete the CAR and how to apply please contact tmp@aspiringhighways.co.nz.

Any queries please give me a call.

Regards Richard

Richard Shaw

Principal Planner – Consenting and Community System Design and Delivery DDI 03 964 2809 M 64 21 910 745

E richard.shaw@nzta.govt.nz / w nzta.govt.nz

From: Richard Shaw < Richard.Shaw@nzta.govt.nz>

Sent: Friday, 2 August 2019 5:23 PM

To: Jake Woodward < <u>jake@southernplanning.co.nz</u>> **Subject:** RE: RM180366 - Montreux - No Stopping Solution

Hi Jake

I am just chasing up with the network team to confirm that they have no issue with what is proposed. My initial feeling friom previous discussions on this is that they will not have an issue but do need to confirm. I will call you next week once I have talked to John Jarvis. Can you send me your number again as the one I have in my phone is for Landpro as I found out today when I rang.

Richard Shaw

Principal Planner – Consenting and Community System Design and Delivery DDI 03 964 2809 M 64 21 910 745

E richard.shaw@nzta.govt.nz / w nzta.govt.nz

From: Jake Woodward < <u>jake@southernplanning.co.nz</u>>

Sent: Thursday, 1 August 2019 8:00 PM

To: Richard Shaw < <u>Richard.Shaw@nzta.govt.nz</u>> **Cc:** Donald Shewan < <u>donald.shewan@gmail.com</u>>

Subject: RE: RM180366 - Montreux - No Stopping Solution

Hi Richard,

Are you able to advise if you have had a chance to consider the below email? We would like to try and wrap this matter up and encourage Council to finalise the application for us.

Appreciate your consideration and please call me tomorrow if you have any questions.

Regards

Jake

From: Jake Woodward

Sent: Friday, 21 June 2019 3:55 PM **To:** <u>richard.shaw@nzta.govt.nz</u>

Cc: Michael Wardill < Michael. Wardill@qldc.govt.nz >; Andy Carr < andy.carr@carriageway.co.nz >

Subject: RE: RM180366 - Montreux - No Stopping Solution

Hi Richard,

Unsure if you recall this project at 263-267 Frankton Road – email attached with our correspondence.

We think we have appeased the concerns of Council through providing a 'Keep Clear' scenario as shown in Andy Carr's email below which essentially prevents vehicles queuing on the side road and impeding traffic movements from vehicles that are turning off the state highway. Of course, while Council may be happy, I am reminded that we are still working within the jurisdiction of NZTA and that we will need NZTA's authorisation to do these works.

Are you able to confirm if the below is acceptable from your perspective? I am aware NZTA are happy with the proposal in it's current form but Council still require some additional measures to appease their concerns.

Appreciate your response.

Regards

Jake

From: Andy Carr <andy.carr@carriageway.co.nz>

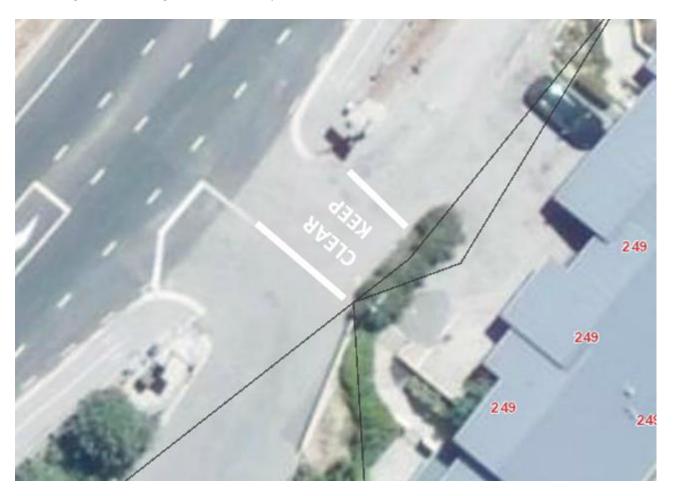
Sent: Friday, 14 June 2019 2:32 PM

To: Jake Woodward < <u>jake@southernplanning.co.nz</u>> **Subject:** RE: RM180366 - Montreux - No Stopping Solution

Hi Jake

We'll need to be very cautious in suggesting this – the reason being that for a marked give-way as you've shown, the driver needs to be able to see towards their right to see whether a vehicle is approaching or not. In this case, the levels mean that this is not possible to achieve in this case. It likely wouldn't pass a safety audit.

Something like the arrangement below may be better:



However lets see what the Council and NZTA come up with...

Cheers

Andy

From: Jake Woodward < jake@southernplanning.co.nz >

Sent: Friday, 14 June 2019 10:36 AM

To: Wendy Baker - External <<u>wendy.baker@qldc.govt.nz</u>>; Michael Wardill <<u>Michael.Wardill@qldc.govt.nz</u>>; Banks, Wendy <<u>Wendy.Banks@stantec.com</u>>; Werner Murray <<u>werner.murray@qldc.govt.nz</u>>; Alan @ QT Civil Consulting <alan@qtcivil.co.nz>

Cc: Andy Carr <<u>andy.carr@carriageway.co.nz</u>>; Scott Freeman <<u>scott@southernplanning.co.nz</u>>

Subject: RM180366 - Montreux - No Stopping Solution

Hi All,

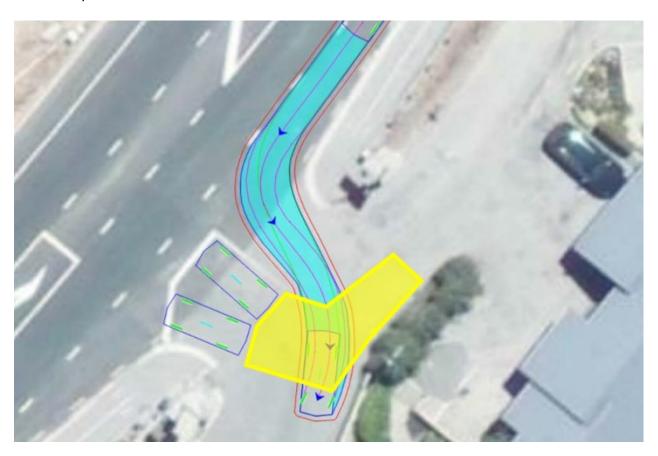
We are just working through getting a preliminary Construction Management Plan together along with continued consultation with FENZ. I will advise on these matters separately.

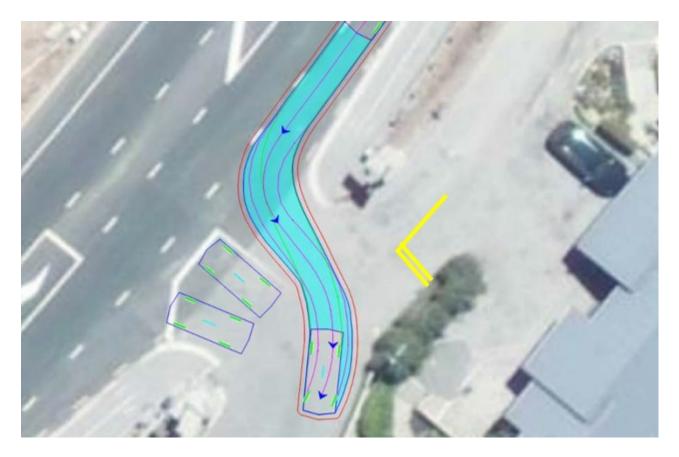
I've spoken with Andy Carr re preparing a plan of some description to show a few 'no=stopping' solutions for the intersection with the State Highway. Please see below my very rough sketch up of what I understood of this discussion image one shows a 'no stopping' painted area, image 2 shows a simple give way scenario – obviously we will need to locate this give way somewhere more appropriate so the below is simply for discussion purposes).

Before we instruct Andy to draw something a bit more to scale, Andy reminded me that we probably still need NZTA on board with any modifications to this intersection. So my question is, if we suggest a solution similar to the below to appease QLDC concerns, do we need to have this endorsed by NZTA noting that in it's current format, NZTA don't have an issue with the development?

Andy indicated that a similar solution was pursued at the Spinnaker Bay development a few hundred metres down the road – QLDC wanted one thing and NZTA thought it wasn't necessary, resulting in several more weeks of delay due to a disagreement between QLDC and NZTA.

The applicant is happy to find a solution that QLDC will be happy with but we want to avoid coming up with solutions to appease QLDC concerns only to implicate our NZTA approval. Can you please advise if QLDC have the ultimate say here so we can move forward with confidence?





Regards

Jake

From: Werner Murray < werner.murray@qldc.govt.nz >

Sent: Friday, 7 June 2019 10:19 AM

To: Jake Woodward <<u>jake@southernplanning.co.nz</u>>; Wendy Baker - External <<u>wendy.baker@qldc.govt.nz</u>>; Michael Wardill <<u>Michael.Wardill@qldc.govt.nz</u>>; Alan @ QT Civil Consulting <<u>alan@qtcivil.co.nz</u>>; Banks, Wendy

<<u>Wendy.Banks@stantec.com</u>> **Subject:** RE: RM180366 Montreau

Hi All,

Here are my notes from Monday's meeting

The site and sites surrounding the application site are zoned high density residential, it was agreed that NZTA are the legal owners of the road reserve and they have directly formed the access ways along Frankton Rd largely as part of consolidating the access ways. The site and the access is difficult to work with and it was considered that the standard that NZTA applied for the access upgrades at the time of original construction was not entirely fit for purpose considering the high density residential zone. The NZTA APA does not address all concerns around the access for the proposed development and QLDC have valid contribution and interests. Council's role, from a planning and strategic POV should be in providing the best outcome for the community whilst attempting to work within the limitations of the less than desirable transport environment. The exact nature of this POV needs to be cognisant of safety and related RMA effects and maintain understanding of context.

Queuing at main entrance

The queuing at the main entrance is still the key issues that needs to be addressed. The issues that were talked about at the meeting were:

- Could the existing situation be improved to a level that would be acceptable to QLDC given that the HDR
 zone will be eventually developed and some constraints are potentially unable to be wholly addressed by
 any one lot owner? This may require some planning discretion above technical engineering concerns to
 establish the format for future development.
- Would a no-stopping zone similar to the juncture of Coronation Drive/Stanley permit vehicles to access
 through the intersection –considered via keep clear markings or mini roundabout or other solution? applicant to come back with some options noting inter-visibility sightline difficulties on approaches, due to
 topography.

Fire New Zealand

- FENZ haven't signed off yet this is with the applicant but noting that a FENZ vehicle would be very unlikely to require direct access into the site as in the event of a fire they would retain some set back and hydrants will be located within the improved SH road access.
- St Johns applicant to take design vehicle and overlay on the plans to show that their design vehicle can fit.
 It was accepted that emergency vehicles (depending on which direction they were coming from) could enter from any access point

Service Vehicles

Loading and unloading - largest expected vehicle to be confirmed and time of usage to be confirmed - could use loading bay but needs to fit.

Construction Traffic

- Construction traffic construction management plan
 - Development should be supported with further info detailing a staging plan and methodology to better understand and demonstrate that construction effects will be appropriately addressed/managed. This should demonstrate, for example, that widening could happen first to reduce potential obstruction effects on the access road? Details need to reflect that suitable access and parking will be provided and maintained to development and any existing RDU, at all times. Potential for a depot for tradies to park as progressed with residence du lac?
 - How will the construction constraints transpose into conditions, provide some consideration.
 - Construction traffic details matched against staging programme (will onsite platforms be created?) for machinery and EW vehicles and how will this effect existing RDU's, details of vehicles, EW trucks, volumes, truck movements, timeframes perhaps a limit on truck movements, loading location details, size of trucks (including trailer or not?), the direction they approach and leave the site (include in TMP conditions?), duration of earthworks etc etc.

Some further questions:

- Is there a need to look at the eastern access as well? One way traffic?
- Council to access to RAMM Database once upgraded.

Thank you all for your time

Werner

Werner Murray | Senior Planner | Planning and Development Queenstown Lakes District Council DD: +64 3 450 0530 | P: +64 3 441 0499 E: werner.murray@qldc.govt.nz



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Fire and Emergency New Zealand



Central-North Otago Fire Area 145 Glenda Drive PO Box 2360 Queenstown +64 3 441 4537

New Zealand

Phone+64 3 442 3868, Fax

22 August 2019

Mr. Jake Woodward Planner

Tēnā koe Mr. Woodward

Written approval, The Montreux Limited, RM180366 Montreux

We understand you have filed an application for resource consent (referenced as RM180366) to construct a six level, 20-unit visitor accommodation building and to carry out associated earthworks on the property at 263-267 Frankton Road, Queenstown.

We understand the application has since been reviewed by Mr Alan Hopkins and Ms Wendy Banks and that concerns have been raised around the access to the site via the hairpin bend for a Fire Appliance responding to any emergency incident.

We have reviewed the application and confirm that Fire and Emergency New Zealand (FENZ) would not require a Fire Appliance to enter the site via the hair pin turn given any fire can be fought with a Fire Appliance positioned on the road reserve adjacent to the site.

This would be possible due to the building having internal fire hydrants which we understand will be designed by a Fire Protection Engineer. We would expect a fire appliance to park on the adjacent road reserve, and fire suppression to be undertaken using the building's internal hydrants.

We expect that upon granting of the resource consent, a condition would be imposed that requires detailed specifications of the fire reticulation of the site to be designed (by a Fire Protection Engineer) in conjunction with FENZ operational staff such as myself or Area Management. This would provide FENZ acceptance that appropriate servicing is afforded for firefighting and occupant protection.

FENZ considers that we are not an affected party, provided the building is subject to an appropriate fire reticulation design prepared by a suitably qualified Fire Protection Engineer.

We trust the above will be sufficient to appease any concerns of the Council however if you have any further questions, please do not hesitate to contact the undersigned.

nāku noa

na, Mr John Smalls Fire Risk Management Officer

Jake Woodward

but can NOT guarantee this.

From: queenstownreception <queenstownreception@stjohn.org.nz> Tuesday, 4 June 2019 12:56 PM Sent: Jake Woodward To: Subject: RE: Feedback Sought from St John re resource consent Hi Jake, It's not ideal, but have you checked with Fire about whether they can get around this? Fire trucks are much bigger than ambulances. If they are ok with it then we will be too. Thanks, Sharon. From: Jake Woodward < jake@southernplanning.co.nz> **Sent:** Friday, 31 May 2019 4:43 p.m. To: queenstownreception < queenstownreception@stjohn.org.nz> Subject: FW: Feedback Sought from St John re resource consent Hi Sharon, Sorry I realised this has probably slipped from your mind but I was just had one further question – based on the email response below, would St John be opposed to the development as illustrated or are they happy to accept that it is a 'less than ideal' scenario but can deal with it in the event they need to visit the site? I simply need to know whether St John has grave concerns for the proposal such that we should do a redesign, or whether if built, St John are happy to accept the tight hairpins. Regards Jake From: queenstownreception <queenstownreception@stjohn.org.nz> Sent: Thursday, 16 May 2019 10:43 AM To: Jake Woodward < jake@southernplanning.co.nz > Subject: RE: Feedback Sought from St John re resource consent Hi Jake, The Station Manager has asked me to pass on to you that our vehicles are 5.5 - 6 meters in length. The hairpin turn is unlikely to be navigated in one hit.

We should be able to turn around and exit forward depending on other vehicles and access to turning area

Please let me know if you need anything more from us.					
Kind regards,					
Sharon.					
From: Jake Woodward < jake@southernplanning.co.nz > Sent: Wednesday, 15 May 2019 8:57 a.m. To: queenstownreception < queenstownreception@stjohn.org.nz > Subject: RE: Feedback Sought from St John re resource consent Thank you Sharon,					
I shall sit tight and await a response.					
Regards					
Jake					
From: queenstownreception < <u>queenstownreception@stjohn.org.nz</u> > Sent: Tuesday, 14 May 2019 12:17 PM To: Jake Woodward < <u>jake@southernplanning.co.nz</u> > Subject: RE: Feedback Sought from St John re resource consent					
Hi Jake,					
Our station manager Keith will hopefully be in touch with you on Thursday when he is back on shift. His email is keith.raymond@stjohn.org.nz					
Kind regards,					
Sharon.					
From: Jake Woodward < jake@southernplanning.co.nz > Sent: Monday, 13 May 2019 2:42 p.m. To: queenstownreception < queenstownreception@stjohn.org.nz > Subject: Feedback Sought from St John re resource consent					
Good afternoon,					

My name is Jake Woodward and I am a consultant planner working on behalf of a client to prepare a resource consent for a new 20 unit visitor accommodation facility at 263-267 Frankton Road, Queenstown.

I have attached some plans to this email which details access to the site and parking. I have not included the full architectural plan set due to the size of these documents however I can send these to you if necessary.

I would like to engage with St John whether there are any concerns from St John in terms of emergency vehicle access to the site, noting that one of the elements to the proposal involves establishing a reasonably constrained access. We are currently liaising with Fire Emergency New Zealand as well in terms of access for fire appliances.

While it's not common to liaise with St John at this stage of the process, Council have raised the following comments in relation to the proposal:

Smaller emergency vehicles such as an ambulance could travel down the internal site ramp if they can make the hairpin bend without the use of reverse movements. However, it is not clear if they will have enough space to turn around in front of the vehicle stackers and exit in a forward direction. If not, then alternative access for ambulances should be considered by the applicant.

Based on Council's concern, it is considered appropriate to at least undertake conversations with St John to see if there is any material concern that we should be considering for this application.

I can appreciate the above may be a bit unclear so I would appreciate an opportunity to speak with someone with authority on behalf of St John to provide Affected Party Approval.

My contact details are below and we look forward to hearing from someone soon.

Regards

Jake	Woodward	PLANNER

M 022 315 8370 | F 03 409 0145 1 The Mall, Cromwell 9310



southernplanning.co.nz

From: Jake Woodward <jake@southernplanning.co.nz>

Sent: Wednesday, 20 November 2019 4:05 PM

To: Wendy Baker - External

Cc: Alan @ QT Civil Consulting; Donald Shewan

Subject: RE: Montreux - Updated AEE and additional addendums (Eng Comments)

Attachments: CMP Plan showing Truck Access and parking.pdf; RE: The Montreux Limited - 263 -

267 Frankton Road, Queenstown - Visitor Accommodation Activity; Planning Report - Montreux Written Approval.pdf; SET Heavy Vehicle Access 191117.pdf; FW: Feedback Sought from St John re resource consent; RE: The Montreux Limited - 263 - 267 Frankton Road, Queenstown - Visitor Accommodation Activity; NZTA -

QLDC APA Form.pdf

Hi Wendy,

My comments and additional assessment as follows (this is supplementary to what is already in the AEE):

Construction Effects

When considering construction effects, the following actual and potential effects are considered most relevant:

- Traffic effects associated with construction vehicles
- Effects of noise associated with construction
- Effects of vibration
- Dust
- Effects associated with earthworks including site stability/geotechnical and sediment runoff
- Visual effects of construction works

Traffic Effects

The proposal will inevitably require the provision of heavy vehicles for the purposes of construction. In this case, the applicant considers the provision of an 18 metre Semi Truck and Trailer unit will be the largest vehicle they expect. Access to the site (for construction vehicles) will be from the **eastern access point** and will likely undertake a 'one-way' approach. We have attached a plan (SET Heavy Vehicle Access Plan) which shows the tracking curves of a heavy vehicle entering/exiting the site.

The applicant has prepared the attached plan which (CMP Plan showing Truck access and parking) demonstrates a truck and trailer unit can temporarily park on the accessway without compromising access for other users noting the clearance provided. Despite this, users down the accessway can still exit to the eastern access if required, which is what they are legally allowed to do at present.

We have already detailed the provision of a TMP and CMP that will be prepared detailing appropriate routes and other traffic management during the construction phase which forms part of the agreement with NZTA. This would include reinstatement works that would need to occur to the access post construction if required. Otherwise, we cannot detail specific until detailed design is undertaken. For all intents and purposes, it is confirmed that a heavy vehicle can enter and exit the site, a heavy vehicle can park on the access lane without obstructing traffic flows, and a TMP will be in place as it relates to vehicles entering and exiting the site. These works will be temporary noting that earthworks are expected to take around 2 months, followed by several months of construction.

Noise

While the District Plan provides a Construction Noise standard, the applicant is proposing to take this one step further by volunteering a condition of consent requiring all Construction noise to comply with NZS 6803:1999. In

addition to this, the applicant has proposed to limit the hours of operation (for construction works) for between the hours of 7:30am to 8pm, Monday to Sunday although activities such as heavy vehicles, machinery, loading of trucks and rock blasting will have to cease at 6pm. Acknowledging that the hours of operation will restrict development to what are essentially daylight hours, the applicant is able to avoid the more sensitive periods of the day.

Vibration

During excavation, some of the deeper 8.5 metre cuts could potentially strike bedrock and therefore some rock breaking may be required and will in turn result in potential vibration effects. Rock breaking is not unusual in the District and is common place for developments in this (and surrounding locations). Despite this, rock breaking will only form a temporary component of the construction phase and will be managed in accordance with a certified CMP to minimise effects offsite (such as time of day, duration, intensity).

Dust

Dust will always be a matter for consideration with respect to excavation. The applicant has proposed a condition ensuring dust suppression measures are employed, including dampening exposed areas or covering any stockpiles (if any). Such an approach is considered common place and dust is not expected to generate inappropriate effects through the implementation of conditions of consent.

Earthworks effects including sedimentation and Geotech

With respect to sediment runoff and erosion, Council have recently employed the provision of Environmental Management Plans as it relates to excavations. This in turn results in standard conditions of consent from Council as a means to mitigate effects associated with earthworks. Based on these guidelines, it is expected the site will be classified as a Medium to High Risk development and therefore will require the provision of an EMP to be prepared by a suitably qualified person. The applicant is proposing the provision of an EMP that will inevitably imposed suitable mitigation measures for earthworks noting that a suitably qualified person is required to prepare this document.

https://www.qldc.govt.nz/assets/Uploads/Planning/Resource-Consents/Environmental-Management-Guidelines/QLDC-Guidelines-for-Environmental-Management-Plans-June-2019.pdf

All earthworks will be subject to detailed geotechnical input noting the extent of the cuts proposed.

Visual Effects

The proposed earthworks will no doubt give rise to temporary visual effects by virtue of the works proposed. Despite this, visual effects will only be short-lived and are a necessary component of the development. The scale of works proposed will be comparable to what is common place in the District at present.

NZTA Approval and Consideration of Eastern Access

I have asked NZTA once again to confirm their APA. They have since signed the Council's official APA form and I have made it quite clear that the APA would include consideration of construction effects, heavy vehicle use and use of the eastern access. I have attached NZTA's email and associated APA form. I trust this can now be considered complete.

Servicing Vehicles

The eastern access is an existing, legal access, of which any vehicle can legally utilise the eastern access at present, including servicing vehicles. As such, it is considered that traffic safety concerns with the use of the eastern access remains unchanged from what is present.

In terms of loading and unloading of servicing vehicles, this will occur within the site where the rubbish bins, laundry and other servicing occurs out of the storage/service room located beneath the upper carparks (Carpark A2, P21 and

P22). Service vehicles will be able to manoeuvre onsite due to the provision of the Turn Bay located in the western portion of the site. In addition, loading and unloading would be managed to minimise impacts on guests. In essence however, the effects will be internalised.

St Johns Approval

Please see attached correspondence from St Johns confirming they have no issues.

If you can please proceed with completing your s95 assessment and advising of outcome. The applicant does not wish to volunteer public notification and we have already established that public notification is not required from an effects perspective.

Regards

Jake

From: Wendy Baker - External <wendy.baker@qldc.govt.nz>

Sent: Tuesday, 5 November 2019 12:33 PM

To: Jake Woodward < jake@southernplanning.co.nz>

Cc: Katrina Ellis <Katrina.Ellis@qldc.govt.nz>; Werner Murray <werner.murray@qldc.govt.nz>

Subject: FW: Montreux - Updated AEE and additional addendums (Eng Comments)

Hi Jake,

Thank you for you updated application. We are edging closer towards understanding all the adverse effects so we are able to progress this application. Access remains the sticking point.

Please see comments from Alan below. I have discussed these with Michael Wardill also as I wanted to be sure they were all aligned with discussions that had been had. I have not yet spoken to Werner who was also involved in discussions I was not party to, however I am assuming he would not have made any engineering agreements without involving either Mike or Alan. So on that basis Alan's comments appear to reflect the position that I and Council have promoted from day one of commencing this application. It is not impossible that you have covered some of these matters and we have missed them — if so , please direct us to where you address them.

In terms of construction traffic; Whilst a CMP/TMP may well be appropriate for the detail, you need to demonstrate that construction is going to be feasible and what the effects will be. For example, if there is to be NO use of the eastern access then this will need to be enforceable in some way and vehicles will need to be of a size that on site turning is realistic. If there is to be NO blocking of the clearway, large(r) trucks will not be able to get out of the western access. At this stage this detail is not included in the proposal. It is unreasonable to expect a consent to be supported (or even assessed) with insufficient evidence to assess the effects. The concern I have (and Alan etc) is that large vehicles are simply not able to safely and efficiently access the site without significantly impacting third parties. And that without large vehicles the construction is not feasible. The onus is on the applicant to demonstrate how this will occur. Under s95 I need to be able to assess these effects. An alternative is obviously to bypass s95 if you wish to volunteer public notification (which I assume you do not). Even then, I would anticipate a Commissioner would be unwilling to determine a consent without largely understanding the effects so you would still need to provide the detail at 104 stage.

The other matters that Alan has picked up are fairly easy fixes I imagine (but then I have thought that before with this application...)

From my point of view, as well as resolving Alan's concerns,

- the emails from NZTA are not written approval under the Act and will need to be formalised. In addition, the NZTA approval also needs to be clear on what they are agreeing to use of eastern access/ large trucks blocking access etc. .
- It remains likely other users of the SH accessway will be adversely affected to a minor extent.

From: Alan Hopkins

Sent: Monday, 04 November 2019 12:06 PM

To: Wendy Baker - External <wendy.baker@qldc.govt.nz>

Subject: RE: Montreux - Updated AEE and additional addendums (Eng Comments)

Wendy,

I have reviewed the further information provided from Southern Planning. The best way to assess if all outstanding traffic issues have been addressed is to refer back to the list of matters stated under Section 9 of my original assessment report. This list with my comments in red are as below-

Section 3.1 (Access -Vehicles)

Traffic Effects at Access onto State Highway 6A

Parties/groups in multiple cars may leave the visitor accommodation at the same time and wait at the SH6A intersection at the same time. Trucks existing the site may also block this intersection. Two or more vehicles waiting at the intersection, or a truck, will block traffic entering the QLDC Frankton Road Accessway intersection.

Issue addressed through the requirement for a clear zone at the western intersection to SH6A. While not the ideal situation this has been agreed as a good compromise by both NZTA/QLDC/Applicant's traffic engineers.

Access by Emergency Vehicles

- Emergency vehicles will be limited to the QLDC Frankton Road Accessway or Frankton Road. No approval
 provided from Fire & Emergency New Zealand for this limitation on access in event of an emergency. Issue
 addressed through approval in writing from FENZ.
- Turning restrictions at the hairpin entrance to the development means that larger vehicles that come to the site after construction (emergency and delivery vehicles) will need to use
- the eastern intersection to SH6a. It is highly likely that at least some of the large vehicles will enter from the
 western access and exit from the eastern access causing safety concerns at that SH6A access. It is not clear
 whether NZTA have given approval for use of the eastern SH6a access by such vehicles following
 construction. If not, it is unclear how will the operators of the development minimise usage of the eastern
 access, especially using it as an exit. Issue not addressed.
- Smaller emergency vehicles such as an ambulance could travel down the internal site ramp if they can make the hairpin bend without the use of reverse movements. However, it is not clear if they will have enough space to turn around in front of the vehicle stackers and exit in a forward direction. If not, then alternative access for ambulances should be considered by the applicant. The approval email from St Johns is misleading. St Johns have indicated that is FENZ appliances can enter and exit the site then ambulances will be fine as FENZ use larger vehicles. However FENZ have confirmed that appliances do not need to enter the site due to internal hydrant system and therefore FNZ approval does not prove St Johns access.

 Confirmation still required that ambulances can enter/exit the site and/or St Johns is satisfied with the level of site access.

Section 3.2 (Service Vehicles - Loading/Unloading)

The loading/unloading for the larger service vehicles is likely to occur on the QLDC Frankton Road
Accessway. This may block the access road and also cause safety concerns at the eastern access. Unclear if
this matter has been addressed. Appears to be still outstanding.

Section 6.2 (Construction Traffic)

• During construction larger vehicles will be accessing the site. Applicant has not confirmed that the largest vehicle expected to access the site can safely enter and exit the QLDC Frankton Road Accessway via both

access intersections to SH6a. Applicant appears to be relying on construction management plan to address this matter. Feasibility of construction access needs to be show under consenting and therefore it appears this point is still outstanding.

Let me know if you wish to discuss the above further.

Regards

From: Jake Woodward < jake@southernplanning.co.nz>

Sent: Wednesday, 30 October 2019 3:35 PM

To: Wendy Baker - External < wendy.baker@qldc.govt.nz >

Cc: Banks, Wendy < <u>Wendy.Banks@stantec.com</u>>; Alan @ QT Civil Consulting < <u>alan@qtcivil.co.nz</u>>; Michael Wardill

<mailto:shewan@gmail.com

Subject: Montreux - Updated AEE and additional addendums

Good afternoon Wendy and Co,

Firstly, apologies for the delay in sending the attached – took a lot longer than I anticipated with adding in some of the information that we've managed to pull together in the last 6 to 8 months.

I have attached for you an updated Assessment of Environmental Effects (AEE), dated 30 October 2019. Please note, this AEE remains largely unchanged from when Rebecca Holden submitted this originally with the exception of the following additions:

- PDP infringements added for completeness;
- Confirmation contained herein with respect to NZTA's endorsement of a 'keep clear' solution for the access from the Frankton Access way onto the State Highway. This approach was discussed between myself, Mike Wardill, Alan Hopkins and Wendy Banks as being an appropriate approach to addressing Council's concerns with respect to conflict/queuing associated with vehicles turning off the State Highway into the Frankton Road Accessway.
- Confirmation contained herein that Fire and Emergency NZ (FENZ) and St Johns hold no concerns with the
 issues raised by Council with respect to emergency vehicle access into the site. This is on the proviso that
 the applicant proposes a condition requiring a detailed internal fire reticulation plan be prepared by a
 suitably qualified fire protection engineer post granting of consent.
- We have promoted the provision of a Construction Management Plan to be prepared and certified by Council prior to any works which will cover all of the typical matters around retention of access for neighbours, staging, heavy vehicle movements and site stability. We initially provided a draft CMP however it became clear that some of the details sought by us are simply not possible to obtain until contractors are lined up and formal engineering drawings have been prepared (an example is the main retaining wall that will be surcharging the Frankton road accessway there are multiple ways to construct this, each of which have varying methods and therefore being able to prepare a CMP in advance of knowing the construction details of the retaining is not feasible).

I have included the additional addendums but not the original which you should have on file (due to size) but please let me know if there is anything missing.

The above matters are understood to more or less be the last of the outstanding matters raised by engineering. We would like to think that by addressing these matters that have been raised from an engineering perspective, that we have addressed your initial concerns with respect to notification and recommendation.

I suspect Alan will need to resubmit a final report or addendum to his original reporting depending on the outcome of the attached.

Once you've had a moment to review the attached, could we look to have a quick phone catch up regarding next steps and timing and if there is anything outstanding, please do not hesitate to let me know.

Regards

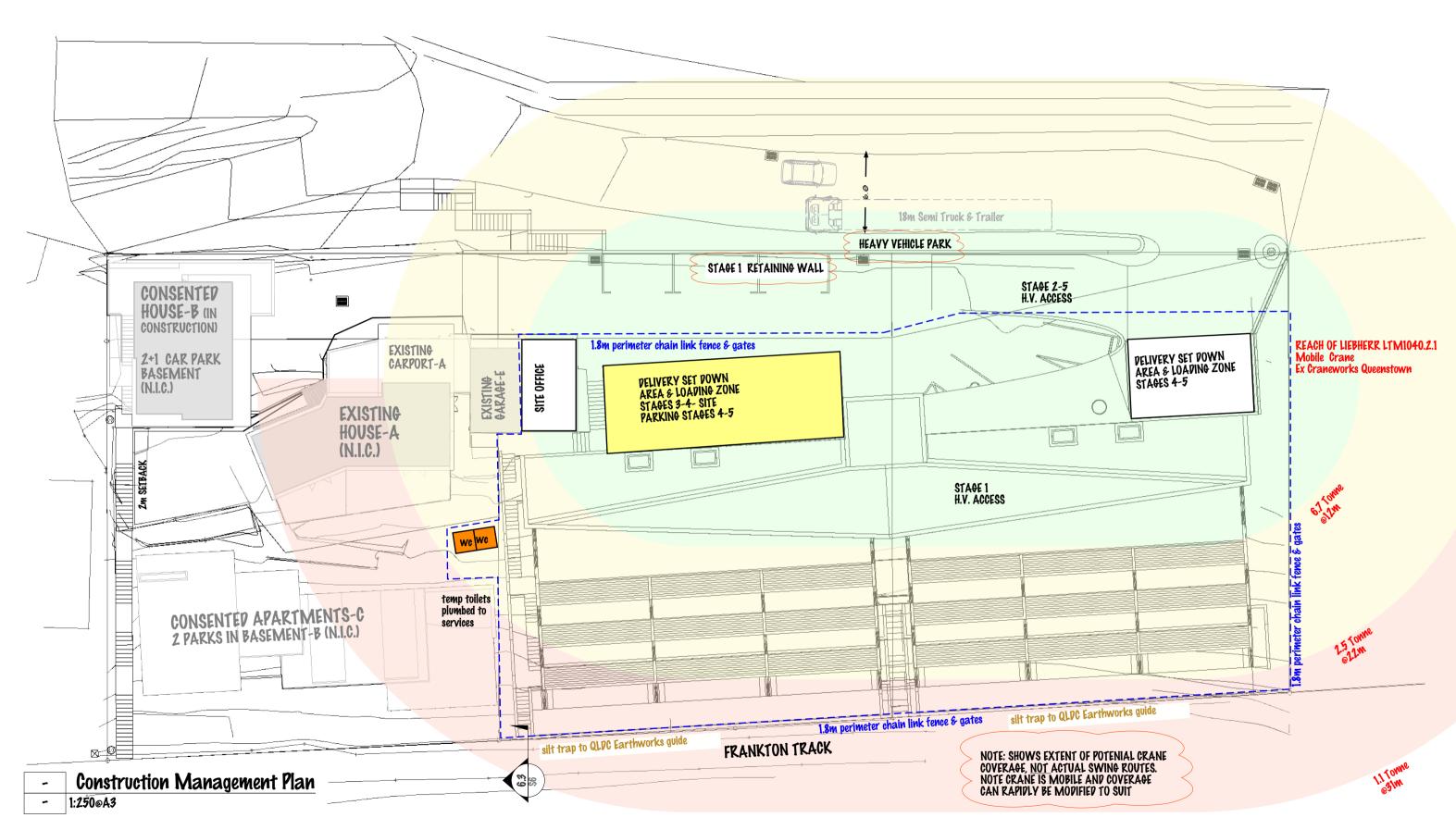
Jake

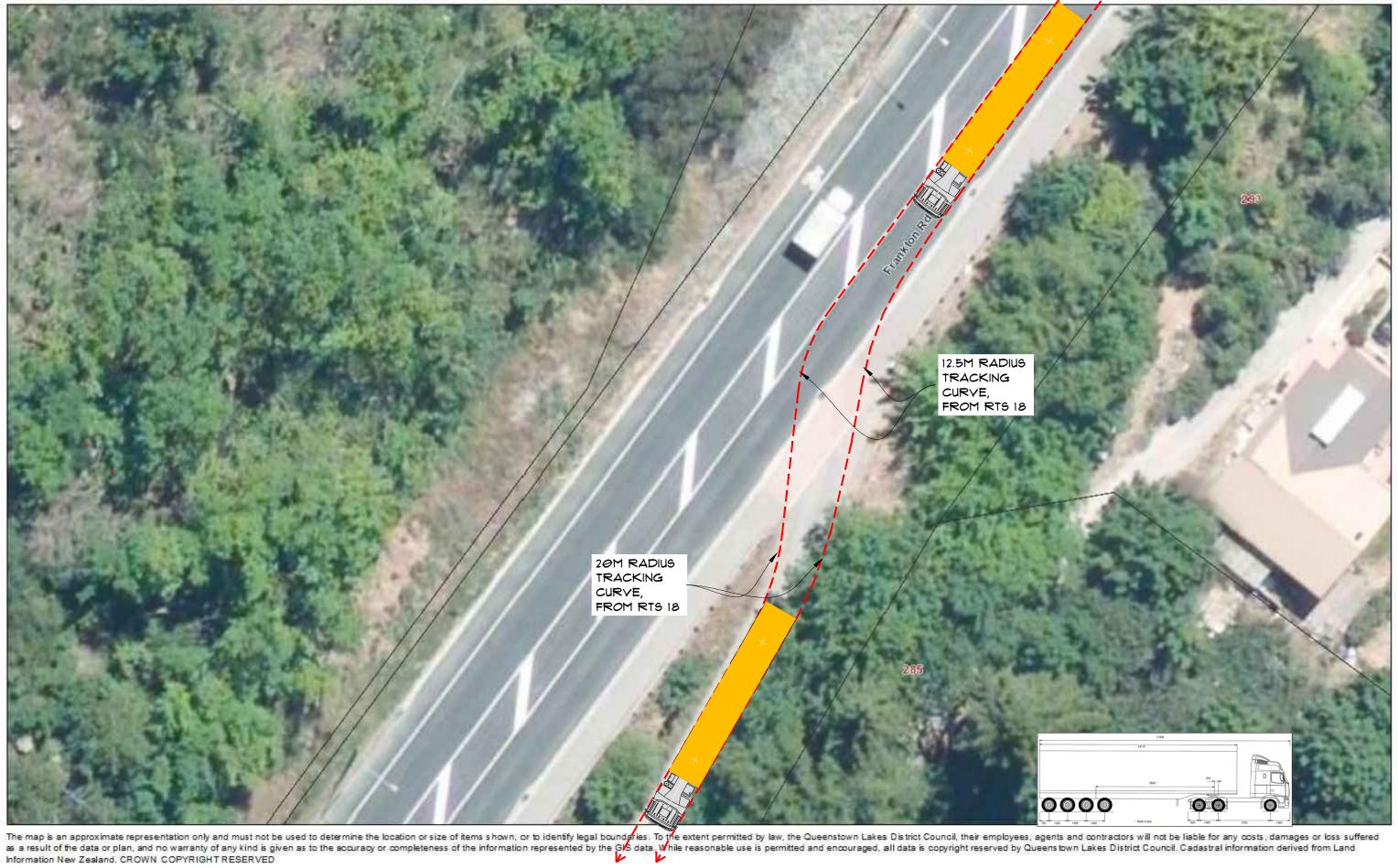
Jake Woodward PLANNER



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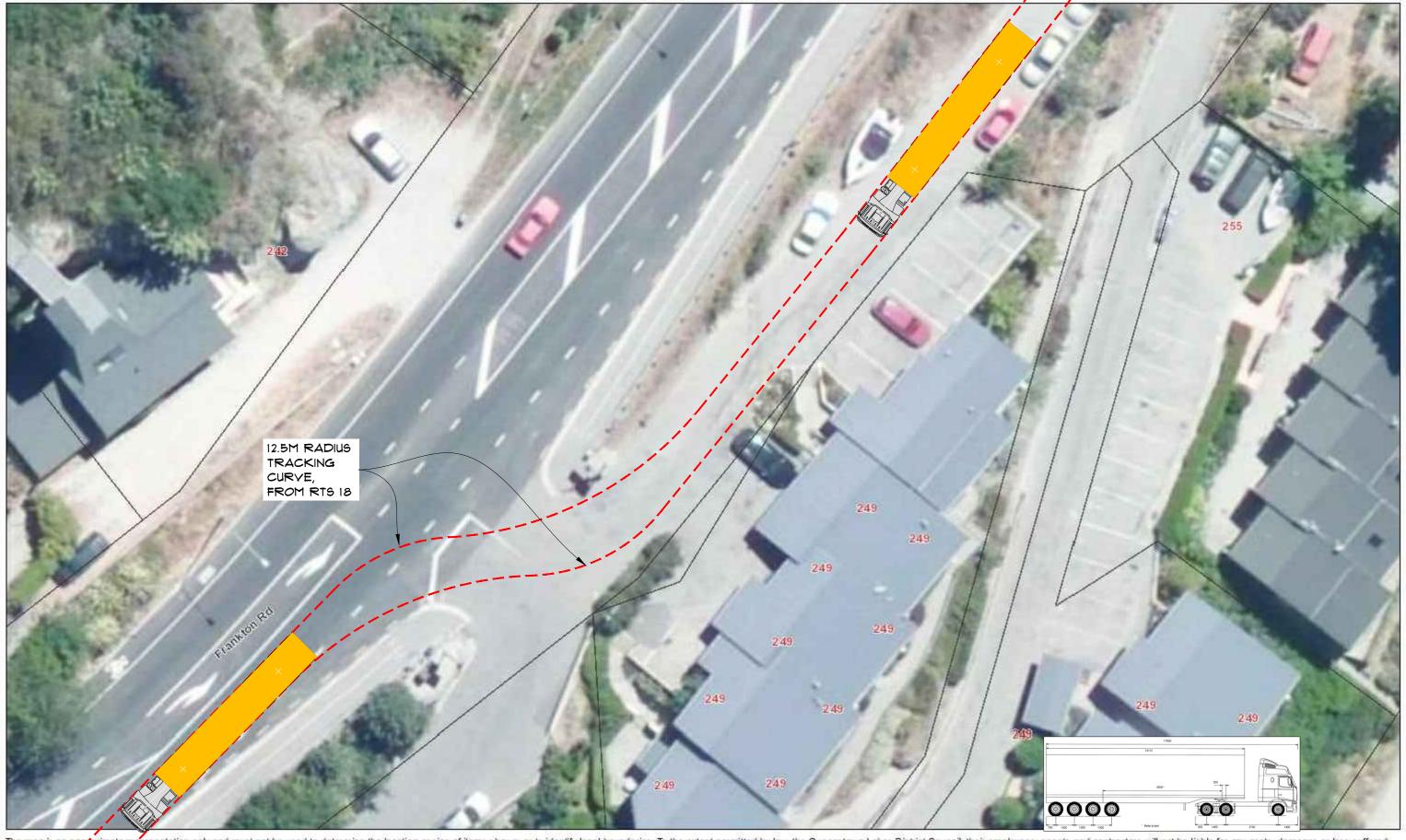
07 November 2019

Webmaps your view of your information

Heavy Traffic Access East

0 4 8 12 16 EAST ACCESS 1:250@A3



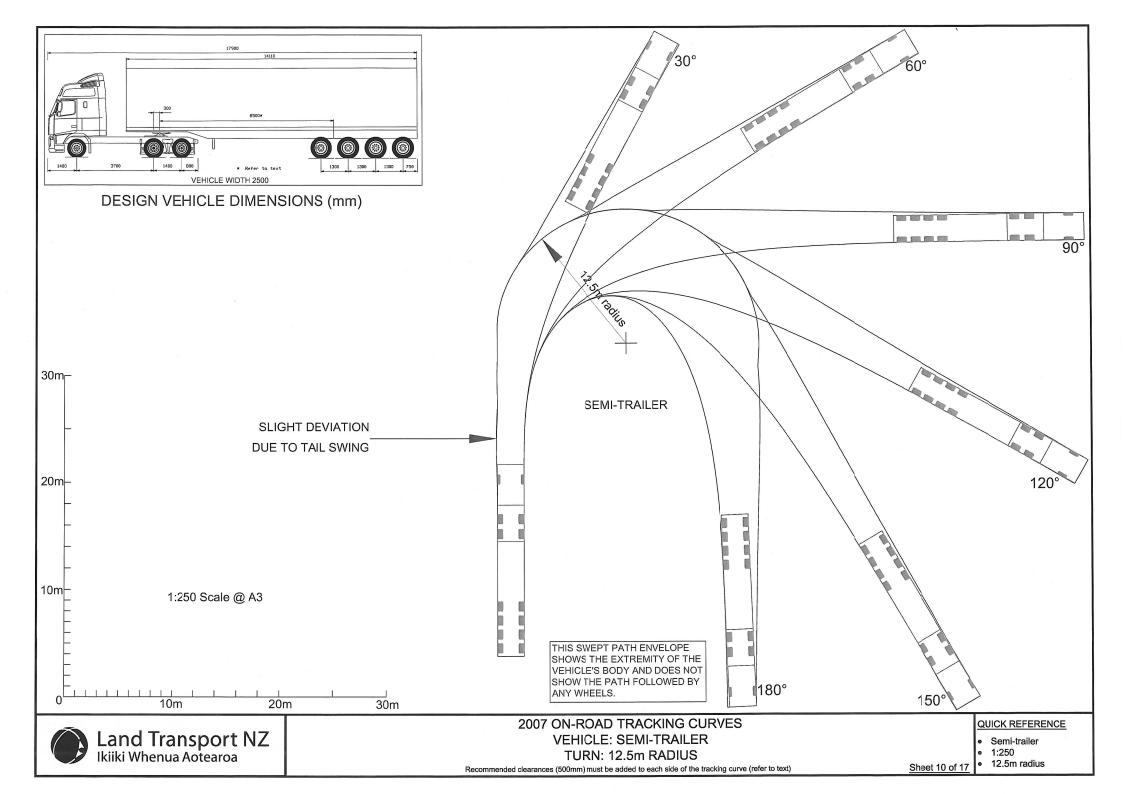


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Heavy Traffic Access West

07 November 2019 WEST EGRESS 1:250@A3





From: Sarah Bloxham <Sarah.Bloxham@stjohn.org.nz>

Sent: Monday, 18 November 2019 3:52 PM

To: Jake Woodward

Subject: FW: Feedback Sought from St John re resource consent

Attachments: image001.png

Hi Jake,

We are happy from our end.

Kind regards Sarah

From: queenstownreception

Sent: Monday, 18 November 2019 3:50 p.m. **To:** David Baillie < David.Baillie@stjohn.org.nz>

Subject: RE: Feedback Sought from St John re resource consent

Hi Jake,

We are happy from our end.

Kind regards Sarah

From: David Baillie

Sent: Monday, 18 November 2019 2:11 p.m.

To: queenstownreception < <u>queenstownreception@stjohn.org.nz</u>> **Subject:** RE: Feedback Sought from St John re resource consent

Hi Sarah

Can you respond I am happy.

Kind Regards

David Baillie

B HSc, B TchLn & Dip T

Territory Manager Central Otago

Southland Otago St John New Zealand | Hato Hone Aotearoa



T 03 3537110 Ext 8404 | M 0277427878

E <u>David.Baillie@stjohn.org.nz</u>

Unit 1 – NO.4 Ree Cres Cromwell 9310 New Zealand <u>www.stjohn.org.nz</u>

Here for Life

From: queenstownreception <queenstownreception@stjohn.org.nz>

Sent: Monday, 18 November 2019 13:57

To: David Baillie < David.Baillie@stjohn.org.nz>

Subject: FW: Feedback Sought from St John re resource consent

Hi David,

I have been in touch with Property about the below email trail and they have said to go through operations to give a response.

When you get a chance do you mind please having a look over it.

Kind regards

Sarah

From: Jake Woodward < jake@southernplanning.co.nz>

Sent: Monday, 18 November 2019 11:30 a.m.

To: queenstownreception < <u>queenstownreception@stjohn.org.nz</u>> **Subject:** RE: Feedback Sought from St John re resource consent

Morning Sharon,

Just wondering if you were able to consider the below email for us in relation to this resource consent.

Regards

Jake

From: Jake Woodward

Sent: Wednesday, 6 November 2019 11:04 AM

To: queenstownreception < <u>queenstownreception@stjohn.org.nz</u>> **Subject:** RE: Feedback Sought from St John re resource consent

Hi Sharon,

Apologies for the delay – I don't know if you recall this job but we have finally received approval from FENZ where they are happy to provide sign off as they would not require a fire appliance to actually enter the site but rather they can park on the adjacent road way in an emergency situation.

With FENZ approval now provided, do you think St John will be in a position to provide sign off? Apologies for this entire process – it's unusual for us to approach St Johns as part of a resource consent however we are not in control of Council's stance on certain matters.

Happy to discuss on the phone if required.

Regards

Jake

Jake Woodward PLANNER



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From: queenstownreception <queenstownreception@stjohn.org.nz>

Sent: Tuesday, 4 June 2019 12:56 PM

To: Jake Woodward < <u>jake@southernplanning.co.nz</u>>

Subject: RE: Feedback Sought from St John re resource consent

Hi Jake,

It's not ideal, but have you checked with Fire about whether they can get around this? Fire trucks are much bigger than ambulances. If they are ok with it then we will be too.

Thanks,

Sharon.

From: Jake Woodward < jake@southernplanning.co.nz >

Sent: Friday, 31 May 2019 4:43 p.m.

To: queenstownreception < <u>queenstownreception@stjohn.org.nz</u>> **Subject:** FW: Feedback Sought from St John re resource consent

Hi Sharon,

Sorry I realised this has probably slipped from your mind but I was just had one further question – based on the email response below, would St John be opposed to the development as illustrated or are they happy to accept that it is a 'less than ideal' scenario but can deal with it in the event they need to visit the site?

I simply need to know whether St John has grave concerns for the proposal such that we should do a redesign, or whether if built, St John are happy to accept the tight hairpins.

Regards

Jake

From: queenstownreception < queenstownreception@stjohn.org.nz >

Sent: Thursday, 16 May 2019 10:43 AM

To: Jake Woodward < <u>jake@southernplanning.co.nz</u>>

Subject: RE: Feedback Sought from St John re resource consent

Hi Jake,

The Station Manager has asked me to pass on to you that our vehicles are 5.5 - 6 meters in length. The hairpin turn is unlikely to be navigated in one hit.

We <u>should</u> be able to turn around and exit forward depending on other vehicles and access to turning area but can NOT guarantee this.
Please let me know if you need anything more from us.
Kind regards,
Sharon.
From: Jake Woodward < jake@southernplanning.co.nz > Sent: Wednesday, 15 May 2019 8:57 a.m. To: queenstownreception < queenstownreception@stjohn.org.nz > Subject: RE: Feedback Sought from St John re resource consent
Thank you Sharon,
I shall sit tight and await a response.
Regards
Jake
From: queenstownreception < queenstownreception@stjohn.org.nz > Sent: Tuesday, 14 May 2019 12:17 PM To: Jake Woodward < jake@southernplanning.co.nz > Subject: RE: Feedback Sought from St John re resource consent
Hi Jake,
Our station manager Keith will hopefully be in touch with you on Thursday when he is back on shift. His email is keith.raymond@stjohn.org.nz
Kind regards,
Sharon.
From: Jake Woodward < <u>jake@southernplanning.co.nz</u> > Sent: Monday, 13 May 2019 2:42 p.m. To: queenstownreception < <u>queenstownreception@stjohn.org.nz</u> > Subject: Feedback Sought from St John re resource consent

My name is Jake Woodward and I am a consultant planner working on behalf of a client to prepare a resource consent for a new 20 unit visitor accommodation facility at 263-267 Frankton Road, Queenstown.

Good afternoon,

I have attached some plans to this email which details access to the site and parking. I have not included the full architectural plan set due to the size of these documents however I can send these to you if necessary.

I would like to engage with St John whether there are any concerns from St John in terms of emergency vehicle access to the site, noting that one of the elements to the proposal involves establishing a reasonably constrained access. We are currently liaising with Fire Emergency New Zealand as well in terms of access for fire appliances.

While it's not common to liaise with St John at this stage of the process, Council have raised the following comments in relation to the proposal:

Smaller emergency vehicles such as an ambulance could travel down the internal site ramp if they can make the hairpin bend without the use of reverse movements. However, it is not clear if they will have enough space to turn around in front of the vehicle stackers and exit in a forward direction. If not, then alternative access for ambulances should be considered by the applicant.

Based on Council's concern, it is considered appropriate to at least undertake conversations with St John to see if there is any material concern that we should be considering for this application.

I can appreciate the above may be a bit unclear so I would appreciate an opportunity to speak with someone with authority on behalf of St John to provide Affected Party Approval.

My contact details are below and we look forward to hearing from someone soon.

Regards

Jake Woodward PLANNER						
M 022 315 8370 F 03 409 0145 1 The Mall, Cromwell 9310						
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From: Richard Shaw <Richard.Shaw@nzta.govt.nz>

Sent: Tuesday, 14 May 2019 11:02 PM

To: Jake Woodward Cc: Michael Wardill

Subject: RE: The Montreux Limited - 263 - 267 Frankton Road, Queenstown - Visitor

Accommodation Activity

Hi Jake

As discussed last week I have now caught up with the Network Management team to better understand the arrangements for management of the road corridor for SH6A. There is a maintenance arrangement between NZTA and QLDC on the urban sections of State Highway including SH6A. NZTA is the road controlling authority for the State Highway corridor but the management/maintenance responsibility is shared, with NZTA responsible for the main carriageway between the kerbs and QLDC beyond the kerb. Our APA relating to the development proposal at 263-267 Frankton Road was based on the assessment provided by Aspiring Highways and as you have noted did include some consideration of potential construction related effects (as reflected in the agreed requirement for an approved TTMP). Regardless of this sign-off I consider that the management/maintenance arrangements between NZTA and QLDC also give them a role in the process as effectively an occupier of the road corridor. Therefore, despite the NZTA written approval, QLDC could be considered to be an affected party to the proposal and have concerns with the effects. Section 95D(e) requires the Consent Authority to disregard any effect on a person who has given written approval. NZTA is satisfied that the measures we have agreed address our concerns but, in my view, this does not preclude consideration of effects on relevant parties who have a legitimate interest and have not provided their written approval.

I have copied Michael Wardill into this response as he had raised a similar query with me.

Happy to discuss as required.

Regards Richard

Richard Shaw

Principal Planner – Consenting and Community System Design and Delivery DDI 03 964 2809 M 64 21 910 745

E <u>richard.shaw@nzta.govt.nz</u> / w <u>nzta.govt.nz</u>

From: Jake Woodward <jake@southernplanning.co.nz>

Sent: Wednesday, 8 May 2019 5:22 PM

To: Richard Shaw < Richard. Shaw@nzta.govt.nz>

Subject: The Montreux Limited - 263 - 267 Frankton Road, Queenstown - Visitor Accommodation Activity Good afternoon Richard,

Thanks for your time on the phone this morning. As discussed, NZTA have previously considered a proposal at 263-267 Frankton Road, Queenstown by our Client (The Montreux Limited) to construct 20 units for visitor accommodation purposes. If you require the full proposal to be sent again, please let me know and we will arrange a share file via Dropbox.

In any case, NZTA, having previously considered the proposal, have provided written approval following amendments to the proposal to include NZTA's concerns. These letters are attached.

Council have now reviewed the application and have raise the question as to whether NZTA have considered effects of the proposal on the access leg adjacent to the main road corridor, of which this access leg is also located within NZTA's jurisdiction.

Secondly, Council are also querying whether NZTA have considered construction effects of the proposal on the State Highway. I note in the approvals attached that there are conditions around the requirement to provide traffic management details of construction crossings and impacts of construction traffic on the State Highway so one would assume NZTA has considered this. The construction traffic would utilise the Eastern Access.

The screen shot below (apologies for poor quality) highlights the Eastern (E) and Western (W) access.

We would appreciate if you could look over this information once more and provide us with a final comment that you are satisfied with the proposal and the questions above, to put beyond all doubt that NZTA's approval can be relied upon for the purposes of s95 of the RMA.

Please call me if you have any questions.



Jake Woodward PLANNER



M 022 315 8370 | F 03 409 0145 1 The Mall, Cromwell 9310

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From: Richard Shaw <Richard.Shaw@nzta.govt.nz>

Sent: Friday, 16 August 2019 1:08 PM

To: Jake Woodward

Cc: Donald Shewan; Michael Wardill

Subject: RE: RM180366 - Montreux - No Stopping Solution

Hi Jake,

Have now got the definitive view from the network team on the preferred solution for the access on SH6A. The clear preference from the team is for the "Keep Clear" road markings as per section 10.6 of the Land Transport Rule - Traffic Control Devices 2004. (link below)

https://www.nzta.govt.nz/resources/rules/traffic-control-devices-2004/#106

As suggested, given the maintenance arrangements between QLDC and NZTA, I have also discussed the options and NZTA's preference with QLDC.

As with any other proposals requiring works in the road, a corridor access request (CAR) will be required to complete the works under section 51 of the Government Roading Powers Act. Section 51 requires any person wanting to carry out works on a state highway first gain the approval of the NZ Transport Agency for the works and that a CAR is applied for and approved before any works commence. The NZ Transport Agency will then oversee the works in accordance with the CAR approval. A complete CAR shall be submitted at least 15 working days before the scheduled date of works. For advice on what is required to complete the CAR and how to apply please contact tmp@aspiringhighways.co.nz.

Any queries please give me a call.

Regards Richard

Richard Shaw

Principal Planner – Consenting and Community System Design and Delivery DDI 03 964 2809 M 64 21 910 745

E <u>richard.shaw@nzta.govt.nz</u> / w <u>nzta.govt.nz</u>

From: Richard Shaw < Richard. Shaw@nzta.govt.nz >

Sent: Friday, 2 August 2019 5:23 PM

To: Jake Woodward < <u>jake@southernplanning.co.nz</u>> **Subject:** RE: RM180366 - Montreux - No Stopping Solution

Hi Jake

I am just chasing up with the network team to confirm that they have no issue with what is proposed. My initial feeling friom previous discussions on this is that they will not have an issue but do need to confirm. I will call you next week once I have talked to John Jarvis. Can you send me your number again as the one I have in my phone is for Landpro as I found out today when I rang.

Richard Shaw

Principal Planner – Consenting and Community System Design and Delivery DDI 03 964 2809 M 64 21 910 745

E richard.shaw@nzta.govt.nz / w nzta.govt.nz

From: Jake Woodward < <u>jake@southernplanning.co.nz</u>>

Sent: Thursday, 1 August 2019 8:00 PM

To: Richard Shaw < <u>Richard.Shaw@nzta.govt.nz</u>> **Cc:** Donald Shewan < <u>donald.shewan@gmail.com</u>>

Subject: RE: RM180366 - Montreux - No Stopping Solution

Hi Richard,

Are you able to advise if you have had a chance to consider the below email? We would like to try and wrap this matter up and encourage Council to finalise the application for us.

Appreciate your consideration and please call me tomorrow if you have any questions.

Regards

Jake

From: Jake Woodward

Sent: Friday, 21 June 2019 3:55 PM **To:** <u>richard.shaw@nzta.govt.nz</u>

Cc: Michael Wardill < Michael.Wardill@qldc.govt.nz >; Andy Carr < andy.carr@carriageway.co.nz >

Subject: RE: RM180366 - Montreux - No Stopping Solution

Hi Richard,

Unsure if you recall this project at 263-267 Frankton Road – email attached with our correspondence.

We think we have appeased the concerns of Council through providing a 'Keep Clear' scenario as shown in Andy Carr's email below which essentially prevents vehicles queuing on the side road and impeding traffic movements from vehicles that are turning off the state highway. Of course, while Council may be happy, I am reminded that we are still working within the jurisdiction of NZTA and that we will need NZTA's authorisation to do these works.

Are you able to confirm if the below is acceptable from your perspective? I am aware NZTA are happy with the proposal in it's current form but Council still require some additional measures to appease their concerns.

Appreciate your response.

Regards

Jake

From: Andy Carr <andy.carr@carriageway.co.nz>

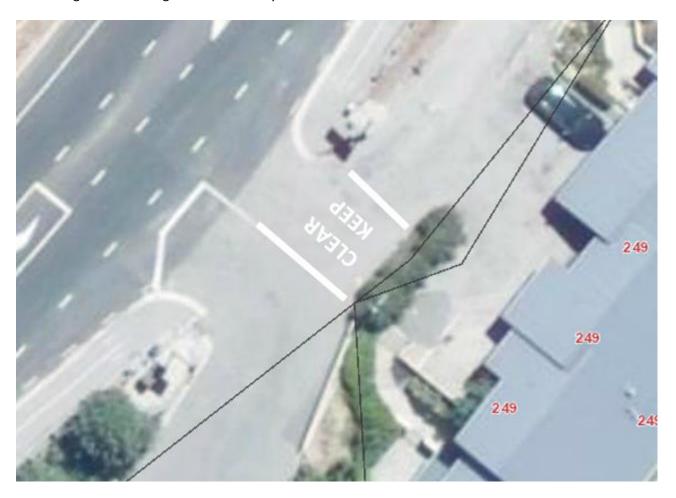
Sent: Friday, 14 June 2019 2:32 PM

To: Jake Woodward < <u>jake@southernplanning.co.nz</u>> **Subject:** RE: RM180366 - Montreux - No Stopping Solution

Hi Jake

We'll need to be very cautious in suggesting this – the reason being that for a marked give-way as you've shown, the driver needs to be able to see towards their right to see whether a vehicle is approaching or not. In this case, the levels mean that this is not possible to achieve in this case. It likely wouldn't pass a safety audit.

Something like the arrangement below may be better:



However lets see what the Council and NZTA come up with...

Cheers

Andy

From: Jake Woodward < jake@southernplanning.co.nz >

Sent: Friday, 14 June 2019 10:36 AM

To: Wendy Baker - External < wendy.baker@qldc.govt.nz >; Michael Wardill < Michael.Wardill@qldc.govt.nz >; Banks, Wendy < Wendy.Banks@stantec.com >; Werner Murray < werner.murray@qldc.govt.nz >; Alan @ QT Civil Consulting < alan@qtcivil.co.nz >

Cc: Andy Carr <andy.carr@carriageway.co.nz>; Scott Freeman <scott@southernplanning.co.nz>

Subject: RM180366 - Montreux - No Stopping Solution

Hi All,

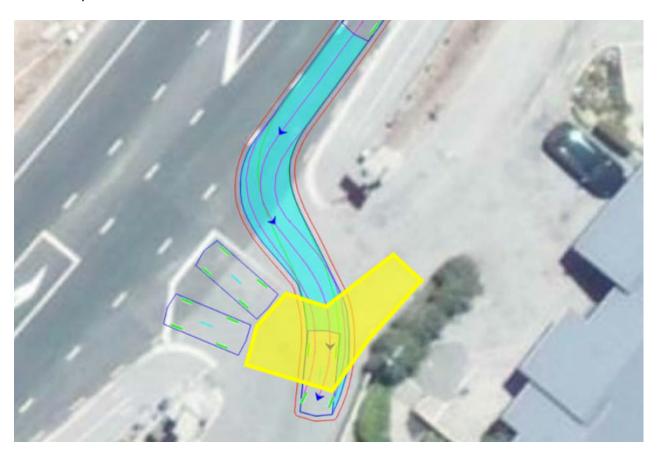
We are just working through getting a preliminary Construction Management Plan together along with continued consultation with FENZ. I will advise on these matters separately.

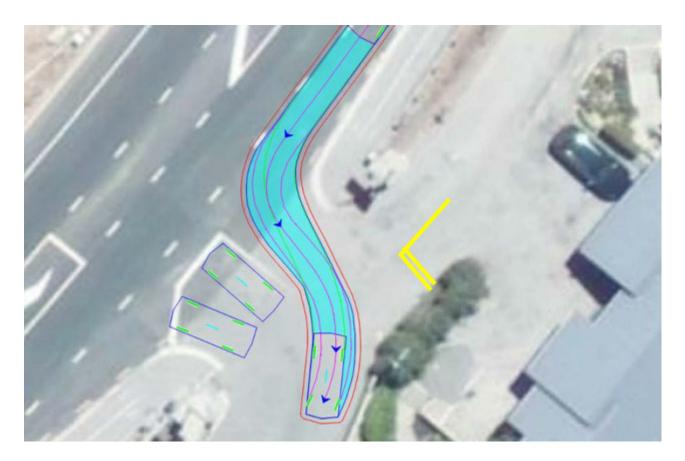
I've spoken with Andy Carr re preparing a plan of some description to show a few 'no=stopping' solutions for the intersection with the State Highway. Please see below my very rough sketch up of what I understood of this discussion image one shows a 'no stopping' painted area, image 2 shows a simple give way scenario – obviously we will need to locate this give way somewhere more appropriate so the below is simply for discussion purposes).

Before we instruct Andy to draw something a bit more to scale, Andy reminded me that we probably still need NZTA on board with any modifications to this intersection. So my question is, if we suggest a solution similar to the below to appease QLDC concerns, do we need to have this endorsed by NZTA noting that in it's current format, NZTA don't have an issue with the development?

Andy indicated that a similar solution was pursued at the Spinnaker Bay development a few hundred metres down the road – QLDC wanted one thing and NZTA thought it wasn't necessary, resulting in several more weeks of delay due to a disagreement between QLDC and NZTA.

The applicant is happy to find a solution that QLDC will be happy with but we want to avoid coming up with solutions to appease QLDC concerns only to implicate our NZTA approval. Can you please advise if QLDC have the ultimate say here so we can move forward with confidence?





Regards

Jake

From: Werner Murray < werner.murray@qldc.govt.nz >

Sent: Friday, 7 June 2019 10:19 AM

 $\textbf{To:} \ \, \text{Jake Woodward} < \underline{\text{jake@southernplanning.co.nz}}; \ \, \text{Wendy Baker - External} < \underline{\text{wendy.baker@qldc.govt.nz}}; \\ \, \text{Michael Wardill} < \underline{\text{Michael.Wardill@qldc.govt.nz}}; \ \, \text{Alan @ QT Civil Consulting} < \underline{\text{alan@qtcivil.co.nz}}; \ \, \text{Banks, Wendy}$

<<u>Wendy.Banks@stantec.com</u>> **Subject:** RE: RM180366 Montreau

Hi All,

Here are my notes from Monday's meeting

The site and sites surrounding the application site are zoned high density residential, it was agreed that NZTA are the legal owners of the road reserve and they have directly formed the access ways along Frankton Rd largely as part of consolidating the access ways. The site and the access is difficult to work with and it was considered that the standard that NZTA applied for the access upgrades at the time of original construction was not entirely fit for purpose considering the high density residential zone. The NZTA APA does not address all concerns around the access for the proposed development and QLDC have valid contribution and interests. Council's role, from a planning and strategic POV should be in providing the best outcome for the community whilst attempting to work within the limitations of the less than desirable transport environment. The exact nature of this POV needs to be cognisant of safety and related RMA effects and maintain understanding of context.

Queuing at main entrance

The queuing at the main entrance is still the key issues that needs to be addressed. The issues that were talked about at the meeting were:

- Could the existing situation be improved to a level that would be acceptable to QLDC given that the HDR
 zone will be eventually developed and some constraints are potentially unable to be wholly addressed by
 any one lot owner? This may require some planning discretion above technical engineering concerns to
 establish the format for future development.
- Would a no-stopping zone similar to the juncture of Coronation Drive/Stanley permit vehicles to access through the intersection –considered via keep clear markings or mini roundabout or other solution? applicant to come back with some options noting inter-visibility sightline difficulties on approaches, due to topography.

Fire New Zealand

- FENZ haven't signed off yet this is with the applicant but noting that a FENZ vehicle would be very unlikely to require direct access into the site as in the event of a fire they would retain some set back and hydrants will be located within the improved SH road access.
- St Johns applicant to take design vehicle and overlay on the plans to show that their design vehicle can fit.
 It was accepted that emergency vehicles (depending on which direction they were coming from) could enter from any access point

Service Vehicles

• Loading and unloading - largest expected vehicle to be confirmed and time of usage to be confirmed - could use loading bay but needs to fit.

Construction Traffic

- Construction traffic construction management plan
 - Development should be supported with further info detailing a staging plan and methodology to better understand and demonstrate that construction effects will be appropriately addressed/managed. This should demonstrate, for example, that widening could happen first to reduce potential obstruction effects on the access road? Details need to reflect that suitable access and parking will be provided and maintained to development and any existing RDU, at all times. Potential for a depot for tradies to park as progressed with residence du lac?
 - How will the construction constraints transpose into conditions, provide some consideration.
 - Construction traffic details matched against staging programme (will onsite platforms be created?) for machinery and EW vehicles and how will this effect existing RDU's, details of vehicles, EW trucks, volumes, truck movements, timeframes - perhaps a limit on truck movements, loading location details, size of trucks (including trailer or not?), the direction they approach and leave the site (include in TMP conditions?), duration of earthworks etc etc.

Some further questions:

- Is there a need to look at the eastern access as well? One way traffic?
- Council to access to RAMM Database once upgraded.

Thank you all for your time

Werner

Werner Murray | Senior Planner | Planning and Development Queenstown Lakes District Council DD: +64 3 450 0530 | P: +64 3 441 0499

E: werner.murray@qldc.govt.nz



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From: Richard Shaw <Richard.Shaw@nzta.govt.nz>

Sent: Friday, 8 November 2019 2:13 PM

To: Jake Woodward

Subject: RE: The Montreux Limited - 263 - 267 Frankton Road, Queenstown - Visitor

Accommodation Activity

Attachments: RE: RM180366 - Montreux - No Stopping Solution; Planning Report - Montreux

Written Approval.pdf; NZTA - QLDC APA Form.pdf

Hi Jake

Completed APA form attached. I have cross referenced to the previous letter and email detailing the agreed "Keep Clear" solution.

Regards Richard

Richard Shaw

Team Leader - Consents and Approvals

Consents and Approvals - Transport Services

DDI +64 3 964 2809 / M +64 21 910 745

E Richard.shaw@nzta.govt.nz/ w nzta.govt.nz

From: Jake Woodward <jake@southernplanning.co.nz>

Sent: Thursday, 7 November 2019 2:17 PM **To:** Richard Shaw <Richard.Shaw@nzta.govt.nz> **Cc:** Donald Shewan <donald.shewan@gmail.com>

Subject: RE: The Montreux Limited - 263 - 267 Frankton Road, Queenstown - Visitor Accommodation Activity

Hi Richard,

Appreciate your time on the phone today. As discussed, Council will not accept NZTA's letters/correspondence as a formal Affected Party Approval (APA). As such, may I please get you to sign the attached QLDC APA form.

The proposal has not changed from since you were last approached with the exception of the 'Keep Clear' scenario in my email below dated 8 May 2019. For completeness, I attached the following:

- NZTA's original letters including latest approval with conditions;
- Updated AEE you will note on Page 11 of the AEE that I have noted the conditions of NZTA as forming part
 of the proposal. You will also note on Page 12 the 'Keep Clear' scenario that NZTA have reviewed. I have
 attached your email relating to this.
- EASTERN ACCESS One of the issues that has been raised from Council is whether NZTA, in providing APA, have considered construction effects and effects of construction vehicles using the Eastern Access. While yet to be fully determined, access for construction vehicles, including heavy articulated trucks will enter via the eastern access and exit out the western access. A Traffic Management Plan as requested by NZTA will form part of the conditions which will include specifics on this but for now, could you please make it clear that NZTA have noted the use of the eastern access for construction vehicles? My email below dated 8 May 2019 talks about this point as well.
- I've attached Site Plans (due to size, I have not included elevations again but I can dropbox if required).

Apologies for having to come back to you on this. My hope is that with NZTA signing Council's specific APA form, Council can accept NZTA as having signed off on the application in its entirety.

Regards

Jake Woodward PLANNER

M 022 315 8370 | F 03 409 0145 1 The Mall, Cromwell 9310



From: Richard Shaw < Richard. Shaw@nzta.govt.nz>

Sent: Tuesday, 14 May 2019 11:02 PM

To: Jake Woodward < jake@southernplanning.co.nz> **Cc:** Michael Wardill < Michael.Wardill@qldc.govt.nz>

Subject: RE: The Montreux Limited - 263 - 267 Frankton Road, Queenstown - Visitor Accommodation Activity

Hi Jake

As discussed last week I have now caught up with the Network Management team to better understand the arrangements for management of the road corridor for SH6A. There is a maintenance arrangement between NZTA and QLDC on the urban sections of State Highway including SH6A. NZTA is the road controlling authority for the State Highway corridor but the management/maintenance responsibility is shared, with NZTA responsible for the main carriageway between the kerbs and QLDC beyond the kerb. Our APA relating to the development proposal at 263-267 Frankton Road was based on the assessment provided by Aspiring Highways and as you have noted did include some consideration of potential construction related effects (as reflected in the agreed requirement for an approved TTMP). Regardless of this sign-off I consider that the management/maintenance arrangements between NZTA and QLDC also give them a role in the process as effectively an occupier of the road corridor. Therefore, despite the NZTA written approval, QLDC could be considered to be an affected party to the proposal and have concerns with the effects. Section 95D(e) requires the Consent Authority to disregard any effect on a person who has given written approval. NZTA is satisfied that the measures we have agreed address our concerns but, in my view, this does not preclude consideration of effects on relevant parties who have a legitimate interest and have not provided their written approval.

I have copied Michael Wardill into this response as he had raised a similar query with me.

Happy to discuss as required.

Regards Richard

Richard Shaw

Principal Planner – Consenting and Community System Design and Delivery DDI 03 964 2809 M 64 21 910 745

E richard.shaw@nzta.govt.nz / w nzta.govt.nz

From: Jake Woodward <jake@southernplanning.co.nz>

Sent: Wednesday, 8 May 2019 5:22 PM

To: Richard Shaw < Richard. Shaw@nzta.govt.nz >

Subject: The Montreux Limited - 263 - 267 Frankton Road, Queenstown - Visitor Accommodation Activity

Good afternoon Richard,

Thanks for your time on the phone this morning. As discussed, NZTA have previously considered a proposal at 263-267 Frankton Road, Queenstown by our Client (The Montreux Limited) to construct 20 units for visitor accommodation purposes. If you require the full proposal to be sent again, please let me know and we will arrange a share file via Dropbox.

In any case, NZTA, having previously considered the proposal, have provided written approval following amendments to the proposal to include NZTA's concerns. These letters are attached.

Council have now reviewed the application and have raise the question as to whether NZTA have considered effects of the proposal on the access leg adjacent to the main road corridor, of which this access leg is also located within NZTA's jurisdiction.

Secondly, Council are also querying whether NZTA have considered construction effects of the proposal on the State Highway. I note in the approvals attached that there are conditions around the requirement to provide traffic management details of construction crossings and impacts of construction traffic on the State Highway so one would assume NZTA has considered this. The construction traffic would utilise the Eastern Access.

The screen shot below (apologies for poor quality) highlights the Eastern (E) and Western (W) access.

We would appreciate if you could look over this information once more and provide us with a final comment that you are satisfied with the proposal and the questions above, to put beyond all doubt that NZTA's approval can be relied upon for the purposes of s95 of the RMA.

Please call me if you have any questions.



Jake Woodward PLANNER

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M 022 315 8370 | F 03 409 0145 1 The Mall, Cromwell 9310

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9 April 2018

The Montreux Ltd
c/- Rebecca Holden Don Moir
Southern Planning
PO Box 1081
QUEENSTOWN
Via email: rebeca@southernplanning.co.nz

Level 2, AA Centre 450 Moray Place PO Box 5245 Moray Place Dunedin 9058 New Zealand T 64 3 951 3009 F 64 3 951 3013 www.nzta.govt.nz

Dear Rebecca

THE NZ TRANSPORT AGENCY WRITTEN APPROVAL - THE MONTREUX LIMITED 263-267 FRANKTON ROAD, QUEENSTOWN

Thank you for your request for written approval for six storey building to contain 20 units and associated car parking, earthworks and access off State Highway 6A on the above address comprising of two parcels of land which are legally described as:

- Lot 2 DP4775539 comprising 1683m2 of land; and
- Lot 7 DP 10151 comprising 916m2 of land.

The New Zealand Transport Agency (NZTA) has reviewed the proposal and initially had some concerns over proposal having adverse environmental effects on the highway resulting from the proposed access, site stability and the potential for reverse sensitivity. However we have discussed the proposal with the applicant and as a result the applicant has as part of their application accepted the following conditions:

- 1. Except to give access to the site there shall be no other structures constructed with in the State Highway Road Reserve;
- 2. Design plans for any retaining structures, along with producer statements shall be submitted and approved prior to works commencing. The consent holder shall supply the consent authority with written confirmation from the road controlling authority that the proposed works will not adversely affect the State Highway;
- 3. A temporary traffic management plan with details of construction crossings and the impact of construction traffic on State Highway 6A along with an agreement to work on the State Highway shall be completed and submitted to the NZ Transport Agency Network Management contractor, Aspiring Highways at least three weeks prior to any work commencing;
- 4. Any dwelling or other noise sensitive location* on the site in or partly within 80m of the edge of State Highway 6A carriageway must be designed, constructed and maintained to achieve:
 - (a) Road-traffic vibration levels complying with class C of NS 8176E: 2005.
 - (b) An indoor design noise level of 40 dB LAeq(24hr) inside all habitable spaces.
 - I If windows must be closed to achieve the design noise levels in condition 1(b), the building must be designed, constructed and maintained with ventilation and cooling system. For habitable spaces the system must achieve the following:

- (a) Ventilation must be provided to meet clause G4 of the New Zealand Building Code. At the same time, the sound of the system must not exceed 30 dB $L_{Aeq(30s)}$ when measured 1 m away from any grille or diffuser.
- (b) The occupant must be able to control the ventilation rate in increments up to a high air flow setting that provides at least 6 air changes per hour. At the same time, the sound of the system must not exceed 35 dB $L_{Aeq(30s)}$ when measured 1m away from any grille or diffuser.
- (c) The system must provide cooling that is controllable by the occupant and can maintain the temperature at no greater than 25°C. At the same time, the sound of the system must not exceed 35 dB L_{ARG(30)} when measured 1m away from any grille or diffuser.
- A design report prepared by a suitably qualified and experienced acoustics specialist must be submitted to the Queenstown Lake District Council demonstrating compliance with condition 1 prior to construction or alteration. The design must take into account the future permitted use of the state highway; for existing roads this is achieved by the addition of 3 dB to existing measured or predicted noise levels.

On this basis written approval is provided under section 95D of the Resource Management Act 1991.

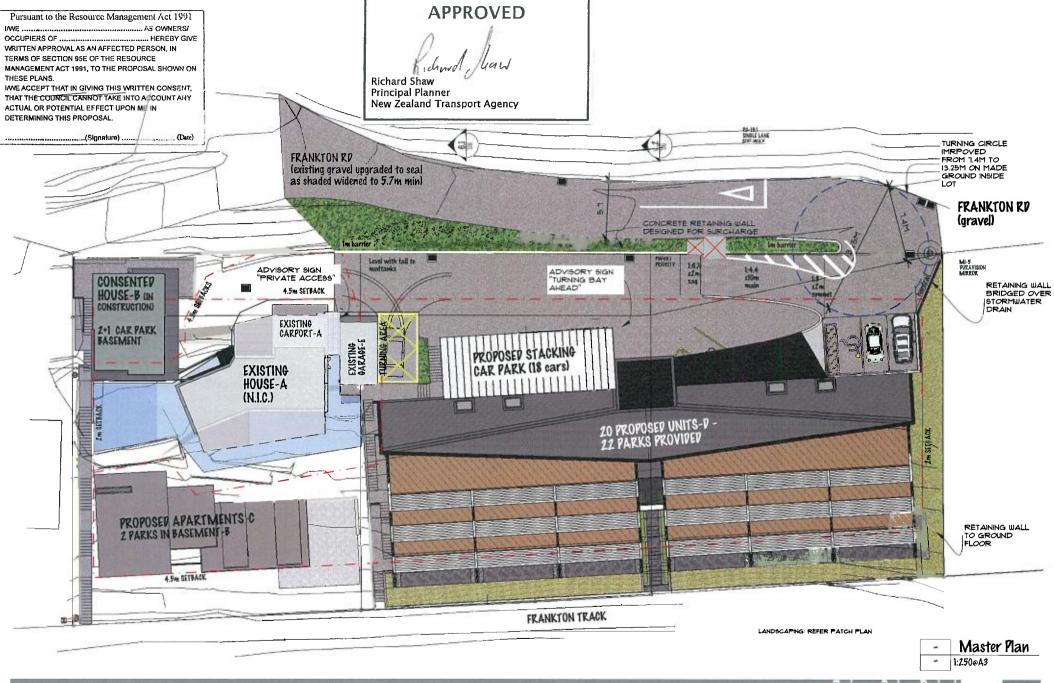
Please note if any work is required to be undertaken on the highway NZ Transport Agency approval is required pursuant to s51 of the Government Roading Powers Act 1989. Please contact the NZ Transport Agency State Highway Network Outcomes Contractors Aspiring Highways at least 3 weeks prior to any work taking place on the State highway.

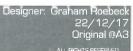
Yours sincerely

Richard Shaw

Principal Planner

Pursuant to authority delegated by NZ Transport Agency











AFFECTED PERSON'S **APPROVAL**



FORM 8A

Resource Management Act 1991 Section 95

#	RESOURCE CONSENT APPLICANT'S NAME AND/OR RM #	
2	AFFECTED PERSON'S DETAILS	
	I/We	
	Are the owners/occupiers of	
	DETAILS OF PROPOSAL	
	I/We hereby give written approval for the proposal to:	
	at the following subject site(s):	
	I/We understand that by signing this form Council, when considering this application, will not consider any effects of the proposal upon me/us.	
	I/We understand that if the consent authority determines the activity is a deemed permitted boundary activity under section 8 of the Act, written approval cannot be withdrawn if this process is followed instead.	37BA
	WHAT INFORMATION/PLANS HAVE YOU SIGHTED	
	I/We have sighted and initialled ALL plans dated and approve them.	October 2017
		ŏ



APPROVAL OF AFFECTED PERSON(S)

The written consent of all owners / occupiers who are affected. If the site that is affected is jointly owned, the written consent of all co-owners (names detailed on the title for the site) are required.

	Name (PRINT)		
А	Contact Phone / Email address		
	Signature	Date	
	Name (PRINT)		
	Contact Phone / Email address		
В	Contact Filone / Email address		
	Signature	Date	
	Name (PRINT)		
С	Contact Phone / Email address		
	Signature	Date	
	Marca (DDIAIT)		
	Name (PRINT)		
D	Contact Phone / Email address		
	Signature	Date	
	Note to person signing written approval		

Conditional written approvals cannot be accepted.

There is no obligation to sign this form, and no reasons need to be given.

If this form is not signed, the application may be notified with an opportunity for submissions.

If signing on behalf of a trust or company, please provide additional written evidence that you have signing authority.





From: Jake Woodward < jake@southernplanning.co.nz>

Sent: Friday, 10 January 2020 8:55 AM

To: Wendy Baker - External **Cc:** Fiona Blight; Donald Shewan

Subject: RE: Montreux - Updated AEE and additional addendums (Eng Comments) **Attachments:** SET Heavy Vehicle Access 191117.pdf; Assessment of Effects - The Montreux

Limited - DRAFT - 30 October 2019 (final).pdf

Hi Wendy,

I am struggling to see how you don't have enough information to consider construction effects? We have specifically told you what size vehicle we are using for construction in my 20 November email and included tracking details – I have reattached this for you where an 18 metre semi will be the largest vehicle to access the site. The tracking curves in the attach demonstrate that a vehicle can indeed access and exit the site.

In addition to acknowledging that heavy vehicle access can be achieved, the AEE (attached again for you), promotes a number of mitigation measures as it relates to construction effects including:

- Hours of operation will be limited to 0730 -2000 hours (page 9);
- All heavy vehicles, use of machinery and loading/unloading of trucks can only occur during the hours of 0730-2000 Monday to Saturday (page 9);
- Sediment and erosion control measures to be employed; and
- Provision of a construction management plan to prepared and certified by Council prior to any works commencing;
- Adherence to construction noise standards to be conditioned.

The neighbour to the immediate west has provided APA as well so all effects on this property can be disregarded. This provide a bit of a separation to the other properties along the access lane further to the east.

I'm at a loss as to what further details can be provided and I've not encountered this level of scrutiny on the details of construction in any previous application. Are you wanting details on number of truck movements? Could you please outline what more you require?

In terms of deliveries, we've not once indicated that they will only use the west access? There is nothing stopping (legal or otherwise) delivery vehicles entering the eastern access. Despite this, Alan seems to want to see some tracking curves of a delivery vehicle to demonstrate that a vehicle can indeed unload/offload onsite without impeding access to the property to the west – I can investigate whether we can get this detail.

We do not wish to volunteer public notification as I consider that the effects of the wider environment are no more than minor, as per the AEE. It appears construction effects is your main issue which we would like to try and address. If ultimately your recommendation is still Limited, this is fine by the applicant but as I say, I'm not sure what specifics you are needing over and above what's already been detailed/promoted in the AEE.

Could you please advise on the construction effe	cts and I will talk to the surveyor	about showing the tracking for
deliveries.		

Regards

Jake

From: Wendy Baker - External <wendy.baker@qldc.govt.nz>

Sent: Thursday, 9 January 2020 3:53 PM

To: Jake Woodward < jake@southernplanning.co.nz>

Cc: Donald Shewan <donald.shewan@gmail.com>; Fiona Blight <fiona.blight@qldc.govt.nz>

Subject: Re: Montreux - Updated AEE and additional addendums (Eng Comments)

Hi Jake.

I concur with Alan's comments which is the reason they were forwarded without further annotation from me.

1. I am relying heavily on you and him between you to convince me that the access is suitable for the proposed construction methodology. To date I remain unsure about this. It remains unclear what size vehicles are needed for construction and whether these are able to access the site and manoeuvre and consequently what the adverse effects may be of construction traffic.

As you are aware, this matter has been outstanding since lodgement and I still have no clear picture of this. It is not possible for me to assess the effects without this information. Whilst I do not understand how nzta have been able to consider this, I accept that apa has been provided regardless. On that basis I am not concerned about safety and efficiency effects on the main carriageway of the state highway. However the effects on users of the slip road are unknown.

2. Deliveries. As Alan points out we are yet to receive information from you on how smaller delivery vehicles will use the West access only and be able to unload and manoeuvre on site.

As you are also aware my recommendation will be (at this stage) limited notification. However, I am unable to complete any recommendation without sufficient information. Your only option for proceeding without further detail is to volunteer public notification which you may wish to consider as a way forward if you are wanting to address issues in evidence.

Kindest.

Wendy Baker Consultant Planner Wendy.baker@qldc.govt.nz 021 184 3309

From: Jake Woodward <jake@southernplanning.co.nz>

Sent: Thursday, 9 January 2020, 3:30 PM

To: Wendy Baker - External

Cc: Donald Shewan

Subject: RE: Montreux - Updated AEE and additional addendums (Eng Comments)

Hi Wendy,

Happy New Year, hope you managed to get a break in over the holiday period?

I am back in the office and have had another look at Alan's latest comments. Could you please advise where you sit in relation to Alan's latest comments?

We will look to get you to progress your s95 assessment and keep this one moving along and we can deal to any outstanding matters through evidence.

Regards

From: Jake Woodward

Sent: Friday, 20 December 2019 1:38 PM

To: Wendy Baker - External <<u>wendy.baker@qldc.govt.nz</u>> **Cc:** Donald Shewan <donald.shewan@gmail.com>

CC. Donaid Silewan \u001aid.Silewan@gman.com

Subject: RE: Montreux - Updated AEE and additional addendums (Eng Comments)

Hi Wendy,

Noted – We will kick this off again in the new year where we will look to get you to complete your notification assessment and progress the application.

Regards

Jake

From: Wendy Baker - External < wendy.baker@qldc.govt.nz >

Sent: Friday, 20 December 2019 12:52 PM

To: Jake Woodward < <u>jake@southernplanning.co.nz</u>>

Subject: FW: Montreux - Updated AEE and additional addendums (Eng Comments)

Hi Jake,

See below please

Kind Regards

Wendy

Wendy Baker | Consultant Planner Planning and Development Queenstown Lakes District Council Mobile 021 184 3309 wendy.baker@qldc.govt.nz





From: Alan Hopkins

Sent: Friday, 20 December 2019 12:50 PM

To: Wendy Baker - External <wendy.baker@qldc.govt.nz>

Subject: RE: Montreux - Updated AEE and additional addendums (Eng Comments)

Wendy,

I have reviewed the further information provided. Some significant matters remain outstanding. Please see comments in blue below.

Access by Emergency Vehicles

• Turning restrictions at the hairpin entrance to the development means that larger vehicles that come to the site after construction (emergency and delivery vehicles) will need to use the eastern intersection to SH6a. It is highly likely that at least some of the large vehicles will enter from the western access and exit from the

eastern access causing safety concerns at that SH6A access. It is not clear whether NZTA have given approval for use of the eastern SH6a access by such vehicles following construction. If not, it is unclear how will the operators of the development minimise usage of the eastern access, especially using it as an exit. Issue not addressed. NZTA have now provided APA. The APA does not specifically discuss the ongoing use of the eastern access for larger emergency and delivery vehicles. That said the number of these movements will be limited due to the use of smaller delivery vehicles that can turnaround within the site (vans/cube trucks) and infrequent emergency appliance access. If the applicant can confirm the ability to accommodate the loading/unloading and turnaround the of delivery vehicles on site then this is acceptable based on the infrequent need for access by larger delivery and emergency vehicles. Provisionally Acceptance (based on provision of suitable onsite delivery vehicle manoeuvring – see matter under 3.2 below).

• Smaller emergency vehicles such as an ambulance could travel down the internal site ramp if they can make the hairpin bend without the use of reverse movements. However, it is not clear if they will have enough space to turn around in front of the vehicle stackers and exit in a forward direction. If not, then alternative access for ambulances should be considered by the applicant. The approval email from St Johns is misleading. St Johns have indicated that is FENZ appliances can enter and exit the site then ambulances will be fine as FENZ use larger vehicles. However FENZ have confirmed that appliances do not need to enter the site due to internal hydrant system and therefore FNZ approval does not prove St Johns access. Confirmation still required that ambulances can enter/exit the site and/or St Johns is satisfied with the level of site access. Accepted by St Johns via email. Accepted.

Section 3.2 (Service Vehicles - Loading/Unloading)

The loading/unloading for the larger service vehicles is likely to occur on the QLDC Frankton Road
Accessway. This may block the access road and also cause safety concerns at the eastern access. Unclear if
this matter has been addressed. Appears to be still outstanding.
 With regards to day to day service vehicle loading/unloading the applicant has stated-

'In terms of loading and unloading of servicing vehicles, this will occur within the site where the rubbish bins, laundry and other servicing occurs out of the storage/service room located beneath the upper carparks (Carpark A2, P21 and P22). Service vehicles will be able to manoeuvre onsite due to the provision of the Turn Bay located in the western portion of the site. In addition, loading and unloading would be managed to minimise impacts on guests. In essence however, the effects will be internalised.'

This comment is unclear and does not confirm the location of the loading/unloading area or the ability of the likely service vehicles to manoeuvre onsite. It appears that the applicant is suggesting that parks P19 & 20 would be used as loading/unloading area. If this is correct then there concern how these parks would be ensured vacant or if these required parks would be replaced with a dedicated loading/unloading area. The concern remains that loading/unloading may restrict access to existing and consented housing to the west and internal movements and parking within the site. Suggest applicant provide plan with tracking curves and confirmation of likely service vehicle etc. Matter Remains Outstanding

Section 6.2 (Construction Traffic)

• During construction larger vehicles will be accessing the site. Applicant has not confirmed that the largest vehicle expected to access the site can safely enter and exit the QLDC Frankton Road Accessway via both access intersections to SH6a. Applicant appears to be relying on construction management plan to address this matter. Feasibility of construction access needs to be show under consenting and therefore it appears this point is still outstanding. Plan provided and APA from NZTA confirms access from east acceptable. Plan provided that shows exit to the west shows the access to SH6a being blocked when truck waiting to exit. This will result in vehicles queuing back onto SH6a and is therefore not accepted (note proposed clearway will only address this issue for standard vehicle movements and not large construction traffic). Matter remains outstanding as safe construction access has not been confirmed. Matter Remains Outstanding

Regards

From: Wendy Baker - External < wendy.baker@qldc.govt.nz >

Sent: Wednesday, 20 November 2019 4:55 PM **To:** Alan @ QT Civil Consulting <alan@qtcivil.co.nz>

Subject: FW: Montreux - Updated AEE and additional addendums (Eng Comments)

From: Jake Woodward [mailto:jake@southernplanning.co.nz]

Sent: Wednesday, 20 November 2019 4:05 PM

To: Wendy Baker - External < wendy.baker@qldc.govt.nz >

Cc: Alan @ QT Civil Consulting <alan@gtcivil.co.nz>; Donald Shewan donald.shewan@gmail.com

Subject: RE: Montreux - Updated AEE and additional addendums (Eng Comments)

Hi Wendy,

My comments and additional assessment as follows (this is supplementary to what is already in the AEE):

Construction Effects

When considering construction effects, the following actual and potential effects are considered most relevant:

- Traffic effects associated with construction vehicles
- Effects of noise associated with construction
- Effects of vibration
- Dust
- Effects associated with earthworks including site stability/geotechnical and sediment runoff
- Visual effects of construction works

Traffic Effects

The proposal will inevitably require the provision of heavy vehicles for the purposes of construction. In this case, the applicant considers the provision of an 18 metre Semi Truck and Trailer unit will be the largest vehicle they expect. Access to the site (for construction vehicles) will be from the **eastern access point** and will likely undertake a 'one-way' approach. We have attached a plan (SET Heavy Vehicle Access Plan) which shows the tracking curves of a heavy vehicle entering/exiting the site.

The applicant has prepared the attached plan which (CMP Plan showing Truck access and parking) demonstrates a truck and trailer unit can temporarily park on the accessway without compromising access for other users noting the clearance provided. Despite this, users down the accessway can still exit to the eastern access if required, which is what they are legally allowed to do at present.

We have already detailed the provision of a TMP and CMP that will be prepared detailing appropriate routes and other traffic management during the construction phase which forms part of the agreement with NZTA. This would include reinstatement works that would need to occur to the access post construction if required. Otherwise, we cannot detail specific until detailed design is undertaken. For all intents and purposes, it is confirmed that a heavy vehicle can enter and exit the site, a heavy vehicle can park on the access lane without obstructing traffic flows, and a TMP will be in place as it relates to vehicles entering and exiting the site. These works will be temporary noting that earthworks are expected to take around 2 months, followed by several months of construction.

Noise

While the District Plan provides a Construction Noise standard, the applicant is proposing to take this one step further by volunteering a condition of consent requiring all Construction noise to comply with NZS 6803:1999. In addition to this, the applicant has proposed to limit the hours of operation (for construction works) for between the hours of 7:30am to 8pm, Monday to Sunday although activities such as heavy vehicles, machinery, loading of trucks

and rock blasting will have to cease at 6pm. Acknowledging that the hours of operation will restrict development to what are essentially daylight hours, the applicant is able to avoid the more sensitive periods of the day.

Vibration

During excavation, some of the deeper 8.5 metre cuts could potentially strike bedrock and therefore some rock breaking may be required and will in turn result in potential vibration effects. Rock breaking is not unusual in the District and is common place for developments in this (and surrounding locations). Despite this, rock breaking will only form a temporary component of the construction phase and will be managed in accordance with a certified CMP to minimise effects offsite (such as time of day, duration, intensity).

Dust

Dust will always be a matter for consideration with respect to excavation. The applicant has proposed a condition ensuring dust suppression measures are employed, including dampening exposed areas or covering any stockpiles (if any). Such an approach is considered common place and dust is not expected to generate inappropriate effects through the implementation of conditions of consent.

Earthworks effects including sedimentation and Geotech

With respect to sediment runoff and erosion, Council have recently employed the provision of Environmental Management Plans as it relates to excavations. This in turn results in standard conditions of consent from Council as a means to mitigate effects associated with earthworks. Based on these guidelines, it is expected the site will be classified as a Medium to High Risk development and therefore will require the provision of an EMP to be prepared by a suitably qualified person. The applicant is proposing the provision of an EMP that will inevitably imposed suitable mitigation measures for earthworks noting that a suitably qualified person is required to prepare this document.

https://www.qldc.govt.nz/assets/Uploads/Planning/Resource-Consents/Environmental-Management-Guidelines/QLDC-Guidelines-for-Environmental-Management-Plans-June-2019.pdf

All earthworks will be subject to detailed geotechnical input noting the extent of the cuts proposed.

Visual Effects

The proposed earthworks will no doubt give rise to temporary visual effects by virtue of the works proposed. Despite this, visual effects will only be short-lived and are a necessary component of the development. The scale of works proposed will be comparable to what is common place in the District at present.

NZTA Approval and Consideration of Eastern Access

I have asked NZTA once again to confirm their APA. They have since signed the Council's official APA form and I have made it quite clear that the APA would include consideration of construction effects, heavy vehicle use and use of the eastern access. I have attached NZTA's email and associated APA form. I trust this can now be considered complete.

Servicing Vehicles

The eastern access is an existing, legal access, of which any vehicle can legally utilise the eastern access at present, including servicing vehicles. As such, it is considered that traffic safety concerns with the use of the eastern access remains unchanged from what is present.

In terms of loading and unloading of servicing vehicles, this will occur within the site where the rubbish bins, laundry and other servicing occurs out of the storage/service room located beneath the upper carparks (Carpark A2, P21 and P22). Service vehicles will be able to manoeuvre onsite due to the provision of the Turn Bay located in the western

portion of the site. In addition, loading and unloading would be managed to minimise impacts on guests. In essence however, the effects will be internalised.

St Johns Approval

Please see attached correspondence from St Johns confirming they have no issues.

If you can please proceed with completing your s95 assessment and advising of outcome. The applicant does not wish to volunteer public notification and we have already established that public notification is not required from an effects perspective.

Regards

Jake

From: Wendy Baker - External <wendy.baker@gldc.govt.nz>

Sent: Tuesday, 5 November 2019 12:33 PM

To: Jake Woodward < <u>jake@southernplanning.co.nz</u>>

Cc: Katrina Ellis < Katrina. Ellis@qldc.govt.nz>; Werner Murray < werner.murray@qldc.govt.nz>

Subject: FW: Montreux - Updated AEE and additional addendums (Eng Comments)

Hi Jake,

Thank you for you updated application. We are edging closer towards understanding all the adverse effects so we are able to progress this application. Access remains the sticking point.

Please see comments from Alan below. I have discussed these with Michael Wardill also as I wanted to be sure they were all aligned with discussions that had been had. I have not yet spoken to Werner who was also involved in discussions I was not party to, however I am assuming he would not have made any engineering agreements without involving either Mike or Alan. So on that basis Alan's comments appear to reflect the position that I and Council have promoted from day one of commencing this application. It is not impossible that you have covered some of these matters and we have missed them – if so, please direct us to where you address them.

In terms of construction traffic; Whilst a CMP/TMP may well be appropriate for the detail, you need to demonstrate that construction is going to be feasible and what the effects will be. For example, if there is to be NO use of the eastern access then this will need to be enforceable in some way and vehicles will need to be of a size that on site turning is realistic. If there is to be NO blocking of the clearway, large(r) trucks will not be able to get out of the western access. At this stage this detail is not included in the proposal. It is unreasonable to expect a consent to be supported (or even assessed) with insufficient evidence to assess the effects. The concern I have (and Alan etc) is that large vehicles are simply not able to safely and efficiently access the site without significantly impacting third parties. And that without large vehicles the construction is not feasible. The onus is on the applicant to demonstrate how this will occur. Under s95 I need to be able to assess these effects. An alternative is obviously to bypass s95 if you wish to volunteer public notification (which I assume you do not). Even then, I would anticipate a Commissioner would be unwilling to determine a consent without largely understanding the effects so you would still need to provide the detail at 104 stage.

The other matters that Alan has picked up are fairly easy fixes I imagine (but then I have thought that before with this application...)

From my point of view, as well as resolving Alan's concerns,

- the emails from NZTA are not written approval under the Act and will need to be formalised. In addition, the NZTA approval also needs to be clear on what they are agreeing to use of eastern access/ large trucks blocking access etc. .
- It remains likely other users of the SH accessway will be adversely affected to a minor extent.

From: Alan Hopkins

Sent: Monday, 04 November 2019 12:06 PM

To: Wendy Baker - External <wendy.baker@qldc.govt.nz>

Subject: RE: Montreux - Updated AEE and additional addendums (Eng Comments)

Wendy,

I have reviewed the further information provided from Southern Planning. The best way to assess if all outstanding traffic issues have been addressed is to refer back to the list of matters stated under Section 9 of my original assessment report. This list with my comments in red are as below-

Section 3.1 (Access -Vehicles)

Traffic Effects at Access onto State Highway 6A

Parties/groups in multiple cars may leave the visitor accommodation at the same time and wait at the SH6A intersection at the same time. Trucks existing the site may also block this intersection. Two or more vehicles waiting at the intersection, or a truck, will block traffic entering the QLDC Frankton Road Accessway intersection.

Issue addressed through the requirement for a clear zone at the western intersection to SH6A. While not the ideal situation this has been agreed as a good compromise by both NZTA/QLDC/Applicant's traffic engineers.

Access by Emergency Vehicles

- Emergency vehicles will be limited to the QLDC Frankton Road Accessway or Frankton Road. No approval
 provided from Fire & Emergency New Zealand for this limitation on access in event of an emergency. Issue
 addressed through approval in writing from FENZ.
- Turning restrictions at the hairpin entrance to the development means that larger vehicles that come to the site after construction (emergency and delivery vehicles) will need to use
- the eastern intersection to SH6a. It is highly likely that at least some of the large vehicles will enter from the western access and exit from the eastern access causing safety concerns at that SH6A access. It is not clear whether NZTA have given approval for use of the eastern SH6a access by such vehicles following construction. If not, it is unclear how will the operators of the development minimise usage of the eastern access, especially using it as an exit. Issue not addressed.
- Smaller emergency vehicles such as an ambulance could travel down the internal site ramp if they can make the hairpin bend without the use of reverse movements. However, it is not clear if they will have enough space to turn around in front of the vehicle stackers and exit in a forward direction. If not, then alternative access for ambulances should be considered by the applicant. The approval email from St Johns is misleading. St Johns have indicated that is FENZ appliances can enter and exit the site then ambulances will be fine as FENZ use larger vehicles. However FENZ have confirmed that appliances do not need to enter the site due to internal hydrant system and therefore FNZ approval does not prove St Johns access. Confirmation still required that ambulances can enter/exit the site and/or St Johns is satisfied with the level of site access.

Section 3.2 (Service Vehicles - Loading/Unloading)

The loading/unloading for the larger service vehicles is likely to occur on the QLDC Frankton Road
Accessway. This may block the access road and also cause safety concerns at the eastern access. Unclear if
this matter has been addressed. Appears to be still outstanding.

Section 6.2 (Construction Traffic)

 During construction larger vehicles will be accessing the site. Applicant has not confirmed that the largest vehicle expected to access the site can safely enter and exit the QLDC Frankton Road Accessway via both access intersections to SH6a. Applicant appears to be relying on construction management plan to address this matter. Feasibility of construction access needs to be show under consenting and therefore it appears this point is still outstanding.

Let me know if you wish to discuss the above further.

Regards

From: Jake Woodward < jake@southernplanning.co.nz >

Sent: Wednesday, 30 October 2019 3:35 PM

To: Wendy Baker - External <wendy.baker@qldc.govt.nz>

Cc: Banks, Wendy < Wendy.Banks@stantec.com >; Alan @ QT Civil Consulting < alan@qtcivil.co.nz >; Michael Wardill

< Michael. Wardill@qldc.govt.nz >; Donald Shewan < donald.shewan@gmail.com >

Subject: Montreux - Updated AEE and additional addendums

Good afternoon Wendy and Co,

Firstly, apologies for the delay in sending the attached – took a lot longer than I anticipated with adding in some of the information that we've managed to pull together in the last 6 to 8 months.

I have attached for you an updated Assessment of Environmental Effects (AEE), dated 30 October 2019. Please note, this AEE remains largely unchanged from when Rebecca Holden submitted this originally with the exception of the following additions:

- PDP infringements added for completeness;
- Confirmation contained herein with respect to NZTA's endorsement of a 'keep clear' solution for the access
 from the Frankton Access way onto the State Highway. This approach was discussed between myself, Mike
 Wardill, Alan Hopkins and Wendy Banks as being an appropriate approach to addressing Council's concerns
 with respect to conflict/queuing associated with vehicles turning off the State Highway into the Frankton
 Road Accessway.
- Confirmation contained herein that Fire and Emergency NZ (FENZ) and St Johns hold no concerns with the
 issues raised by Council with respect to emergency vehicle access into the site. This is on the proviso that
 the applicant proposes a condition requiring a detailed internal fire reticulation plan be prepared by a
 suitably qualified fire protection engineer post granting of consent.
- We have promoted the provision of a Construction Management Plan to be prepared and certified by Council prior to any works which will cover all of the typical matters around retention of access for neighbours, staging, heavy vehicle movements and site stability. We initially provided a draft CMP however it became clear that some of the details sought by us are simply not possible to obtain until contractors are lined up and formal engineering drawings have been prepared (an example is the main retaining wall that will be surcharging the Frankton road accessway there are multiple ways to construct this, each of which have varying methods and therefore being able to prepare a CMP in advance of knowing the construction details of the retaining is not feasible).

I have included the additional addendums but not the original which you should have on file (due to size) but please let me know if there is anything missing.

The above matters are understood to more or less be the last of the outstanding matters raised by engineering. We would like to think that by addressing these matters that have been raised from an engineering perspective, that we have addressed your initial concerns with respect to notification and recommendation.

I suspect Alan will need to resubmit a final report or addendum to his original reporting depending on the outcome of the attached.

Once you've had a moment to review the attached, could we look to have a quick phone catch up regarding next steps and timing and if there is anything outstanding, please do not hesitate to let me know.

Regards

Jake

Jake Woodward PLANNE	R
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M 022 315 8370 | F 03 409 0145 1 The Mall, Cromwell 9310



From: Jake Woodward <jake@southernplanning.co.nz>

Sent: Tuesday, 14 January 2020 9:44 AM

To: Alan Hopkins

Cc: Donald Shewan; Wendy Baker - External

Subject: RE: Montreux - Updated AEE and additional addendums (Eng Comments)

Hi Alan,

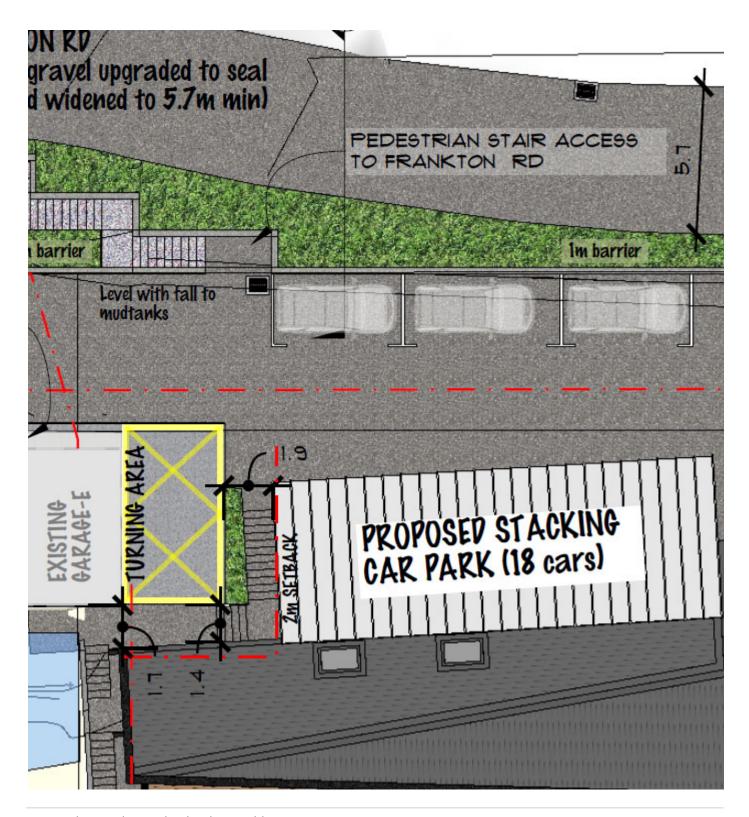
Following on from our conversation yesterday, I've confirmed with Donald that the three pick up area located adjacent to the reception. These areas were provided as temporary parking spaces associated with the car stacker and would not be provided for as extended parking. As such, these spaces will empty the majority of the time except when associated with a vehicle being removed/parked in the stacker. I've included a screenshot below.

It is proposed that a delivery vehicle would utilise this same space during onsite pickups/drop-offs (for example, laundry). As been noted previously, deliveries will be managed during off-peak periods (outside of check in/checkout times) and it is not expected that a delivery vehicle would be onsite for very long. Nonetheless, the site will be managed and any effects generated would be internalised to the site.

In terms of Construction Effects at the intersection of the State Highway, it is agreed that the NZTA approval has resolved this issue.

Regards

Jake



From: Alan Hopkins <Alan.hopkins@qldc.govt.nz>

Sent: Friday, 10 January 2020 11:04 AM

To: Jake Woodward <jake@southernplanning.co.nz>; Wendy Baker - External <wendy.baker@qldc.govt.nz>

Cc: Fiona Blight <fiona.blight@qldc.govt.nz>; Donald Shewan <donald.shewan@gmail.com>

Subject: RE: Montreux - Updated AEE and additional addendums (Eng Comments)

Jake,

Thank you for those comments.

Delivery Vehicles

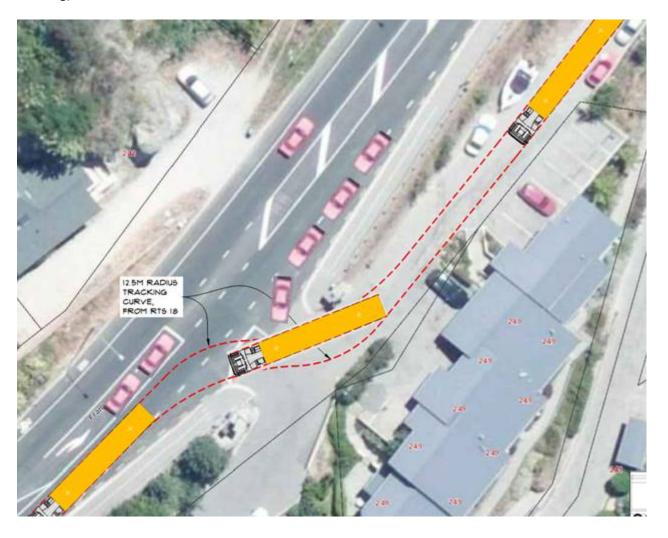
I have run tracking curves for an 8m rigid truck (small truck, ambulance, small rubbish truck – private) and can confirm that with an average 12.5m turning circle the trucks should be able to enter the site from the western SH6 access and negotiate their way to the lower vehicle courtyard via the access ramp. Once at the lower area it is assumed that vehicles will use a temporary loading/unloading area (the three temporary set-down parks??) without blocking access to the private dwellings to the west. Once loading/unloading has occurred the trucks will use the dedicated 3.8m wide turnaround area to exist the site in a forward direction. The use of the western SH6 access will be encouraged through the design of the access (sealed to west and gravel to east – plus signs and kerbs) and the management for the site will actively encourage access from the west only.

The previous comments have suggested that parks P19 & 20 would be used for temporary loading/unloading of vehicles. This approach is not deemed acceptable as these parks are required for permanent over night parking of guests. Can you please confirm that these parks will not be used for loading/unloading and where this provision will occur (as above I would assume on the three set-down parks against the northern boundary??). Once we have a suitable temp loading/unloading area then I will likely be in a position to accept that suitable vehicle delivery provisions will exist for the development.

Construction Vehicle Access

I accept that the applicant has confirmed the type and size of the maximum delivery vehicle (18m semi) and direction of travel (east-west)etc within the email of 20th Nov.

The outstanding matters relate the potential blocking of the western access intersection to SH6a. FYI I have illustrated the potential issue below. It may be that the queuing within the SH6a slip lane and central median could accommodate this delay but this would need to be back up with appropriate evidence (likely comment from traffic engineer regarding peak vehicle movements through this crossing/intersection and any adverse impact of truck blocking).



Regards

Alan Hopkins | Consulting Engineer | Planning & Development

Queenstown Lakes District Council

Mobile: 021 02209678 E: alan.hopkins@gldc.govt.nz



From: Jake Woodward <jake@southernplanning.co.nz>

Sent: Friday, 10 January 2020 9:34 AM

To: Wendy Baker - External <wendy.baker@qldc.govt.nz>; Alan Hopkins <Alan.hopkins@qldc.govt.nz>

Cc: Fiona Blight < fiona.blight@qldc.govt.nz >; Donald Shewan < donald.shewan@gmail.com >

Subject: RE: Montreux - Updated AEE and additional addendums (Eng Comments)

Hi Wendy,

Donald has just called me to correct me – Deliveries will only be from western access – but again, there is no legal restriction on a delivery vehicle coming in from the east – nonetheless, deliveries are proposed to come from the west only. Donald has also reminded me that the hair pin into the site was improved to 13.25 metres to accommodate delivery trucks (small trucks).

All deliveries will be internalised, and outside peak hours. All effects will be internalised.

Access for the property to the west will be maintained at all times while deliveries occur – this will all form part of the overall management of the site.

Regards

Jake

From: Wendy Baker - External <wendy.baker@qldc.govt.nz>

Sent: Friday, 10 January 2020 9:00 AM

To: Jake Woodward <<u>jake@southernplanning.co.nz</u>>; Alan Hopkins <<u>Alan.hopkins@qldc.govt.nz</u>> **Cc:** Fiona Blight <fiona.blight@qldc.govt.nz>; Donald Shewan <donald.shewan@gmail.com>

Subject: Re: Montreux - Updated AEE and additional addendums (Eng Comments)

Hi Jake.

I will request Alan relook at this with regards to construction traffic and get back to you.

Hi Alan - can you pleases be more specific about the details you are still missing?

With regards to deliveries and use of the east and west access. Has the application changed and are both accesses now being used?

Cheers Wendy

Kindest,

Wendy Baker Consultant Planner Wendy.baker@qldc.govt.nz 021 184 3309 From: Jake Woodward <jake@southernplanning.co.nz>

Sent: Friday, January 10, 2020 8:54:40 AM

To: Wendy Baker - External < wendy.baker@qldc.govt.nz >

Cc: Fiona Blight <fiona.blight@qldc.govt.nz>; Donald Shewan <donald.shewan@gmail.com>

Subject: RE: Montreux - Updated AEE and additional addendums (Eng Comments)

Hi Wendy,

I am struggling to see how you don't have enough information to consider construction effects? We have specifically told you what size vehicle we are using for construction in my 20 November email and included tracking details – I have reattached this for you where an 18 metre semi will be the largest vehicle to access the site. The tracking curves in the attach demonstrate that a vehicle can indeed access and exit the site.

In addition to acknowledging that heavy vehicle access can be achieved, the AEE (attached again for you), promotes a number of mitigation measures as it relates to construction effects including:

- Hours of operation will be limited to 0730 -2000 hours (page 9);
- All heavy vehicles, use of machinery and loading/unloading of trucks can only occur during the hours of 0730-2000 Monday to Saturday (page 9);
- Sediment and erosion control measures to be employed; and
- Provision of a construction management plan to prepared and certified by Council prior to any works commencing;
- Adherence to construction noise standards to be conditioned.

The neighbour to the immediate west has provided APA as well so all effects on this property can be disregarded. This provide a bit of a separation to the other properties along the access lane further to the east.

I'm at a loss as to what further details can be provided and I've not encountered this level of scrutiny on the details of construction in any previous application. Are you wanting details on number of truck movements? Could you please outline what more you require?

In terms of deliveries, we've not once indicated that they will only use the west access? There is nothing stopping (legal or otherwise) delivery vehicles entering the eastern access. Despite this, Alan seems to want to see some tracking curves of a delivery vehicle to demonstrate that a vehicle can indeed unload/offload onsite without impeding access to the property to the west – I can investigate whether we can get this detail.

We do not wish to volunteer public notification as I consider that the effects of the wider environment are no more than minor, as per the AEE. It appears construction effects is your main issue which we would like to try and address. If ultimately your recommendation is still Limited, this is fine by the applicant but as I say, I'm not sure what specifics you are needing over and above what's already been detailed/promoted in the AEE.

Could you please advise on the construction effects and I will talk to the surveyor about showing the tracking for deliveries.

Regards

Jake

From: Wendy Baker - External < wendy.baker@qldc.govt.nz >

Sent: Thursday, 9 January 2020 3:53 PM

To: Jake Woodward < <u>jake@southernplanning.co.nz</u>>

Cc: Donald Shewan <donald.shewan@gmail.com>; Fiona Blight <fiona.blight@qldc.govt.nz>

Subject: Re: Montreux - Updated AEE and additional addendums (Eng Comments)

Hi Jake.

I concur with Alan's comments which is the reason they were forwarded without further annotation from me.

1. I am relying heavily on you and him between you to convince me that the access is suitable for the proposed construction methodology. To date I remain unsure about this. It remains unclear what size vehicles are needed for construction and whether these are able to access the site and manoeuvre and consequently what the adverse effects may be of construction traffic.

As you are aware, this matter has been outstanding since lodgement and I still have no clear picture of this. It is not possible for me to assess the effects without this information. Whilst I do not understand how nzta have been able to consider this, I accept that apa has been provided regardless. On that basis I am not concerned about safety and efficiency effects on the main carriageway of the state highway. However the effects on users of the slip road are unknown.

2. Deliveries. As Alan points out we are yet to receive information from you on how smaller delivery vehicles will use the West access only and be able to unload and manoeuvre on site.

As you are also aware my recommendation will be (at this stage) limited notification. However, I am unable to complete any recommendation without sufficient information. Your only option for proceeding without further detail is to volunteer public notification which you may wish to consider as a way forward if you are wanting to address issues in evidence.

Kindest,

Wendy Baker Consultant Planner Wendy.baker@qldc.govt.nz 021 184 3309

From: Jake Woodward < jake@southernplanning.co.nz >

Sent: Thursday, 9 January 2020, 3:30 PM

To: Wendy Baker - External

Cc: Donald Shewan

Subject: RE: Montreux - Updated AEE and additional addendums (Eng Comments)

Hi Wendy,

Happy New Year, hope you managed to get a break in over the holiday period?

I am back in the office and have had another look at Alan's latest comments. Could you please advise where you sit in relation to Alan's latest comments?

We will look to get you to progress your s95 assessment and keep this one moving along and we can deal to any outstanding matters through evidence.

Regards

Jake

From: Jake Woodward

Sent: Friday, 20 December 2019 1:38 PM

To: Wendy Baker - External <wendy.baker@gldc.govt.nz>

Cc: Donald Shewan <donald.shewan@gmail.com>

Subject: RE: Montreux - Updated AEE and additional addendums (Eng Comments)

Hi Wendy,

Noted – We will kick this off again in the new year where we will look to get you to complete your notification assessment and progress the application.

Regards

Jake

From: Wendy Baker - External < wendy.baker@qldc.govt.nz >

Sent: Friday, 20 December 2019 12:52 PM

To: Jake Woodward < jake@southernplanning.co.nz>

Subject: FW: Montreux - Updated AEE and additional addendums (Eng Comments)

Hi Jake,

See below please

Kind Regards

Wendy

Wendy Baker | Consultant Planner Planning and Development Queenstown Lakes District Council Mobile 021 184 3309 wendy.baker@qldc.govt.nz





From: Alan Hopkins

Sent: Friday, 20 December 2019 12:50 PM

To: Wendy Baker - External < wendy.baker@qldc.govt.nz >

Subject: RE: Montreux - Updated AEE and additional addendums (Eng Comments)

Wendy,

I have reviewed the further information provided. Some significant matters remain outstanding. Please see comments in blue below.

Access by Emergency Vehicles

• Turning restrictions at the hairpin entrance to the development means that larger vehicles that come to the site after construction (emergency and delivery vehicles) will need to use the eastern intersection to SH6a. It is highly likely that at least some of the large vehicles will enter from the western access and exit from the eastern access causing safety concerns at that SH6A access. It is not clear whether NZTA have given approval for use of the eastern SH6a access by such vehicles following construction. If not, it is unclear how will the operators of the development minimise usage of the eastern access, especially using it as an exit. Issue not addressed. NZTA have now provided APA. The APA does not specifically discuss the ongoing use of the eastern access for larger emergency and delivery vehicles. That said the number of these movements will be limited due to the use of smaller delivery vehicles that can turnaround within the site

(vans/cube trucks) and infrequent emergency appliance access. If the applicant can confirm the ability to accommodate the loading/unloading and turnaround the of delivery vehicles on site then this is acceptable based on the infrequent need for access by larger delivery and emergency vehicles. Provisionally Acceptance (based on provision of suitable onsite delivery vehicle manoeuvring – see matter under 3.2 below).

• Smaller emergency vehicles such as an ambulance could travel down the internal site ramp if they can make the hairpin bend without the use of reverse movements. However, it is not clear if they will have enough space to turn around in front of the vehicle stackers and exit in a forward direction. If not, then alternative access for ambulances should be considered by the applicant. The approval email from St Johns is misleading. St Johns have indicated that is FENZ appliances can enter and exit the site then ambulances will be fine as FENZ use larger vehicles. However FENZ have confirmed that appliances do not need to enter the site due to internal hydrant system and therefore FNZ approval does not prove St Johns access. Confirmation still required that ambulances can enter/exit the site and/or St Johns is satisfied with the level of site access. Accepted by St Johns via email. Accepted.

Section 3.2 (Service Vehicles - Loading/Unloading)

The loading/unloading for the larger service vehicles is likely to occur on the QLDC Frankton Road
 Accessway. This may block the access road and also cause safety concerns at the eastern access. Unclear if
 this matter has been addressed. Appears to be still outstanding.
 With regards to day to day service vehicle loading/unloading the applicant has stated-

'In terms of loading and unloading of servicing vehicles, this will occur within the site where the rubbish bins, laundry and other servicing occurs out of the storage/service room located beneath the upper carparks (Carpark A2, P21 and P22). Service vehicles will be able to manoeuvre onsite due to the provision of the Turn Bay located in the western portion of the site. In addition, loading and unloading would be managed to minimise impacts on guests. In essence however, the effects will be internalised.'

This comment is unclear and does not confirm the location of the loading/unloading area or the ability of the likely service vehicles to manoeuvre onsite. It appears that the applicant is suggesting that parks P19 & 20 would be used as loading/unloading area. If this is correct then there concern how these parks would be ensured vacant or if these required parks would be replaced with a dedicated loading/unloading area. The concern remains that loading/unloading may restrict access to existing and consented housing to the west and internal movements and parking within the site. Suggest applicant provide plan with tracking curves and confirmation of likely service vehicle etc. Matter Remains Outstanding

Section 6.2 (Construction Traffic)

• During construction larger vehicles will be accessing the site. Applicant has not confirmed that the largest vehicle expected to access the site can safely enter and exit the QLDC Frankton Road Accessway via both access intersections to SH6a. Applicant appears to be relying on construction management plan to address this matter. Feasibility of construction access needs to be show under consenting and therefore it appears this point is still outstanding. Plan provided and APA from NZTA confirms access from east acceptable. Plan provided that shows exit to the west shows the access to SH6a being blocked when truck waiting to exit. This will result in vehicles queuing back onto SH6a and is therefore not accepted (note proposed clearway will only address this issue for standard vehicle movements and not large construction traffic). Matter remains outstanding as safe construction access has not been confirmed. Matter Remains Outstanding

Regards

From: Wendy Baker - External < wendy.baker@qldc.govt.nz >

Sent: Wednesday, 20 November 2019 4:55 PM **To:** Alan @ QT Civil Consulting <alan@qtcivil.co.nz>

Subject: FW: Montreux - Updated AEE and additional addendums (Eng Comments)

From: Jake Woodward [mailto:jake@southernplanning.co.nz]

Sent: Wednesday, 20 November 2019 4:05 PM

To: Wendy Baker - External <wendy.baker@qldc.govt.nz>

Cc: Alan @ QT Civil Consulting <alan@qtcivil.co.nz>; Donald Shewan <donald.shewan@gmail.com>

Subject: RE: Montreux - Updated AEE and additional addendums (Eng Comments)

Hi Wendy,

My comments and additional assessment as follows (this is supplementary to what is already in the AEE):

Construction Effects

When considering construction effects, the following actual and potential effects are considered most relevant:

- Traffic effects associated with construction vehicles
- · Effects of noise associated with construction
- Effects of vibration
- Dus
- Effects associated with earthworks including site stability/geotechnical and sediment runoff
- Visual effects of construction works

Traffic Effects

The proposal will inevitably require the provision of heavy vehicles for the purposes of construction. In this case, the applicant considers the provision of an 18 metre Semi Truck and Trailer unit will be the largest vehicle they expect. Access to the site (for construction vehicles) will be from the **eastern access point** and will likely undertake a 'one-way' approach. We have attached a plan (SET Heavy Vehicle Access Plan) which shows the tracking curves of a heavy vehicle entering/exiting the site.

The applicant has prepared the attached plan which (CMP Plan showing Truck access and parking) demonstrates a truck and trailer unit can temporarily park on the accessway without compromising access for other users noting the clearance provided. Despite this, users down the accessway can still exit to the eastern access if required, which is what they are legally allowed to do at present.

We have already detailed the provision of a TMP and CMP that will be prepared detailing appropriate routes and other traffic management during the construction phase which forms part of the agreement with NZTA. This would include reinstatement works that would need to occur to the access post construction if required. Otherwise, we cannot detail specific until detailed design is undertaken. For all intents and purposes, it is confirmed that a heavy vehicle can enter and exit the site, a heavy vehicle can park on the access lane without obstructing traffic flows, and a TMP will be in place as it relates to vehicles entering and exiting the site. These works will be temporary noting that earthworks are expected to take around 2 months, followed by several months of construction.

Noise

While the District Plan provides a Construction Noise standard, the applicant is proposing to take this one step further by volunteering a condition of consent requiring all Construction noise to comply with NZS 6803:1999. In addition to this, the applicant has proposed to limit the hours of operation (for construction works) for between the hours of 7:30am to 8pm, Monday to Sunday although activities such as heavy vehicles, machinery, loading of trucks and rock blasting will have to cease at 6pm. Acknowledging that the hours of operation will restrict development to what are essentially daylight hours, the applicant is able to avoid the more sensitive periods of the day.

Vibration

During excavation, some of the deeper 8.5 metre cuts could potentially strike bedrock and therefore some rock breaking may be required and will in turn result in potential vibration effects. Rock breaking is not unusual in the

District and is common place for developments in this (and surrounding locations). Despite this, rock breaking will only form a temporary component of the construction phase and will be managed in accordance with a certified CMP to minimise effects offsite (such as time of day, duration, intensity).

Dust

Dust will always be a matter for consideration with respect to excavation. The applicant has proposed a condition ensuring dust suppression measures are employed, including dampening exposed areas or covering any stockpiles (if any). Such an approach is considered common place and dust is not expected to generate inappropriate effects through the implementation of conditions of consent.

Earthworks effects including sedimentation and Geotech

With respect to sediment runoff and erosion, Council have recently employed the provision of Environmental Management Plans as it relates to excavations. This in turn results in standard conditions of consent from Council as a means to mitigate effects associated with earthworks. Based on these guidelines, it is expected the site will be classified as a Medium to High Risk development and therefore will require the provision of an EMP to be prepared by a suitably qualified person. The applicant is proposing the provision of an EMP that will inevitably imposed suitable mitigation measures for earthworks noting that a suitably qualified person is required to prepare this document.

https://www.qldc.govt.nz/assets/Uploads/Planning/Resource-Consents/Environmental-Management-Guidelines/QLDC-Guidelines-for-Environmental-Management-Plans-June-2019.pdf

All earthworks will be subject to detailed geotechnical input noting the extent of the cuts proposed.

Visual Effects

The proposed earthworks will no doubt give rise to temporary visual effects by virtue of the works proposed. Despite this, visual effects will only be short-lived and are a necessary component of the development. The scale of works proposed will be comparable to what is common place in the District at present.

NZTA Approval and Consideration of Eastern Access

I have asked NZTA once again to confirm their APA. They have since signed the Council's official APA form and I have made it quite clear that the APA would include consideration of construction effects, heavy vehicle use and use of the eastern access. I have attached NZTA's email and associated APA form. I trust this can now be considered complete.

Servicing Vehicles

The eastern access is an existing, legal access, of which any vehicle can legally utilise the eastern access at present, including servicing vehicles. As such, it is considered that traffic safety concerns with the use of the eastern access remains unchanged from what is present.

In terms of loading and unloading of servicing vehicles, this will occur within the site where the rubbish bins, laundry and other servicing occurs out of the storage/service room located beneath the upper carparks (Carpark A2, P21 and P22). Service vehicles will be able to manoeuvre onsite due to the provision of the Turn Bay located in the western portion of the site. In addition, loading and unloading would be managed to minimise impacts on guests. In essence however, the effects will be internalised.

St Johns Approval

Please see attached correspondence from St Johns confirming they have no issues.

If you can please proceed with completing your s95 assessment and advising of outcome. The applicant does not wish to volunteer public notification and we have already established that public notification is not required from an effects perspective.

Regards

Jake

From: Wendy Baker - External < wendy.baker@qldc.govt.nz >

Sent: Tuesday, 5 November 2019 12:33 PM

To: Jake Woodward < <u>jake@southernplanning.co.nz</u>>

Cc: Katrina Ellis < Katrina. Ellis@qldc.govt.nz >; Werner Murray < werner.murray@qldc.govt.nz >

Subject: FW: Montreux - Updated AEE and additional addendums (Eng Comments)

Hi Jake,

Thank you for you updated application. We are edging closer towards understanding all the adverse effects so we are able to progress this application. Access remains the sticking point.

Please see comments from Alan below. I have discussed these with Michael Wardill also as I wanted to be sure they were all aligned with discussions that had been had. I have not yet spoken to Werner who was also involved in discussions I was not party to, however I am assuming he would not have made any engineering agreements without involving either Mike or Alan. So on that basis Alan's comments appear to reflect the position that I and Council have promoted from day one of commencing this application. It is not impossible that you have covered some of these matters and we have missed them – if so, please direct us to where you address them.

In terms of construction traffic; Whilst a CMP/TMP may well be appropriate for the detail, you need to demonstrate that construction is going to be feasible and what the effects will be. For example, if there is to be NO use of the eastern access then this will need to be enforceable in some way and vehicles will need to be of a size that on site turning is realistic. If there is to be NO blocking of the clearway, large(r) trucks will not be able to get out of the western access. At this stage this detail is not included in the proposal. It is unreasonable to expect a consent to be supported (or even assessed) with insufficient evidence to assess the effects. The concern I have (and Alan etc) is that large vehicles are simply not able to safely and efficiently access the site without significantly impacting third parties. And that without large vehicles the construction is not feasible. The onus is on the applicant to demonstrate how this will occur. Under s95 I need to be able to assess these effects. An alternative is obviously to bypass s95 if you wish to volunteer public notification (which I assume you do not). Even then, I would anticipate a Commissioner would be unwilling to determine a consent without largely understanding the effects so you would still need to provide the detail at 104 stage.

The other matters that Alan has picked up are fairly easy fixes I imagine (but then I have thought that before with this application...)

From my point of view, as well as resolving Alan's concerns,

- the emails from NZTA are not written approval under the Act and will need to be formalised. In addition, the NZTA approval also needs to be clear on what they are agreeing to use of eastern access/ large trucks blocking access etc. .
- It remains likely other users of the SH accessway will be adversely affected to a minor extent.

From: Alan Hopkins

Sent: Monday, 04 November 2019 12:06 PM

To: Wendy Baker - External < wendy.baker@qldc.govt.nz >

Subject: RE: Montreux - Updated AEE and additional addendums (Eng Comments)

Wendy,

I have reviewed the further information provided from Southern Planning. The best way to assess if all outstanding traffic issues have been addressed is to refer back to the list of matters stated under Section 9 of my original assessment report. This list with my comments in red are as below-

Section 3.1 (Access -Vehicles)

Traffic Effects at Access onto State Highway 6A

Parties/groups in multiple cars may leave the visitor accommodation at the same time and wait at the SH6A intersection at the same time. Trucks existing the site may also block this intersection. Two or more vehicles waiting at the intersection, or a truck, will block traffic entering the QLDC Frankton Road Accessway intersection.

Issue addressed through the requirement for a clear zone at the western intersection to SH6A. While not the ideal situation this has been agreed as a good compromise by both NZTA/QLDC/Applicant's traffic engineers.

Access by Emergency Vehicles

- Emergency vehicles will be limited to the QLDC Frankton Road Accessway or Frankton Road. No approval
 provided from Fire & Emergency New Zealand for this limitation on access in event of an emergency. Issue
 addressed through approval in writing from FENZ.
- Turning restrictions at the hairpin entrance to the development means that larger vehicles that come to the site after construction (emergency and delivery vehicles) will need to use
- the eastern intersection to SH6a. It is highly likely that at least some of the large vehicles will enter from the
 western access and exit from the eastern access causing safety concerns at that SH6A access. It is not clear
 whether NZTA have given approval for use of the eastern SH6a access by such vehicles following
 construction. If not, it is unclear how will the operators of the development minimise usage of the eastern
 access, especially using it as an exit. Issue not addressed.
- Smaller emergency vehicles such as an ambulance could travel down the internal site ramp if they can make the hairpin bend without the use of reverse movements. However, it is not clear if they will have enough space to turn around in front of the vehicle stackers and exit in a forward direction. If not, then alternative access for ambulances should be considered by the applicant. The approval email from St Johns is misleading. St Johns have indicated that is FENZ appliances can enter and exit the site then ambulances will be fine as FENZ use larger vehicles. However FENZ have confirmed that appliances do not need to enter the site due to internal hydrant system and therefore FNZ approval does not prove St Johns access. Confirmation still required that ambulances can enter/exit the site and/or St Johns is satisfied with the level of site access.

Section 3.2 (Service Vehicles - Loading/Unloading)

The loading/unloading for the larger service vehicles is likely to occur on the QLDC Frankton Road
 Accessway. This may block the access road and also cause safety concerns at the eastern access. Unclear if
 this matter has been addressed. Appears to be still outstanding.

Section 6.2 (Construction Traffic)

During construction larger vehicles will be accessing the site. Applicant has not confirmed that the largest
vehicle expected to access the site can safely enter and exit the QLDC Frankton Road Accessway via both
access intersections to SH6a. Applicant appears to be relying on construction management plan to address
this matter. Feasibility of construction access needs to be show under consenting and therefore it appears
this point is still outstanding.

Let me know if you wish to discuss the above further.

Regards

From: Jake Woodward < jake@southernplanning.co.nz>

Sent: Wednesday, 30 October 2019 3:35 PM

To: Wendy Baker - External < wendy.baker@qldc.govt.nz >

Cc: Banks, Wendy < Wendy.Banks@stantec.com >; Alan @ QT Civil Consulting < alan@qtcivil.co.nz >; Michael Wardill

<Michael.Wardill@qldc.govt.nz>; Donald Shewan <donald.shewan@gmail.com>

Subject: Montreux - Updated AEE and additional addendums

Good afternoon Wendy and Co,

Firstly, apologies for the delay in sending the attached – took a lot longer than I anticipated with adding in some of the information that we've managed to pull together in the last 6 to 8 months.

I have attached for you an updated Assessment of Environmental Effects (AEE), dated 30 October 2019. Please note, this AEE remains largely unchanged from when Rebecca Holden submitted this originally with the exception of the following additions:

- PDP infringements added for completeness;
- Confirmation contained herein with respect to NZTA's endorsement of a 'keep clear' solution for the access
 from the Frankton Access way onto the State Highway. This approach was discussed between myself, Mike
 Wardill, Alan Hopkins and Wendy Banks as being an appropriate approach to addressing Council's concerns
 with respect to conflict/queuing associated with vehicles turning off the State Highway into the Frankton
 Road Accessway.
- Confirmation contained herein that Fire and Emergency NZ (FENZ) and St Johns hold no concerns with the
 issues raised by Council with respect to emergency vehicle access into the site. This is on the proviso that
 the applicant proposes a condition requiring a detailed internal fire reticulation plan be prepared by a
 suitably qualified fire protection engineer post granting of consent.
- We have promoted the provision of a Construction Management Plan to be prepared and certified by Council prior to any works which will cover all of the typical matters around retention of access for neighbours, staging, heavy vehicle movements and site stability. We initially provided a draft CMP however it became clear that some of the details sought by us are simply not possible to obtain until contractors are lined up and formal engineering drawings have been prepared (an example is the main retaining wall that will be surcharging the Frankton road accessway there are multiple ways to construct this, each of which have varying methods and therefore being able to prepare a CMP in advance of knowing the construction details of the retaining is not feasible).

I have included the additional addendums but not the original which you should have on file (due to size) but please let me know if there is anything missing.

The above matters are understood to more or less be the last of the outstanding matters raised by engineering. We would like to think that by addressing these matters that have been raised from an engineering perspective, that we have addressed your initial concerns with respect to notification and recommendation.

I suspect Alan will need to resubmit a final report or addendum to his original reporting depending on the outcome of the attached.

Once you've had a moment to review the attached, could we look to have a quick phone catch up regarding next steps and timing and if there is anything outstanding, please do not hesitate to let me know.

Regards

Jake Woodward PLANNER
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Follow us southern planning.co.nz