

1 BENMORE PLACE, GLENORCHY

Archaeological Assessment
October 2019



Archaeological Assessment for 1 Benmore Place, Glenorchy

Archaeological Sites: E41/295

Commissioned by Blackthorn Lodge Glenorchy Limited

Prepared by Benjamin Teele

Origin Consultants Ltd

October 2019

*Copy of historic photograph of Mt
Earnslaw Hotel, in 1886 showing timber
cottage and two-storey addition
(C.015298 Te Papa).*

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Introduction

This archaeological assessment has been prepared for Blackthorn Lodge Glenorchy Limited, for the proposed construction of a new hotel at 1 Benmore Place in Glenorchy (Figure 1-Figure 2). This will involve the construction of a new hotel complex, including a central hotel building modelled off the historic hotel design, plus several additional separate buildings for accommodation and service provision. The concept design shows the hotel occupying the eastern portion of the existing site, with the western portion remaining open and landscaped.

The legal description of the where site works will take place in areas of potentially undisturbed ground have been identified as:

- LOT 1 DP 12016 BLK I GLENORCHY TN

Note that part of the historic site extended into the road reserve of Mull Street.

The site is not listed in QLDC's District Plan nor on Heritage New Zealand's The List.

The assessment site covers a rectangular parcel of land located adjacent to the lake waterfront in the centre of the Glenorchy Township. It is flanked on three sides by roads, with the remaining portion of the block consisting of commercial entities. While Glenorchy was established as a township in the 1860s, it was only lightly occupied through the 19th century. As such there is only one recorded archaeological site in the immediate area. However, the site under assessment is well known as the location of the Mt Earnslaw Hotel, and still contains the visible remains of the historic building's foundations.

The purpose of this assessment is to identify what archaeological remains may be affected by the proposed development of a new hotel on site. This will determine whether an Archaeological Authority Application is required under the Heritage New Zealand Pouhere Taonga Act 2014, and if so, provide appropriate recommendations for the mitigation and management of any archaeological material encountered. The author of this report is Benjamin Teele, Principal Archaeologist at Origin Consultants Ltd and a member of the New Zealand Archaeological Association.



Figure 1. Location of site within Glenorchy (Google Earth).



Figure 2. Site boundaries at 1 Benmore Place, Glenorchy with historic remains clearly visible (QLDC webmaps). Note extension of part of the historic site into the road reserve.

Statutory Requirements

There are two main pieces of legislation in New Zealand that control work affecting archaeological sites. These are the Heritage New Zealand Pouhere Taonga Act 2014 ('HNZPT Act 2014') and the Resource Management Act 1991 (RMA).

Heritage New Zealand Pouhere Taonga ('HNZPT') administers the HNZPT Act 2014. The Act contains a consent (authority) process for any work affecting archaeological sites, where an archaeological site is defined as:

- (a) any place in New Zealand, including any building or structure (or part of a building or structure), that --:
 - (i) Was associated with human activity that occurred before 1900 or is the site of the wreck of any vessel where the wreck occurred before 1900; and
 - (ii) Provides or may provide, through investigation by archaeological methods, evidence relating to the history of New Zealand; and
 - (iii) Includes a site for which a declaration is made under section 43(1)

Any persons who intend carrying out work that may damage, modify or destroy an archaeological site, or to investigate a site using invasive archaeological techniques, must first obtain an authority from HNZPT. The process applies to sites on land of all tenure including public, private and designated land. The HNZPT Act 2014 contains penalties for unauthorised site damage or destruction.

The archaeological authority process applies to all sites that fit the HNZPT Act 2014 definition, regardless of whether:

- The site is recorded in the NZ Archaeological Association Site Recording Scheme or registered by HNZPT,
- The site only becomes known about as a result of ground disturbance, and/ or
- The activity is permitted under a district or regional plan, or a resource or building consent has been granted.

Once an authority has been granted, modification of an archaeological site is only allowed following the expiration of the appeals period or after the Environment Court determines any appeals. Any directly affected party has the right to appeal the decision within 15 working days of receiving notice of the determination. HNZPT may impose conditions on the authority that must be adhered to by the authority holder (Section 52). Provision exists for a review of the conditions (see Section 53). The authority remains current for a period of up to 35 years, as specified in the authority. If no period is specified in the authority, it remains current for a period of five years from the commencement date.

The authority is tied to the land for which it applies, regardless of changes in the ownership of the land. Prior to any changes of ownership, the landowner must give notice to HNZPT and advise the succeeding landowner of the authority, its conditions, and terms of consent.

HNZPT also maintains the List of Historic Places, Historic Areas, Wahi Tapu and Wahi Tapu Areas. The List can include archaeological sites. The purpose of the List is to inform members of the public about such places and to assist with their protection under the Resource Management Act (1991).

The RMA requires City, District and Regional Councils to manage the use, development, and protection of natural and physical resources in a way that provides for the wellbeing of today's communities while safeguarding the options of future generations. The protection of historic heritage from inappropriate subdivision, use, and development is identified as a matter of national importance (section 6f).

Historic heritage is defined as those natural and physical resources that contribute to an understanding and appreciation of New Zealand's history and cultures, derived from archaeological, architectural, cultural, historic, scientific, or technological qualities.

Historic heritage includes:

- historic sites, structures, places, and areas
- archaeological sites;
- sites of significance to Māori, including wahi tapu;
- surroundings associated with the natural and physical resources (RMA section 2).

These categories are not mutually exclusive and some archaeological sites may include above ground structures or may also be places that are of significance to Māori.

Where resource consent is required for any activity the assessment of effects is required to address cultural and historic heritage matters (RMA 4th Schedule and the District Plan assessment criteria).

Methodology

An archaeological assessment is required to accompany an application for an archaeological authority, as stipulated in the Heritage New Zealand Pouhere Taonga Act (2014). The archaeological assessment for this site was carried out using desk-top research methods and included a site visit to assess any current standing structures and site features.

The desk-top assessment methodology consulted a range of archival sources to try and determine the history of the site within of the Glenorchy Township. The assessment used the following types of sources to trace the historic activity on the site:

- 19th century surveyors' maps and section subdivision maps;
- Land titles and land transfer surveys (LINZ);
- Photographic and documentary archives (Hocken Library, Dunedin City Library Heritage Collections, family photograph albums, on-line archive repositories - Archives NZ, DigitalNZ, Hocken Library, National Library of NZ, Museum of New Zealand/Te Papa Tongarewa; PapersPast, Appendix to the Journal of the House of Representatives);
- Local histories and similar publications;
- Glenorchy Historical Society and museum;
- NZAA ArchSite.

The site visit was undertaken to make a visual assessment which included an appraisal of:

- The approximate age and architectural style of any extant structures on the site.
- The environs within the site including spatial usage such as recent earthworks, topography, vegetation and any ground-level features of heritage relevance. This is particularly relevant in this instance as the site appears to have had relatively little 20th century disturbance.

The visual assessment was supported by digital photographs that recorded the features of the site. The site visit was undertaken on the 12th of September 2019 by Benjamin Teele.

Physical Environment or Setting

The site is located adjacent to the lakeshore in the centre of the Glenorchy Township. The township is and was part of an area locally referred to as the 'the Head of the Lake', situated between two parallel mountain ranges; the Humboldt Mountains to the west, and the Richardson Range to the east. To the north and west is the Rees River Valley, which combined with the Dart River has formed a large alluvial delta above Lake Wakatipu. The delta is sandwiched by lake terraces, which would have been favourable environments for settlement historically, being elevated above the wetter lower ground. Glenorchy is situated on the north-eastern edge of Lake Wakatipu where it meets the Rees River. More extensive 20th century development has seen the town fill most of the empty sections and a number of commercial premises established in the immediate area. However, the site remains on the interface between the semi-urban township and the recreational aspect of the lakeshore.

Historical Background to the Assessment Area

Māori Settlement

The earliest human occupation of the South Island and Otago region is considered to be by Polynesian settlers dating from around 1280AD who quickly spread across the region, developing different types of settlement sites dependent on the available local resources and environmental conditions (Wilmshurst, Anderson, Higham, & Worthy, 2008). These included settled village sites along the coast adjacent to rich and sustained food resources such as seals and moa; seasonal inland sites for collecting stone resources and hunting; and comparable seasonal coastal sites for 'fishing and moa processing' (Hamel, 2001). Such settlement and exploitation of the abundant resources was not without its impacts however, with much of the forest along the coastal region reduced in extent, changes in patterns of hunting and fishing, and the use of smaller, more mobile occupation sites by the 16th and 17th centuries. This was followed by further changes in subsistence, based on organised food gathering and processing that created settled village communities along the Otago coastline from the mid-18th century onwards (Hamel, 2001).

At the head of Lake Wakatipu, the Dart Valley was used by Māori as both a route to the West Coast to collect pounamu, and as an area to collect a more localised source known as inanga. Around Glenorchy and Kinloch, Māori had meeting or resting places on their inland journeys.

Ngai Tahu has a strong traditional association with the area at the head of the lake.

European Settlement

After the arrival of Europeans in New Zealand, an initial exploration of the basin was undertaken by Nathaniel Chalmers in September 1853. By the end of the 1850s European pastoralists had begun to stake out claims to various runs in the area, taking up the depasturing licences on offer. In 1859 Rees built a homestead and woolshed on the lake shore in the location of present day Queenstown to act as the centre of his large pastoral holdings (Griffiths, 1971). He extended his holdings to include the flat land at the head of the lake which became his north station run (346).

This initial pastoral settlement by Rees was quickly followed by the Otago goldrushes of the early 1860s, which brought large numbers of miners to the area. After the Arrow and Shotover Rivers were opened up, prospectors travelled further afield, finding gold at the Buckleburn near the head of the lake. Access to the area was limited to being ferried across in the steamer Wakatipu. Gold was not confined to the Buckleburn, it was also found in small concentrations around the head of lake. Scheelite mining was also taken up in the 1880s and continued into the 20th century. Kinloch was also the centre of an extensive sawmilling industry established in 1870. It continued to operate until 1896, when fires destroyed a significant amount of the surrounding bush. The larger pastoral runs were progressively broken up by the Government in the 1870s and 1880s, with smaller farms subsequently being established.

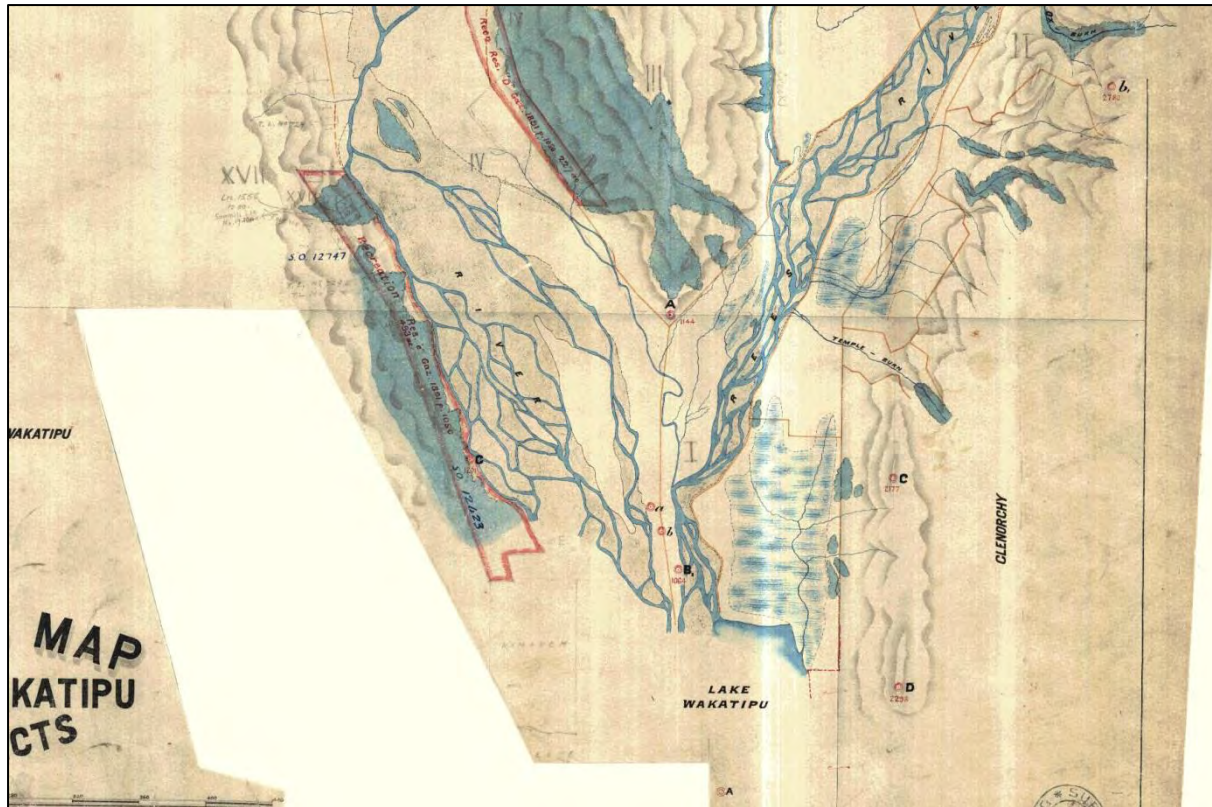


Figure 3. Topographical Map of part of the Dart, Earnslaw, Upper Wakatipu and Glenorchy Districts in 1881 (cropped)(SO 399).

Previous Archaeological Work

Reference to the NZAA site records indicates that there are no recorded sites on the site under assessment. However, based on the recorded history and site observation, one site has been added to ArchSite (Figure 4). This is the site of Mt Earnslaw Hotel, which is 19th century in origin.

There are around thirty recorded Māori sites within a twenty-kilometre radius of Glenorchy. This does not follow the usual pattern of Central Otago where sites are widely distributed but in low densities. The high density of sites around the head of the lake may be associated with the highly valued nephritic sources found in the Dart River and the Routeburn, as well as the area being part of the route used by Māori for travelling to the West Coast.

In 1919, Charles Haines, a long-term resident of the area presented a collection of artefacts to the Otago Museum that he had fossicked in the area. 24 pieces, mostly of nephrite, were said to come from one site situated on the west bank of the Dart River. The Dart Bridge site was first investigated using archaeological methods by David Simmons in 1967. Situated on the Routeburn Station, Simmons identified the site was a paved village with associated greenstone working. A small excavation was undertaken and the site was mapped, however part of these records have not been found (Anderson & Ritchie, 1986).

Additional find spots and potential oven sites used by Māori have been found to the north of the assessment site clustered near the Glenorchy Lagoon (E41/6, E41/7, E41/11, E41/97). These isolated find spots were identified in the site record forms as being damaged by cultivation/ploughing and may no longer exist.

The only recorded European sites in the general area are confined to historic 19th century cottages associated with early settlement. E41/257 was a timber-framed cottage with two stone chimneys. This cottage has since been incorporated into a modern residential building. E41/291, further to the north contained two clusters of 19th century buildings associated with Grant Farm, with development works currently under archaeological authority 2018/719.

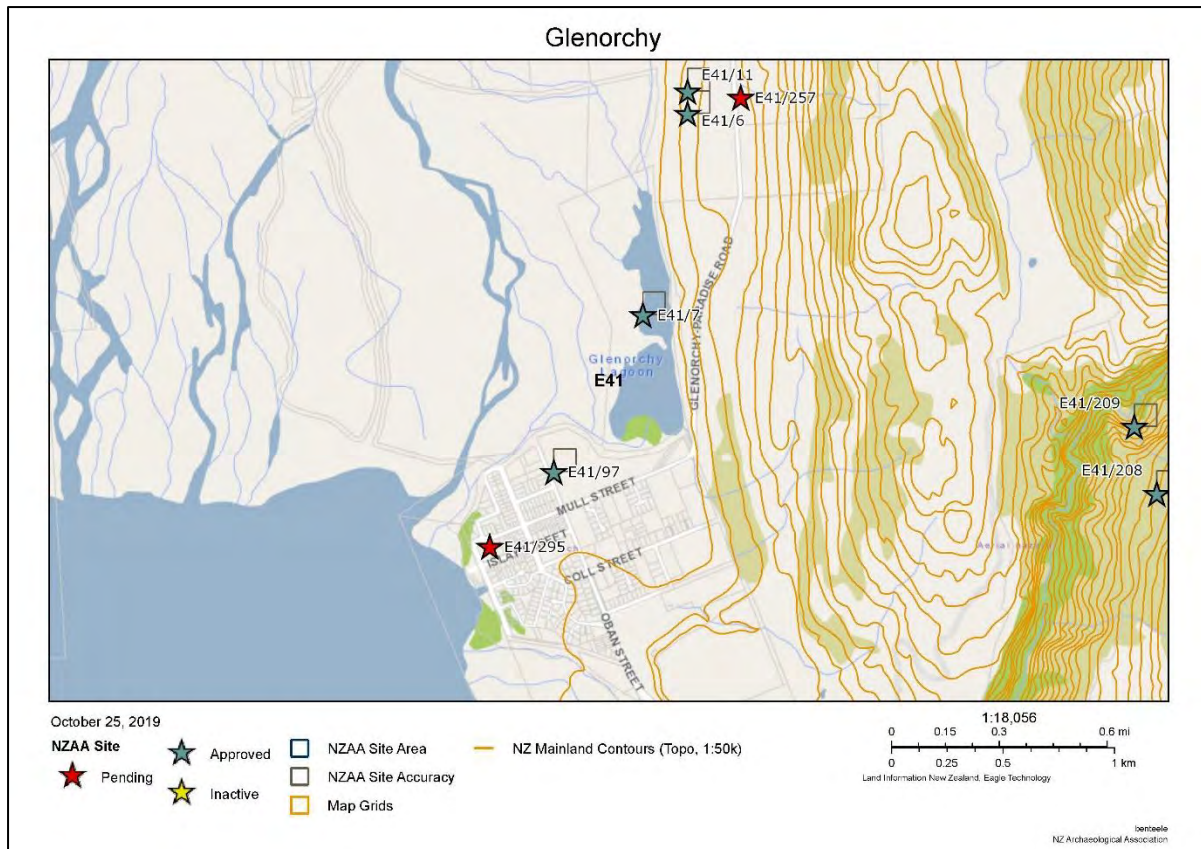


Figure 4. Map showing location of recorded archaeological sites in area around Glenorchy (ArchSite 2019).

Constraints and Limitations

The key constraints and limitations on the archaeological assessment for the Mt Earnslaw Hotel site are as follows:

- This assessment is based upon desk-based research and a visual inspection of the site – no intrusive or investigatory work into the site or its environs has been undertaken to confirm the results of the assessment. While the visibility of the historic buildings is clear, the survival of any additional 19th century material is less clear.
- There have been no previously archaeological investigations within the Glenorchy Township. Previously recorded archaeological sites have been in the form of isolated find spots discovered accidentally. As such, it is unclear about the likely survival of 19th century historic deposits on site and to what extent any material cultural might be preserved at depth.
- Due to Glenorchy's isolated location through much of the 19th century, developments within the township were not as well documented in the historic record as other townships such as Queenstown and Arrowtown were. While there are several historic photographs of the site, the historic narrative is more fragmented around changes that may have occurred on site, and when these might have happened. This is particularly acute between the 1863 and 1880.
- There appears to be a degree of contradiction in some of the secondary sources of the site around its early development. While this does not affect the 19th century designation of the site and its overall importance, it allows for smaller errors in these sources to become incorporated into the history of the site.

Outcomes – Research Results

Historical Documentation

The history of the site is tied to its early association with the Butement brothers and a man named Joseph Birley. In 1865, following the dissolution of William Rees' large pastoral operations, North Run (no. 346) was acquired by the Butement brothers in 1866 (North Otago Times, 1866). Prior to the area at the head of the lake had been managed by Rees, but it appears that this only with a light touch and no permanent base of operations had been established.

Following the acquirement by Butement of the land at the head of lake, he appears to have established his freeholding centred near what was to become the Glenorchy Township (Figure 5). This would have consisted of a homestead building, plus stable, woolshed, working men's quarters, and other ancillary buildings required for running a pastoral lease.

At the same that Rees and then Butement were shifting the area into pastoral farming, gold was discovered at the nearby Bucklerburn, and a small rush occurred. A temporary miner's camp was established to the south of Glenorchy along this creek but appears to have been short lived as miners subsequently moved onto other goldfields.

In 1864 the Glenorchy Township was surveyed (Figure 6). This original survey shows that the site, situated in Block I, appears to have been partly owned by W.G. Rees. Sections 1-6, 29-34 were shaded green, as was the block to the north.



Figure 5. Photograph of Glenorchy, circa 1860s (Glenorchy Museum).



Figure 6. Town of Glenorchy map from 1864 showing Rees' ownership (cropped)(National Library)

The subsequent crown index map from 1865 shows that by this point Rees had sold his land, and Joseph Kailey Birley owned almost all of Block I (containing the current site), and part of Block II (Figure 7). The area to the north across the street was held by John Butement and held at least some of the buildings associated with his leasehold pastoral run including his woolshed. There are few other names associated with section ownership at this time. It appears that between Thomas Wilson, Joseph Birley, and John Butement owned most of the purchased sections. Birley arrived in the area in 1862 following the gold rush. He was born in Yorkshire, and after following his mining pursuits (Lake Wakatip Mail, 1874b), shifted into the hotel business (Lake County Press, 1913). Joseph 'H(K)ailey' Birley is noted in the newspapers as residing at the head of the lake in 1867, but had likely been living there for several years previously (Lake Wakatip Mail, 1867).



Figure 7. Crown Index Map from 1865 showing owners of sections within township (cropped)(NZ Archives).

In 1870 a description of the town was provided in a newspaper. "Glenorchy is by no means a large town. It is situated on a stony flat, in the estuary of the Rees River. The buildings consist of the home station of Messrs. Butement and a couple of stores and shanties combined. How two stores can exist and from whence came customers, was a puzzle to me, and to many others likewise" (Dunstan Times, 1870). The two stores referenced may refer to one owned by Birley and the other by Wilson (two of three main men listed on the 1865 crown index map).

One year later in 1871 the first known reference to a hotel in Glenorchy is noted in advertisement for lodgings at Glenorchy Hotel by Thomas Wilson (Lake Wakatip Mail, 1871). In 1872 Birley applied to renew his bush licence and it was granted. This was presumably to allow him to supply liquor at his establishment, which would have been in competition with Wilson. Because it was renewed, this suggests that Birley already had some form of premises for supplying the public with alcohol.

In 1874 it was recorded that Birley had applied for a bush licence to run an establishment called the Lady of the Lake Hotel (Lake Wakatip Mail, 1874a). Birley continued to retain the bush licence through the 1870s. During this period there were several instances following his applications for renewal where the police reported unfavourably on the application. This included issues with insufficient accommodation in 1878 and in 1879 that the house was in a state of disrepair and threatened with closure (Lake Wakatip Mail, 1878, 1879). Birley stated in 1879 that the premises had been repaired since the last police visit (Southland Times, 1879).

Through the 1870s Glenorchy appears to have contained little other than these two small hotels with bush licenses and the Butement's station buildings.

The first detailed description of the hotels in Glenorchy came in 1880. This account noted two hotelkeepers one at Kinloch and one at Glenorchy (Head of the Lake) who, motivated by the increasing tourism, were providing increased accommodation. These two hoteliers were recorded as having only bush licenses paying £5 yearly. Their new accommodation would require their operations to be classified and called hotels, which increased

their licensing fee. Birley's house, operating under the bush license, was noted as requiring rebuilding, with a Mr Burwell of Invercargill preparing plans for an entirely new house (Cromwell Argus, 1880).

Burwell's new design was subsequently extensively detailed in the newspapers.

"The design represents a house with two flanks to the front, the recess between being occupied by a verandah. Two doors under it lead to two passages of five feet wide, the entrances of which open to two parlors – one on each side of the house – 13 by 14 feet. That dining room is of very good proportions being 18 by 14 feet. These rooms face the lake, and have a commanding view of it, the township of Kinloch and the surrounding scenery. The house contains no bar, it being essentially a private hotel, and detached from the one now licensed. The bedrooms are chiefly intended for married couples, and of the ample size of 13 feet by 10 feet, with fireplaces, and two of 13 feet by 8 feet. For single persons there are bedrooms 10 feet by 5 feet. The walls are 12 feet high from floor to ceiling, and the work throughout is to be of substantial character. The building, which is now being vigorously pushed on will be ready for visitors next month" (Lake Wakatip Mail, 1880a).

In November 1880, the hotel was officially opened (Figure 8). Birley, described as an old and respected resident, celebrated by a "house-warming" in the orthodox style. Following its opening, the head of the lake was noted as having two well-known hostelrys, one on the east side and one on the west, providing "accommodation of visitors to the grandest portions of the district" (Lake Wakatip Mail, 1880b). One year later Birley was advertising the Mount Earnslaw Hotel (Lake Wakatip Mail, 1881). An advertisement in 1882 described the hotel being established in 1863, and subsequently having extensive additions (detached) added with "commodious, well-ventilated and well-furnished Dining, Sitting, and Bed-rooms have just been made to this favorite and old-established hostelry, which now affords superior accommodation for Tourists and Families wishing to stay amongst the most attractive portion of the Lakes district" (Lake Wakatip Mail, 1882b). This coincided with his application for an accommodation license (Lake Wakatip Mail, 1882a).



Figure 8. Mt Earnslaw Hotel in 1880 (National Library). The original hotel may have been located to the rear.

In 1885 Birley further extended the hotel with the construction of a two-storey addition built on a cement foundation (Figure 9). This contained 20 rooms, and was furnished with hot and cold baths, with water laid on everywhere. The total cost was estimated at £1,000 (Lake Wakatipu Mail, 1885).

At the same time the increasing numbers of tourists arriving by steamship saw a new competitor, Mr F. H. Daniel building a new hotel near the jetty. Mr Wilson also started the construction of a new hotel (Otago Daily Times, 1885). This resulted in three new hotels in the township all built within a year of each other (Figure 10)(Lake Wakatipu Mail, 1885).



Figure 9. Mt Earnslaw Hotel in 1886 following construction of two-storey addition (Te Papa).



Figure 10. Late 1880s Glenorchy showing the other two hotels (Wilson's on left and Daniel's on right) and Butement's woolshed in between (Glenorchy Historical Society). Note Mt Earnslaw Hotel is obscured by Daniel's hotel in front.

In 1887 the Mt Earnslaw Hotel was being managed by Mrs Birley and was capable of accommodating 20-30 boarders. Mr Birley was noted as usually being off-site at his farm up the Rees River. The description of the hotel from this time remarked that the large two-storey addition had only just been finished and was still only partly furnished. It included a tennis-lawn that was in a neglected condition (Oamaru Mail, 1887).

In 1894 Sarah Birley, the wife of Joseph, died (Lake Wakatip Mail, 1894). Following her death, the hotel appears to have been run by their son, Henry and his wife (Southland Times, 1907b).



Figure 11. Photograph from c.1904 on the main verandah of the 1880 hotel, with gabled building visible through the door at the rear (Glenorchy 1 K1350 c1904).

The Birley family sold the hotel in 1907 to Mr Alfred Groves (Figure 12)(Southland Times, 1907a). He sold it in 1911 to Mr W. Holland and at the time it comprised 26 rooms (Southland Times, 1911). Fourteen different owners took on the Mt. Earnslaw Hotel between Alfred Groves in 1911 and Joe Hussey, who would be its last owner in 1959 when it burnt to the ground (Figure 13, Figure 14)(Glenorchy Historical Society).



Figure 12. Photograph showing the rear of the hotel addition and timber building out the back towards the eastern edge of the site, c. 1908 ('Glenorchy (1)' K2272 c.1908). This building may be the original pre-1880 hotel.



Figure 13. Mt Earnslaw Hotel in 1959 just before it burnt down (Eric Livingstone; 1959 eHive).



Figure 14. After the Mt Earnslaw Hotel Fire (Eric Livingstone; July 1959 - eHive).

On-site Observations

A site visit was conducted by Benjamin Teele on the 12th of September 2019. This was undertaken to investigate if there were any potential archaeological features visible and to place the site within the context of the surrounding area.

On-site observations show a number of visible features associated with historic building foundations and possible locations of ancillary buildings (Figure 15). The site is part of a flat terrace just above lake level. It is mostly in grass with some mature trees and shrubs (Figure 16-Figure 18). This allows for good visibility of any surface features and these can be clearly seen in high resolution aerial photography.

The visible historic features are clustered in the northern portion of the site. This includes the remains of the U-shaped 1880 hotel building (Figure 19-Figure 21). The central portion appears to have been built with schist pavers acting as 'bearer's for the sub-floor above and are commonly found in mid-19th century buildings. The two wings on either side are defined by the remains of concrete foundations.

The two-storey addition from 1885 is clearly defined by a concrete ring-beam foundation and internal concrete piles (Figure 22-Figure 24). The northern end contains the foundation for a large chimney. It appears there may have been a smaller addition added to the northern end of this building at some stage, but without the concrete foundation. This suggests a smaller single-storey timber addition, possibly used as an outhouse.

Adjacent to the two-storey addition and behind the original cottage is the remains of another building foundation (Figure 25). Its original purpose and age are uncertain. However, it is visible in Figure 11 from c.1904. Its size and form suggest it may have been the stable.

There are additional areas of discoloured grass and places with mature vegetation suggesting the possibility of additional ancillary buildings or the original hotel being located behind the main accommodation block (Figure 26-Figure 27). Figure 12 shows a timber building with a lean-to located somewhere behind the two-storey addition. However, its exact location is uncertain. The operation of a hotel would have also required a number

of service elements, which may have been housed in separate outbuildings. A steel water tower is located on the eastern edge of the site (Figure 28).



Figure 15. Aerial imagery overlain with projected and possible building locations.



Figure 16. View of the site looking east from Benmore Place.



Figure 17. View of site looking east across towards where the two-storey hotel extension would have been.



Figure 18. View looking south from the back of the site towards the lake.



Figure 19. View of the U-shaped foundations that remain of the 1880 hotel building.



Figure 20. View looking at what would have been the rear extension of the U-shaped foundations.



Figure 21. Detail of foundations for U-shaped foundation showing mix of schist pavers and cement.



Figure 22. View looking north of rectangular foundation which formed the large two-storey addition to the hotel.



Figure 23. Detail between the U-shaped original building and the two-storey addition set behind and slightly to the side. Note the discoloured grass on the northern edge the rectangular foundations suggesting the building was larger than the existing cement foundation.



Figure 24. Detail of concrete ring foundation with internal concrete piles and foundation of large chimney on northern edge.



Figure 25. Remains of smaller building foundation located behind U-shaped building. Its original purpose is unclear but may have been a stable.



Figure 26. View looking across the rear of the site towards the south with small area of discoloured grass.



Figure 27. Area of site located in the southeast corner showing trees and various areas of grass growth possibly affected by subsurface material.



Figure 28. Historic steel water tank at rear of site.

Archaeological and Other Values

Six main criteria have been used for assessing the archaeological values of the Mt Earnslaw Hotel site. These are:

- Condition – the physical condition of the site and any associated features.
- Rarity/Uniqueness – the degree of rarity of the site within its immediate and/or wider contexts.
- Contextual Value – the contribution of the site to its broader contextual situation (e.g. cultural, local and archaeological contexts).
- Information potential – the potential for additional information to be recovered by archaeological means and its nature.
- Amenity value – the potential contribution of the site as a local amenity.
- Cultural associations – the cultural associations of the site.

Site	Value	Assessment
Mt Earnslaw Hotel, LOT 1 DP 12016 BLK 1 GLENORCHY TN	Condition	<p>The condition of the visible features is poor. Following the destruction of the hotel by fire in 1959, only the concrete and stone foundations remain. The concrete is an early 1880s conglomerate of cement and large stones. Its exposure to weather and the fire has damaged these foundations in places. The rest of the site appears to remain relatively undisturbed, with original building footprints clearly visible in aerial imagery. The site's central location in Glenorchy may have exposed it to some potholing by fossickers, but overall the subsurface archaeology may be in relatively good condition.</p> <p>Assessment – building remains - poor, subsurface likely good.</p>
	Rarity/Uniqueness	<p>The site is unusual in its level of preservation in-ground and its clear and well documented historic development. Glenorchy contained three hotels in 1885. Only this hotel site is well-preserved. The preservation of the whole site complex offers a rare opportunity to understand the spatial and operational components of a 19th century hotel. Hotels are a relatively common site type across Central Otago, and several have been the subject of archaeological investigations. However, these other sites have not had this level of in-ground preservation.</p> <p>Assessment – high</p>
	Contextual Value	<p>The site is clearly associated with the Birley family and its subsequent development into the Mt Earnslaw Hotel. Any archaeological material can almost certainly be directly associated with the operation of the hotel on this site. While the Glenorchy township has subsequently grown and developed over the 20th century, the site still retains a clear association with its prominent location next to the lakeshore and jetty.</p> <p>Assessment – high</p>

	Information Potential	<p>There have been several archaeological investigations of hotel sites in Central Otago. However, there have been no archaeological investigations within the Glenorchy Township. These other historic hotel sites produced a large amount of material culture associated with the operations of 19th century tourism but were often restricted to only a portion of the original site and in many instances heavily disturbed. The information potential of this site is increased in large part due to its high level of preservation and clearly documented history.</p> <p>Assessment – high</p>
	Amenity Value	<p>The amenity value of the site is limited. The only remains of the hotel are the concrete and stone foundations associated with the accommodation and main service buildings. These are highly visible to the public due to the sites' proximity to the lakeshore reserve and general access. However, the site is on private land. An information board has been installed in front of where the original cottage was located to inform visitors.</p> <p>Assessment - moderate</p>
	Cultural Associations	<p>The buildings and possible archaeological in-ground features have significant cultural associations with the township of Glenorchy. Any archaeological remains will tie directly to the site's ownership by the Birley family and the development of tourism at the head of the lake.</p> <p>Assessment – high</p>
	Other Values	<p>Māori cultural values are not considered to be of immediate relevance to the site unless features or deposits relating to Māori cultural practices are identified during any future works. While the area around the Glenorchy Township appears to have been an area utilised by local Māori, the likelihood for encountering such deposits below the site has been assessed as very low. But the possible value of the site and its location in broader, Māori cultural value terms is acknowledged.</p> <p>Assessment - very low</p>

Assessment of Effects

Proposed Site Works

The proposed site works will involve the construction of a new hotel complex, including a central hotel building modelled off the original hotel design, plus several additional separate buildings for accommodation and service purposes (Figure 29). The concept design shows the hotel occupying the eastern portion of the existing site, with the western portion remaining open. Due to the site's proximity to the lake and the underlying lake gravels, extensive excavation is likely to be required to provide a suitable foundation for the proposed buildings and elevate them above flood level. These works will also require trenching for installation of new service and general landscaping associated with amenity planting and site access.

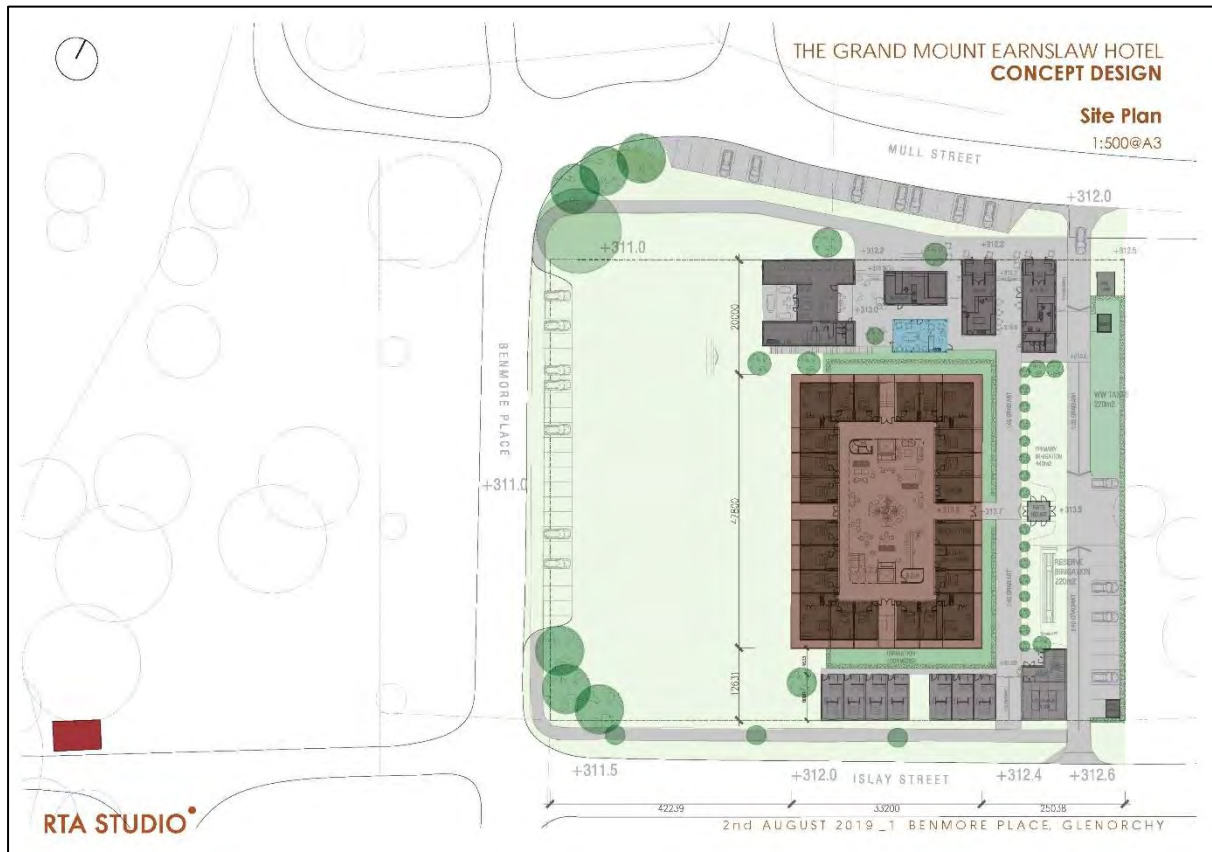


Figure 29. RTA Studio concept design showing extent of proposed works on site.

The Effects of the Proposed Works

The effects of the proposed site works are likely to see any remaining in-ground archaeology disturbed or destroyed in the central and eastern portion of the site (see Figure 29 above). The depth of excavation required to provide adequate foundational support is likely to extend deeper than the current cultural horizon. This is based upon the existing historic concrete and stone foundations. It is possible there are several deeper features associated with elements such as latrines. The western portion of the site will remain open and have no buildings constructed on it. However, due to possible flooding from the lake it is possible that this area will be battered up to provide a level of protection.

The concept design produced by RTA studio has been modelled in part on reflecting the historic proportions and style of the Mt Earnslaw Hotel. While these buildings will be modern in scale and materials, they will reflect in part the historic commercial nature of the site.

Alternative options

Due to the sites limited footprint there are few alternative options for commercial development on the site. The condition of the concrete foundations is poor and are not suitable for reuse. In addition, the code requirements to avoid the site flooding from the lake and requirements for adequate foundational support to any modern building will require extensive excavation.

Site management

Site management should note the high archaeological values of the site and their likely impact by any works. Prior to any machinery operating on site, an archaeologist should be consulted around minimising site impacts and determinations of undertaking appropriate mitigation should an archaeological authority be issued.

Conclusion and Recommendations

Assessment Summary

This report provides an assessment of the proposed construction of a new hotel complex at 1 Benmore Place, Glenorchy, and the potential effects on the archaeological values of the site.

The site has a clearly documented history as a commercial premise owned by Joseph Birley, likely from as early as 1863. The original building on site may have been a timber cottage, which was subsequently converted into a commercial enterprise by Birley operating under a bush license. Birley would have likely supplied drink the miners and farmhands working on Butement's station. Birley was also involved in mining and farming endeavours through the 1860s and 1870s, so this was unlikely his sole income. Following several issues with renewing his bush license and the increasing tourist trade as Central Otago developed, Birley more actively shifted his focus to running a hotel establishment. In 1880 he constructed a new timber hotel, and subsequently acquired an accommodation license. This venture appears to have been successful, and in 1885 he built a substantial new two-storey addition to the hotel. This was built with concrete foundations as was part of the 1880 hotel, a relatively new building material in the area, as well as up-to-date facilities for guests. The hotel continued to operate through into the 20th century, including after it was sold by the Birley family in 1907. It subsequently burnt down in 1959 and the site has remained undeveloped since.

This assessment has identified that the proposed works associated with the construction of a new hotel within the site area will damage or destroy archaeological material associated with the Mt Earnslaw Hotel site. This includes the remaining portions of the building foundations that formed the bulk of the historic hotel as well as possible material culture reflective of the sites' long history of commercial use. Hotel's, in addition to accommodation, required stabling, service outbuildings, and latrines. The arrival of tourists by steamer would have lessened the requirements for stabling provisions as was common at other hotels.

Because of the likely geotechnical constraints of the site due to its proximity to the lakeshore and possible flooding, there are no known alternative options. The proposed concept design for the new hotel has taken a number of design cues from the historic Mt Earnslaw Hotel. This includes in places matching the historic footprint of parts of the hotel and the general aesthetic design of the historic two-storey accommodation block. Archaeological investigations of the site prior to any works has a high potential to significantly inform the archaeological record for both the site as well as the wider Glenorchy Township.

Recommendations

Based on the proposed plan to construct a new hotel at the historic Mt Earnslaw Hotel site, Origin Consultants make the following recommendations:

1. The proposed development of a new hotel complex will have extensive effects on the archaeological record associated with the Mt Earnslaw Hotel. As such, an archaeological authority under Section 44 of the Heritage New Zealand Pouhere Taonga Act (2014) should be obtained from Heritage New Zealand prior to any earthworks commencing on site.
2. Due to the extensive nature of the archaeological material on site including in-situ foundations for several buildings, it is recommended that a research strategy be undertaken before commencement of any works. This should be approved by Heritage New Zealand before commencement of any earthworks. This will outline how the site should be archaeologically investigated and include pertinent research objectives to ensure the archaeological record is enhanced by any excavations undertaken under the supervision of the approved archaeologist. Figure 15 should be used as an initial guide within the research strategy to determine targeted excavation of areas.
3. Additional areas identified within the research strategy as highly likely to contain archaeological material should be monitored by an archaeologist during any excavation.

4. It is possible that additional archaeological material or features may be uncovered outside the core area of investigation, so every practical effort should be made to avoid damage to any archaeological site, whether known, or discovered during work.
5. The site has an important history within Glenorchy and the head of the lake. If feasible, something in the form of interpretive information for guests could be installed within the new hotel complex.
6. Contractors should be informed and briefed of the high possibility that archaeological material may be uncovered during works as well as the wider archaeological site values. This includes immediate cessation of works in the area of discovery and communication with the approved archaeologist in how to proceed.
7. If any subsurface archaeological features are uncovered during excavations, these should be recorded using appropriate archaeological standards by the approved archaeologist.
8. If at any stage during site works pre-European (Māori) material is discovered, Heritage New Zealand should be consulted in the first instance. There are historic recordings of isolated Māori features and material culture in the wider area, but it is unlikely the proposed works will encounter any such items. If pre-European material is encountered during works, then all work is to cease immediately with a 20m exclusion zone established around the find with damage to any material minimised or avoided. Once the Regional Archaeologist has been contacted, they will advise on the best way to proceed. Any pre-European artefacts will be, prima facie, property of the Crown and will be submitted to the appropriate institutions.

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Appendix A- Site Record Forms



Site Record Form

NZAA SITE NUMBER: E41/295

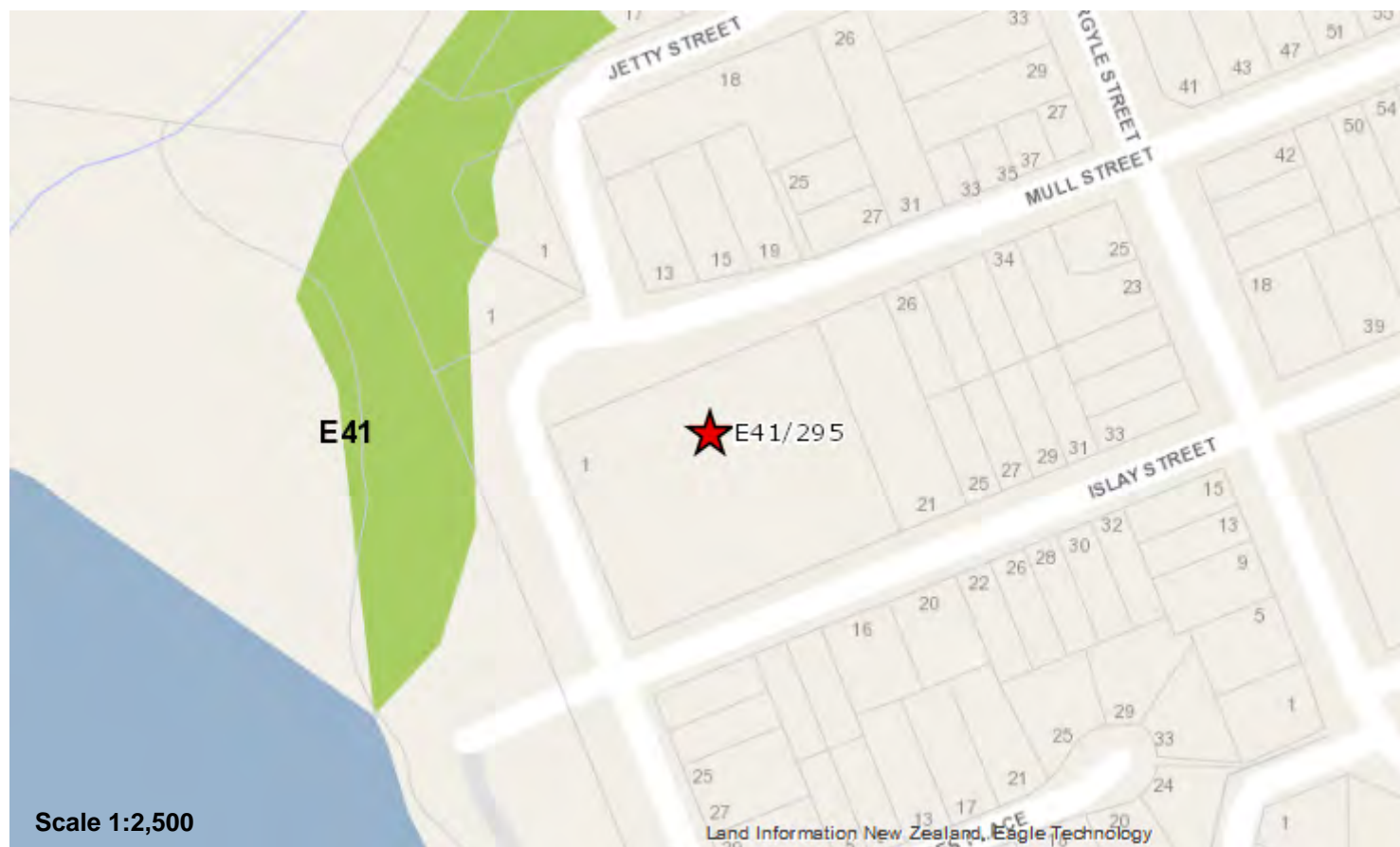
SITE TYPE: Commercial

SITE NAME(s): Mt Earnslaw Hotel

DATE RECORDED:
SITE COORDINATES (NZTM) Easting: 1235186

Northing: 5023285

Source: On Screen

IMPERIAL SITE NUMBER:
METRIC SITE NUMBER: E41/295

Finding aids to the location of the site

Site is located a 1 Benmore Street, Glenorchy, adjacent to the lakeshore reserve.

Brief description
Recorded features

Building, Building foundations (unspecified)

Other sites associated with this site

SITE RECORD HISTORY

NZAA SITE NUMBER: E41/295

Site description

Updated 25/10/2019 (Field visit), submitted by bentelee , visited 12/09/2019 by Teele, Benjamin
Grid reference (E1235186 / N5023285)

The site is the remains of the old Mt Earnslaw Hotel which burnt down in 1959. The site was likely originally occupied in the early 1860s following the gold rush to the Bucklerburn. A timber cottage was either built or subsequently acquired by Joseph Burley around 1863. Birley acquired a bush license for the property through the 1870s, and ran it as a commercial establishment. In 1880 Birley expanded the original timber building and subsequently acquired an accommodation license. A large two story addition was built in 1885 with concrete foundations. The hotel appears to have had several names, but following the 1880 improvements became known at the Mt Earnslaw Hotel. It stayed under the ownership of the Birley family until 1907. It was then owned by a number of different proprietors before it burnt down in 1959. It was well documented through historic photographs and newspaper accounts.

Condition of the site

Updated 25/10/2019 (Field visit), submitted by bentelee , visited 12/09/2019 by Teele, Benjamin

The only visible remains of the hotel are in the form of concrete building foundations from the 1880s and possibly earlier schist foundations. Areas of poor grass growth indicate several places where the various buildings were once situated. The buildings burnt down in 1959.

Statement of condition**Current land use:****Threats:**

SITE RECORD INVENTORY	NZAA SITE NUMBER: E41/295
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Supporting documentation held in ArchSite

Appendix B – Concept Designs

10.5 CARRIAGEWAY: TRAFFIC ASSESSMENT

19 November 2019

Ben Farrell
Cue Environmental Ltd

By e-mail only: ben@cuee.nz

Dear Ben

Proposed Grand Mount Earnslaw Hotel, Glenorchy: Parking and Access Assessment

Further to our e-mails, we have carried out a review of the proposed development of a hotel in Glenorchy, known as the 'Grand Mount Earnslaw Hotel'. Our review of the site is based on the drawing issued by e-mail on 13 November 2019 (RTA Studio drawing 'RC – Proposed Site Plan'). As discussed, our assessment is carried out against the operative District Plan.

Overview

The site is located within Glenorchy and is bounded by Mull Street, Benmore Place and Islay Street.



Figure 1: Site Location

Each of the frontage roads is a Local Road under the District Plan. Based on aerial photographs, Benmore Place and Mull Street both have a carriageway width in the order of 8m with the Islay Street carriageway being around 5m. As can be seen above, Mull Street and Islay Street both have a number of private driveways serving residential properties.

According to the MobileRoad website, Mull Street carries 1,100 vehicles per day, Benmore Place carries 710 vehicles per day and Islay Street carries 270 vehicles per day. Based on our knowledge of the area, the higher volumes on Benmore Place and Mull Street are due to the public car park located towards the northwest corner of the development site, and Mull Street being the signed main route into the township.

The proposal is for a 58-room hotel, which will also have a 'grand room' function area with a floor area of 241sqm. Buildings are also proposed fronting onto Islay Street towards the south, with 6 visitor accommodation units plus a day spa.

There are also retail/commercial units on the northern side of the site. From the information provided, these will be:

- Building 1: Bar/restaurant: 89sqm PFA + 37sqm outside seating area;
- Building 2: Retail: 54sqm GFA;
- Building 3: Restaurant: 51sqm PFA;
- Building 4: Retail: 56sqm GFA; and
- Building 5: Café: 43sqm PFA.

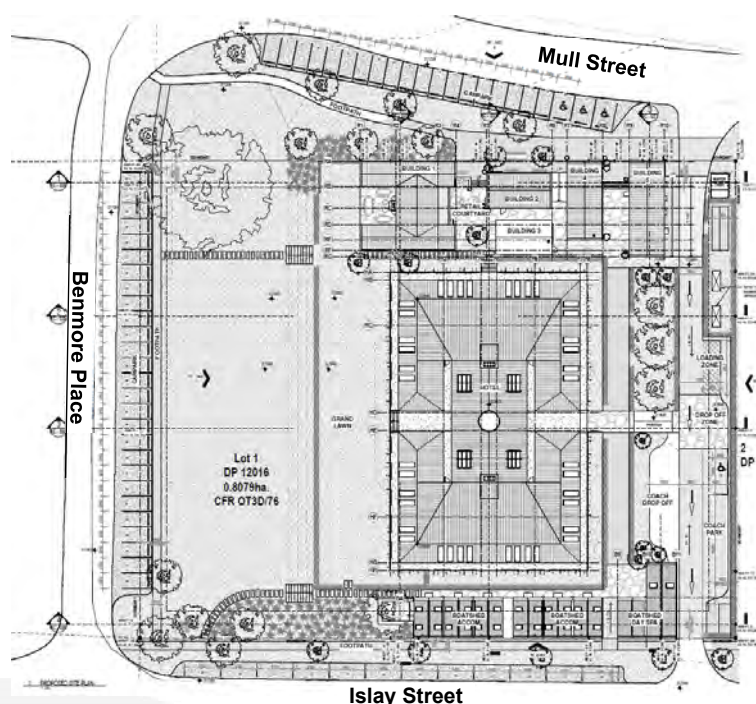


Figure 2: Proposed Site Layout (Extract from RTA Studio Drawing)

From a transportation perspective, there are two points of access to the site, located towards the eastern side. The access onto Mull Street is to be entry only, with exit provided onto Islay Street. The roadway connecting the two vehicle crossings will accommodate a coach parking space, a coach drop-off space, a loading zone and a mobility space.

The vast majority of the car parking spaces associated with the hotel are located within the road reserves of Islay Street (12 spaces), Benmore Place (27 spaces) and Mull Street (22 spaces). One mobility space is also provided within the site. In total, 62 spaces are proposed.

District Plan Part 14.2.4.1: Parking and Loading

Site Standard 14.2.4.1i: Minimum Parking Space Numbers

The District Plan sets out car parking space ratios of:

- Hotel: 1 space per 3 rooms for the first 60 rooms, then 1 space per 5 rooms for guests. Hence the proposed 64 rooms require 20.8 spaces;

- Hotel: 1 space per 20 beds for staff. The plans provided show that there are a total of 76 beds within the 58 room hotel, and no details have been provided for the internal layout of the 6 units on Islay Street. At this stage then, 3.8 staff parking spaces are required.
- Commercial units: 1 space per 25sqm GFA;. Hence the proposed 110sqm in Buildings 2 and 4 require 4.2 spaces;
- Restaurant: 1 space per 25sqm PFA for customers plus 1 space per 100sqm PFA for staff (2 spaces minimum). Hence the proposed 140sqm PFA requires 5.6 spaces for customers plus 2.8 spaces for staff.

Cafés are not a specific land use within the District Plan, but in our experience, certain types of café (such as those offering dine-in meals) have similar characteristics to restaurants. Adopting this approach means that the proposed 43sqm PFA requires 1.7 spaces for customers plus 2 spaces for staff.

The parking required at the day spa depends on the type and duration of treatments offered and no details are presently available for this. It is reasonable though in our view that a large proportion of day spa visitors will already be present within the site (in particular, staying at the hotel or elsewhere in Glenorchy). Similarly, a proportion of customers of the restaurant and café (and to an extent, the commercial/retail uses) will also already be on the site or in the township. These proportions are not known, but we have recognised the issue within our calculation below.

The 'grand room' has not been specifically assessed for parking. It has a floor area of 241sqm, and the total floor area of the hotel is 3,918sqm. It therefore falls below the 10% threshold at which a specific assessment of parking demand is required (Note (iii) to Table 1 of this Site Standard).

Overall then:

- Hotel: 20.8 spaces for guests plus 3.8 spaces for staff;
- Commercial units: 4.2 spaces;
- Restaurants: 5.6 spaces for customers plus 2.8 spaces for staff;
- Café: 1.7 spaces for customers plus 2.0 spaces for staff;
- Plus: day spa and
- Minus an allowance for people already within the site.

This then gives a requirement for 41 parking spaces, plus the day spa, minus an allowance for people already present. The plans show that 62 spaces are proposed. Consequently, even without an assessment of the day spa and allowing for people already present, it can be reliably concluded that supply will amply meet demand.

The District Plan also specifies a rate of 1 coach parking space for every 50 hotel rooms, with partial fractions rounded up. On this basis, 1.3 coach parking spaces, rounded up to 2 spaces, are required. The site provides one coach space.

In practice the partial fraction (0.3 spaces) equates to around 15 people (as a tour coach typically carries around 50 people). It is highly unlikely in our view that a coach with just 15 passengers would visit the site, and we therefore do not consider that the second coach parking space is needed. However, **if** a second coach was present, then this would inevitably significantly reduce the extent of car travel (as two tour coaches could carry a total of 100 passengers, and the hotel only provides 64 rooms). Since car travel will be much lower under this scenario, it would be possible to cone off an area of car parking and instead use this for coach parking.

Site Standard 14.2.4.1iv: Location and Availability of Parking Spaces

The plans show that the car parking spaces can all be independently accessed. However they are not provided on the development site itself, but rather, on the road reserve (for clarity, the 27 spaces on Benmore Place are partially within the road reserve and partially within the site itself).

From previous commissions, we are aware that the matter of whether to allow a development to use on-street parking in this manner is a 'policy' type decision which is beyond the scope of a technical assessment. However, we have reviewed the likely effects on road safety and roading efficiency in the event that the parking spaces were allowed.

The 12 spaces on Islay Street are provided as a standard indented parking bay. This is the arrangement expected under the Council's Code of Practice (albeit an arrangement expected on more heavily-trafficked roads) and is therefore familiar to drivers, both for those parking and for those that are travelled past. In view of this familiarity, we do not consider that road safety issues will arise, and the low traffic flow on the road means that passing traffic would not be unduly delayed by encountering a vehicle parking/unparking.

The parking spaces on Benmore Place and Mull Street are provided as 90-degree spaces, with the aisle created by the road carriageway itself. One outcome of this is that when a driver is exiting a space, they will need to make use of both traffic lanes in the carriageway to reverse. The carriageway of both roads means that the arrangement would be the same as already formally exists on (for example) Brecon Street, Park Street and Isle Street within Queenstown town centre¹.

Having 90-degree parking within the road is an arrangement that is familiar to drivers, and in fact the verge of Mull Street and Argyle Street are already used by drivers in this manner.



Figure 3: Existing 90-Degree Parking Within Glenorchy

Both Mull Street and Benmore Place are lightly trafficked – the highest daily volume of 1,100 vehicles (on Mull Street) equates to just one vehicle movement every 30 seconds at the peak times meaning that there is ample opportunity for parking spaces to be entered and exited. Both roads are flat and straight, and there is therefore no impediment for drivers to see vehicles manoeuvring

¹ For clarity, these examples also have parallel parking spaces on the opposite side. This would not be the case for this development.

well in advance. However we recommend that landscaping and any boundary treatment within the site at the northwestern and southwestern corners does not obstruct visibilities in these locations, so that a driver turning from one road into another can see any vehicle that is moving to/from one of the parking spaces near to the corner.

Overall then, we consider that from a technical perspective, on-street parking as shown on the plans provided can be supported.

Site Standard 14.2.4.1v: Size of Parking Spaces

The 90-degree on-street parking spaces adjacent to the site are all 2.6m wide, 5.0m long and have an aisle (formed by the carriageways) of at least 8m. This meets the District Plan requirements for Class 2 users (those not familiar with the parking arrangements). We note though that if a car was to be parked on the opposite side of the road, the aisle width would reduce to 5.5m. This is less than required (or indeed is practical to manoeuvre a vehicle) and therefore parking on the opposite side of the road on Mull Street and Benmore Place would need to be prohibited.

The parallel parking spaces on Islay Street are each 2.5m wide, 6.1m long and have an associated aisle of more than 4m, meeting the District Plan requirements. Since these spaces are provided on-street, we highlight that these dimensions are also appropriate under the Council's Code of Practice (section 3.3.6).

The mobility spaces provided on Mull Street are each 3.6m wide, 5.0m long and have an aisle of at least 8m. These dimensions meet the District Plan requirements.

Within the site, the proposed mobility space is 3.1m wide, but with the ability for the mobility impaired person to use the adjacent aisle. The arrangement is almost identical to that recently consented (and constructed) at the Ramada Hotel on Stanley Street, within the town centre. As such, we consider that although the space is provided in a manner that is not contemplated within the overarching standards or District Plan, it will operate effectively.

The coach parking space is 16m long and 3.7m wide which exceeds the requirements of the District Plan. Swept paths for coach manoeuvring (including at the proposed drop-off location) are shown below. In these Figures, the cyan line is the vehicle bodywork and the red line is a distance of 0.5m from the bodywork.

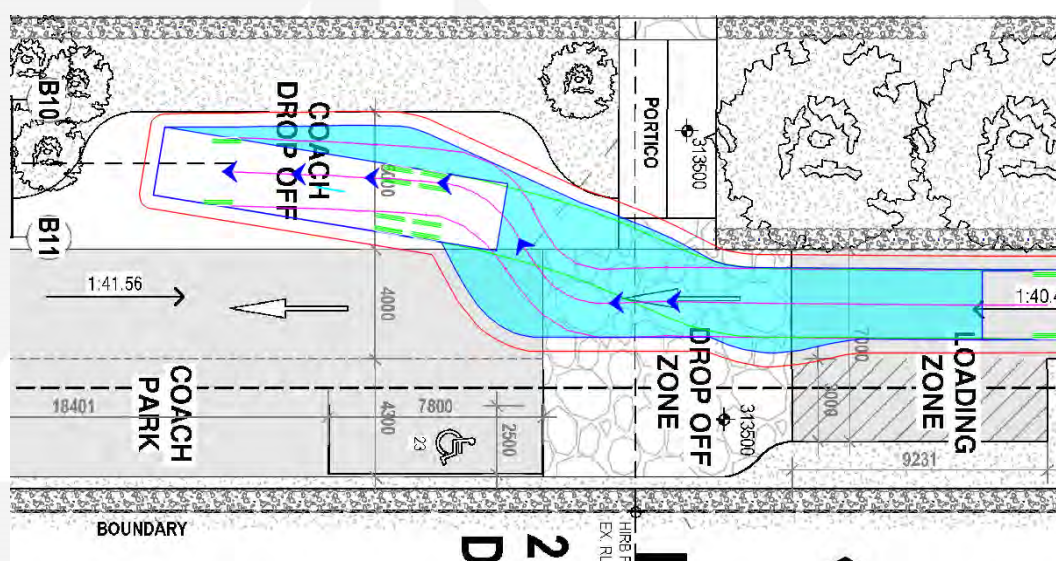


Figure 4: Coach Entering Drop-Off Area

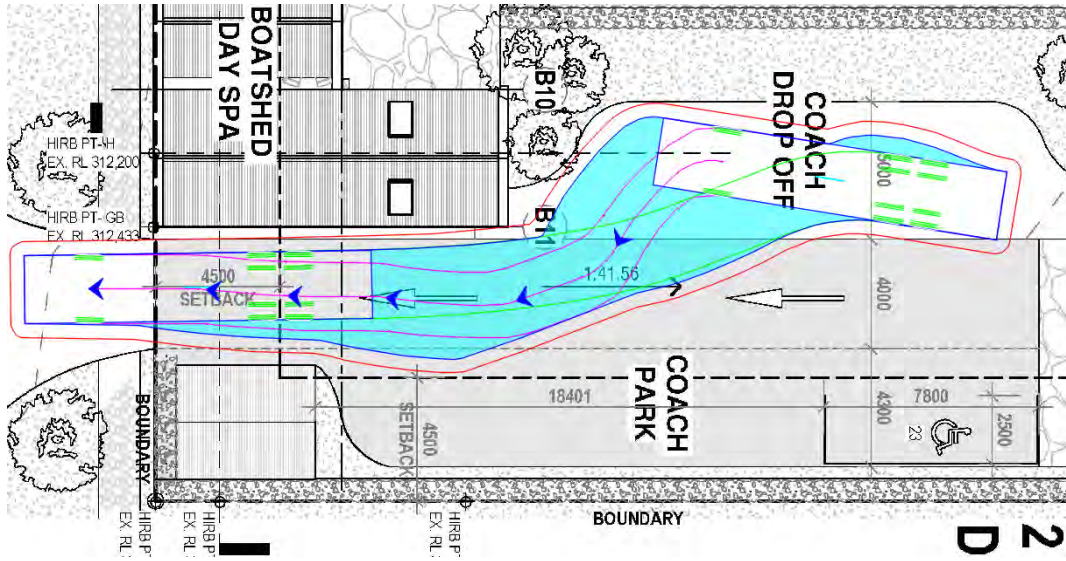


Figure 5: Coach Exiting Drop-Off Area

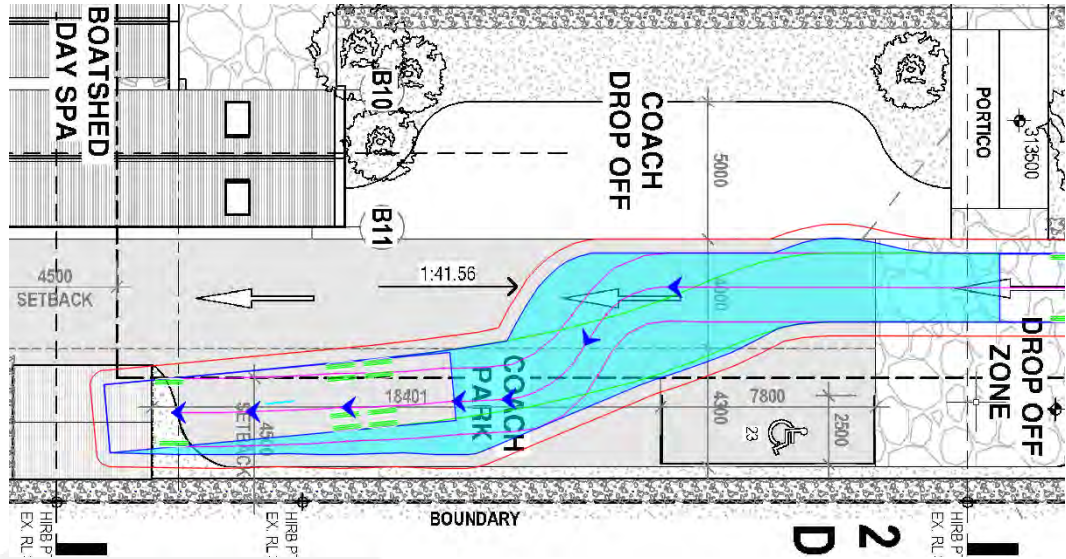


Figure 6: Coach Entering Parking Area Avoiding Mobility Parking Space

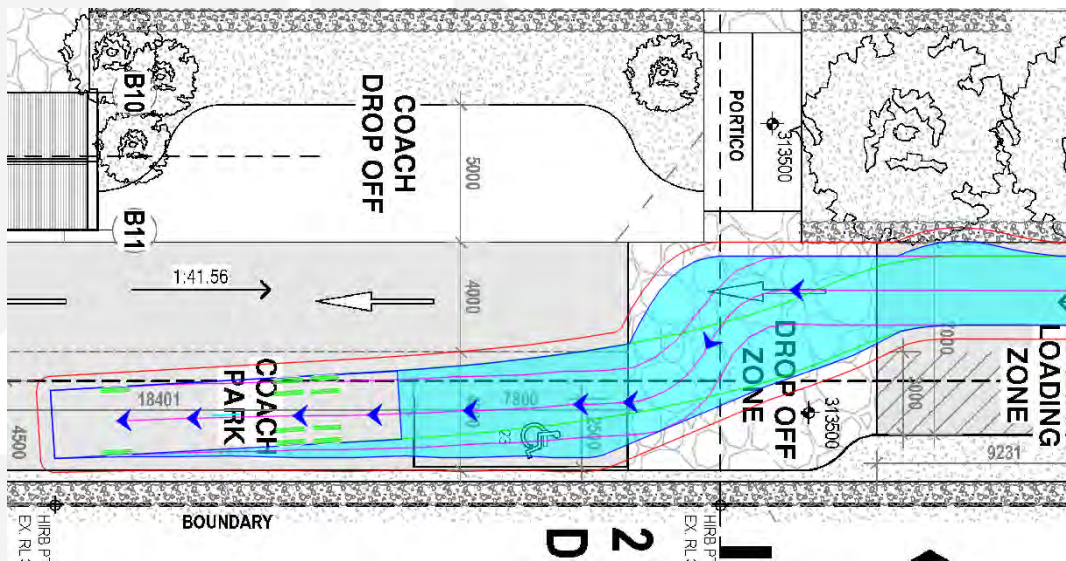


Figure 7: Coach Entering Parking Area Driving Through Mobility Parking Space



Site Standard 14.2.4.1vi: Parking Area and Access Design

Separate accesses are provided for pedestrians.

We anticipate that as the parking spaces are located on level ground, there will be no difficulties in achieving the maximum gradient of 1 in 20.

Since the parking spaces are provided for non-residential activities, two spaces are required to be provided for the mobility impaired and three spaces are shown (Spaces 20, 21 and 22 on Mull Street). In order to ensure that an accessible route is provided, the footpath on Mull Street should be extended to the ends of these spaces, so that a mobility impaired person can move between the spaces and the building on a firm and non-slip surface.

The spaces are located as close as possible to the site entry, with a ramp provided between Buildings 2 and 4.

Reversing from the site into the frontage roads is not permitted under this Site Standard, but due to the one-way nature of the accessway, reversing of this nature will nor occur. The District Plan does

not contemplate on-street parking spaces being provided in the manner proposed, and therefore it is not clear whether reverse manoeuvring from an on-street space into the road carriageway is anticipated or not. However, we have noted the potential effects of this previously, and consider that these will not present adverse safety or efficiency outcomes.

In view of the dimensions of the spaces, there are also no reasons why more than one reverse movement would be required to enter or exit the spaces.

Site Standard 14.2.4.1x: Residential Parking Spaces

Residential units are not proposed in this case.

Site Standard 14.2.4.1xi: Queuing

Queuing is measured from the site boundary to the point at which conflict within a site might arise. In this case, the queuing space provided is around 30m which is suitable for the very largest of car parks (more than 150 spaces).

Site Standard 14.2.4.1xiii: Loading Areas

No loading facilities are required for this land use zoning under the District Plan. However a loading area is provided within the site itself, which is 9.2m long and 3.0m wide. The particular geometry of this loading space means that it cannot be driven into directly but a short reverse movement is required.

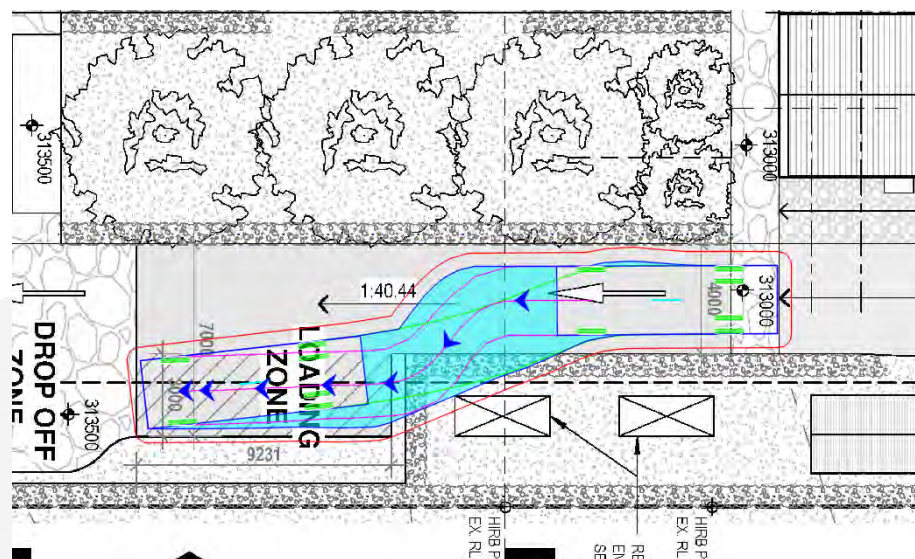


Figure 9: 8m Truck Entering Loading Zone

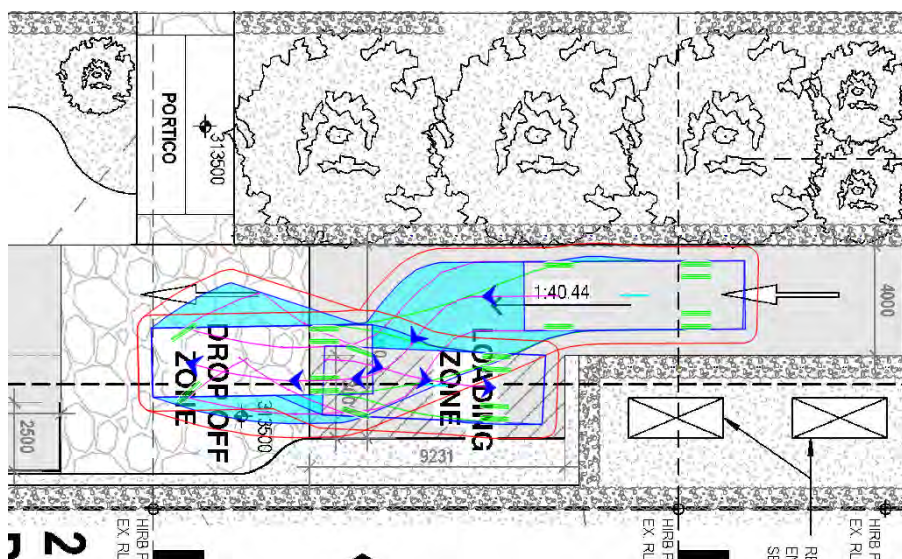


Figure 10: 8m Truck Entering Loading Zone and Short Reverse

There is no reason why any pedestrian should be present in the general location of the loading bay, and the driver will have just driven past the bay before reversing into it, and loading at hotels typically takes place at times when guests are not arriving or departing. The reverse movement is less than 6m. Consequently we consider that the loading bay will operate safely.

Site Standard 14.2.4.1xiv: Surface of Parking and Loading Areas

We expect that the parking spaces will be formed, sealed and marked as required.

Site Standard 14.2.4.1xvii: Illumination

As the parking area serves non-residential activities, it is required to be illuminated. There are no reasons why this cannot be achieved.

District Plan (Operative Version) Part 14.2.4.2: Access

Site Standard 14.2.4.2i: Length of Vehicle Crossings

The width of the vehicle crossing at the northern property boundary is 5.7m, which is within the range of 4.0m to 9.0m expected for non-residential activities. This width is needed in order to ensure that a coach is able to enter as shown below.

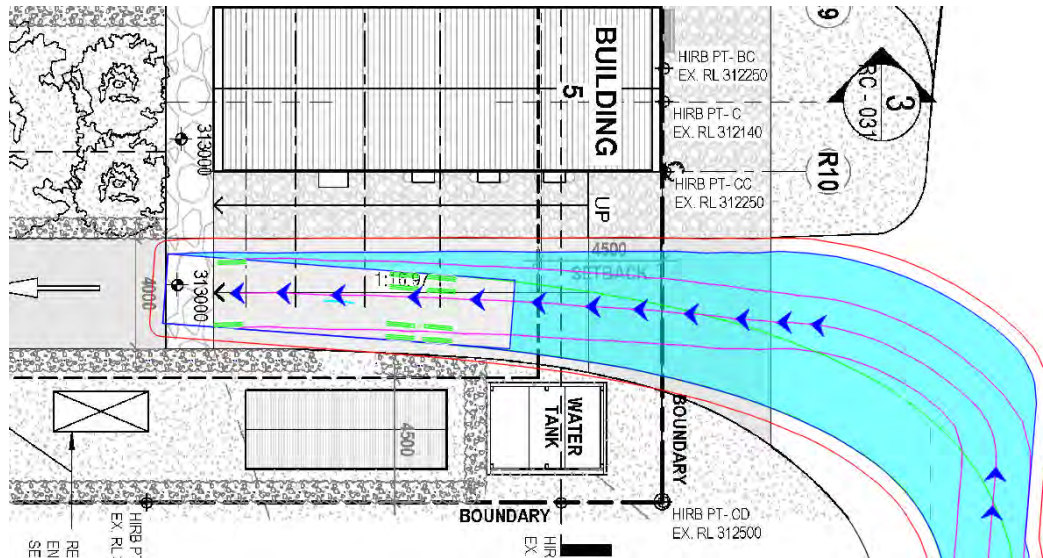


Figure 11: Coach Entering Site

The site exit onto Islay Street is 4.0m wide at the site boundary. In this location, additional width is not required to facilitate the exit of larger vehicles.

Site Standard 14.2.4.2ii: Design of Vehicle Crossings

Under this Site Standard accesses must cross the property boundary at approximately 90 degrees and can intersect the carriageway at between 45 to 90 degrees. This is achieved.

Site Standard 14.2.4.2iii: Maximum Gradient for Vehicle Access

From our observations, the site is relatively flat and so there should be no difficulties in achieving the maximum gradient of 1 in 6, nor the required breakover angles.

Site Standard 14.2.4.2iv: Minimum Sight Distances from Vehicle Access

All frontage roads are subject to a speed limit of 50km/h, although based on our experience, prevailing speeds are much lower than this. Assuming a 50km/h speed however, sight distances of 80m are required at the site exit and these are provided.

In passing we note that landscaping is shown on either side of the site access. For clarity, the sightlines are measured at 3.5m from the edge of the nearest traffic lane and the landscaping lies within this. As such, we anticipate that the landscaping will either be low-level or will be provided in another manner that does not obstruct sightlines (such as trees with an elevated canopy).

Site Standard 14.2.4.2v: Maximum Number of Vehicle Crossings

One vehicle crossing is proposed onto Mull Street and Islay Street, as permitted.

Site Standard 14.2.4.1vi: Distances of Vehicle Crossings from Intersections

The site has accesses onto Mull Street and Islay Street, both of which are Local Roads and thus a 25m separation is required from the nearest intersection. This is achieved.



Summary of District Plan Compliance

On the basis of our analysis, we consider that the proposed layout has non-compliances with the following Site Standards of the operative District Plan:

- Site Standard 14.2.4.1i: Minimum Parking Space Numbers
 - There is a shortfall of car parking spaces provided within the site itself, but parking is instead provided along the site frontage and within the road reserve;
 - There is a shortfall of one coach parking space, but a second coach is unlikely at the hotel and if present, car parking can be repurposed for coach parking.
- Site Standard 14.2.4.1iv: Location and Availability of Parking Spaces
 - The parking is provided within the road reserve rather than on the development site, but the proposed layouts are common in Glenorchy and will operate safely and without creating adverse efficiency effects on the frontage roads.

Overall, we consider that these non-compliances will not give rise to any adverse effects that are more than minor.

We have recommended a number of revisions to the layout to ensure that the site functions effectively:

- Parking should be prohibited on the opposite side of the road to the spaces on Mull Street and Benmore Place to ensure that a suitable aisle width remains for vehicle manoeuvring;
- The mobility space within the site is required for coach manoeuvring, and should therefore either be removed or designated as drop-off and pick-up only, such that a vehicle will be present only for a short period of time;
- The footpath on Mull Street should be extended to the ends of the mobility spaces, so that a mobility impaired person can move between the spaces and the building on a firm and non-slip surface; and
- The landscaping on either side of the site access should either be low-level or will be provided in another manner that does not obstruct sightlines (such as trees with an elevated canopy).

Subject to the matters set out above, we consider that the site layout can be supported from a transportation perspective.

Please do not hesitate to contact me if you require anything further or clarification of any issues.

Kind regards

Carriageway Consulting Limited

Andy Carr

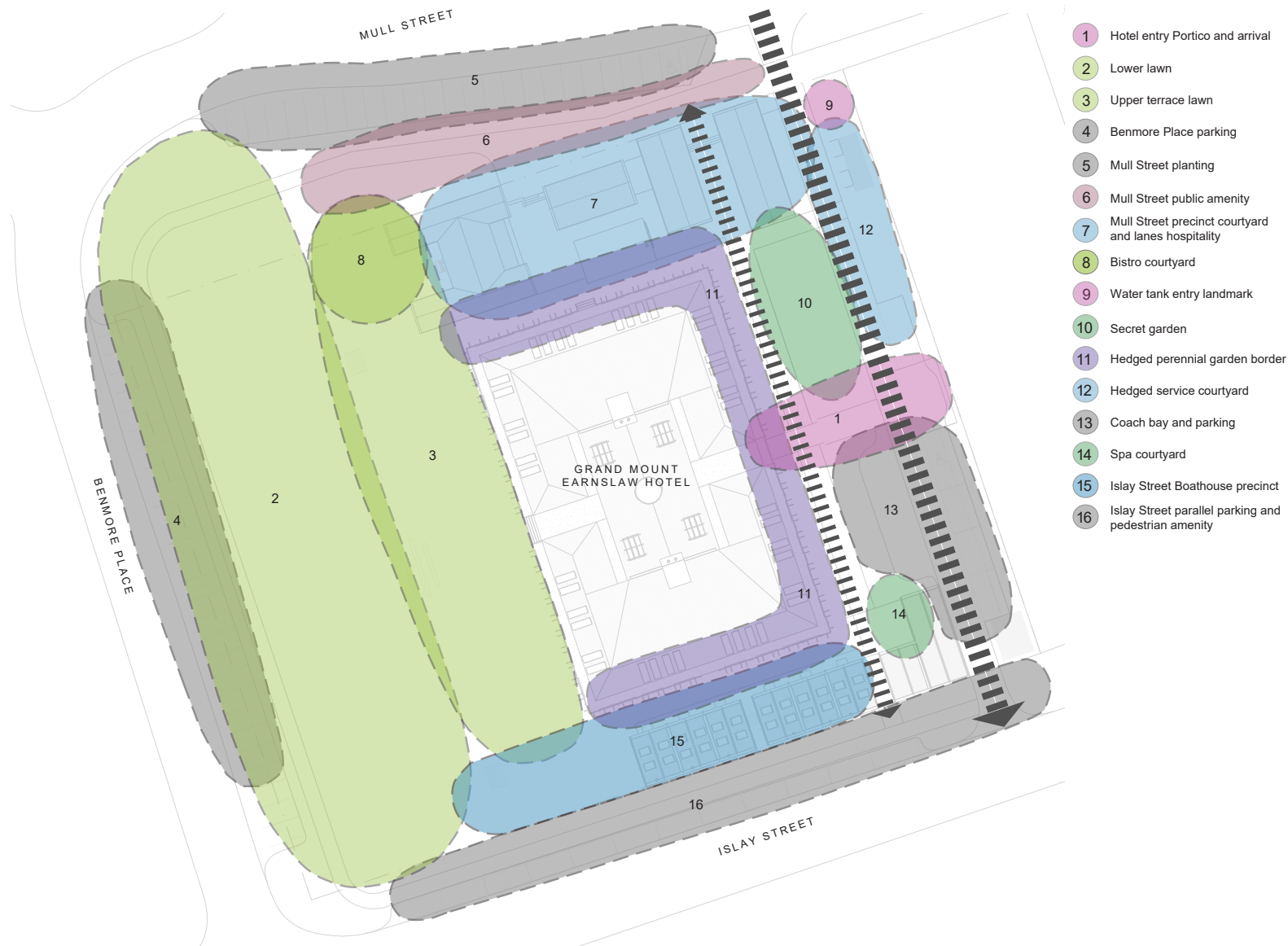
Traffic Engineer | Director

Mobile 027 561 1967

Email andy.carr@carriageway.co.nz

6.4 LANDSCAPE DESIGN STATEMENT

LANDSCAPE DESIGN STATEMENT



The landscape design concept for The Grand Mount Earnslaw Hotel development has been designed in collaboration with the wider project team to inform the spatial qualities of the overall development. The approach is to integrate the proposal into the site's Glenorchy township and wider landscape context, whilst also providing on site amenity for hotel guests and visitors, users of the site's facilities and the local community. The adjacent diagram illustrates the components of the landscape concept spatially across the site.

The terracing of the site to retain a publicly accessible lakeside lawn at existing ground levels, makes a clear gesture towards the public lakeside reserve and historical point of access from Lake Wakatipu via Glenorchy Wharf.

The broad lakefront lawn extends up the grassed batter slope to an upper grassed terrace adjacent to the built development. Buildings are set back on the site and raised up to meet the required 100 year flood levels.

All vehicular circulation is contained to the rear, eastern portion of the site adjacent to the boundary with Glenorchy Motors Ltd. There is a single, one way, vehicular through lane running from Mull Street south to Islay Street. The hotel main entry, with its portico, loading bay, coach bay and on site parallel parking are accessed from this driveway.

The existing historical remnant tank stand is relocated on the site to the Mull Street frontage adjacent to the vehicle entry to act as a signpost / landmark and heritage feature.

Within the site the landscape treatment is kept relatively simple with the generous lower and upper terrace lawns and grassed batter slope occupying the greatest proportion of the site. To the Mull and Islay Street frontages the slope to the raised ground level is planted with tussock tying to the site's wider natural landscape context.

The centrally located hotel building is set adjoining the lawn to the west, toward the Lake and Benmore Place and on its northern, eastern and southern perimeters is set within an ornamental perennial border planting contained by a hornbeam hedge. Hedges also define the eastern boundary to Glenorchy Motors and provide screening to the smaller scaled functional buildings along the eastern boundary as well as defining the main north-south pedestrian pathway along the east side of the hotel.

The cluster of domestic scaled hospitality buildings in the Mull Street Precinct are softened by a large scale, fine leafed, central shade tree. Planting in and on the glass-house building and a range of up-cycled pots and urns with mixed native and exotic planting also break down the formality of the courtyard and lanes creating an intimate, human scaled cluster of buildings with a range of indoor and outdoor seating / gathering options to complement the experience of staying in the Hotel and to give locals and visitors a bespoke destination that reinforces and expands the established hospitality character of this part of Mull Street.

LANDSCAPE DESIGN STATEMENT

The schist flagstone paving in the Mull Street precinct, and elsewhere, is softened at its edges and in lower use areas by pea gravel and groundcover planting in the cracks creating an informal, naturalised garden character. Climbers, creepers and plants that soften the edges will be incorporated to age the buildings into their Glenorchy and Southland context.

A herb and small picking garden for the bistro is accommodated in the gardens along the northern edge of the hotel with some urn and glasshouse planting supplementing this 'garden to table' opportunity.

To the east of the hotel, adjacent to the main north / south path, a 'secret garden' with heritage fruit trees and lawn with seasonal bulbs – snow drop, blue bell, narcissus, lily of the valley and grape hyacinth - and wild flower edges provides hotel guests with a summer picnic, restful reading, or chill out space in the shade of the heritage orchard. A Japanese Quince, (*Chaenomeles japonica*) hedge separates this restful seasonal garden from the driveway to the east, this species has been selected as there is a remnant area of vegetation on the site – including blackberry and other weed species but also including a large bush of red flowering Japanese Quince, an old fashioned plant redolent of the era of the original hotel.

The proposed landscape concept design extends to include the adjoining road reserve berm on the site's three road frontages – Mull, Benmore and Islay streets. A pedestrian footpath is proposed along all street frontages (currently only provided on Mull Street). In the west along Benmore Place the proposed footpath is located within the site with proposed 90° parking (gravel surface) along the street edge. These twenty-seven car parks will be available to hotel guests as well as to the public generally.

Along Mull Street the existing informal angle parking on the wide berm is formalised with twenty-three 90° car parks adjoining the road carriageway. Two deciduous specimen trees and tussock underplanting are proposed here adjacent to the boundary and the northern elevation of the bistro / bar building which replicates the 'H' shape footprint of the earlier villa forming part of the original Glenorchy Hotel. On the widened footpath two smaller scaled deciduous specimen trees define the long elevation of the stone clad butcher building providing shade to a large public shared table and benches. Further public seating is provided within the site to accommodate people using the site's food and beverage outlets – the bistro, butcher, baker and deli.

Along the Islay Street frontage parallel parking is provided, twelve car parks, with existing (proposed – check which) trees retained and the footpath accommodated alongside the trees.

Summary

In summary the proposed landscape design concept seeks to enhance the public and private amenity of the site, offering opportunities for local Glenorchy residents to use and occupy parts of the site, including the lakeside lawns and Mull Street precinct as well as creating a quality, high amenity and varied setting for the hotel and its visitors.

The planting pallet has been carefully selected to reflect the local Glenorchy vernacular, provide detailed seasonal interest and connect with remnant vegetation on the existing site including the use of Japanese Quince, *Chaenomeles japonica*, and heritage fruit trees.

The western lakefront portion of the site is intentionally kept open in lawn, to facilitate views and the public pedestrian 'desire line' access across the front of the site between Mull Street and the Lakefront Reserve / Glenorchy Wharf.



LANDSCAPE DESIGN STATEMENT

Landscape Plan
1:500@A3



7.0_CONCEPT IMAGE STUDY

CONCEPT IMAGE STUDY

As described in the design statements and illustrated in the series of three architectural renders (pages 9-11) the overall development has a clear vernacular that reflects the former hotel and the Central Otago context.

CONCEPT IMAGE 1

Seen from the Lake / Reserve and township set against the dominant mountain backdrop of the Richardson Mountains the hotel and its associated buildings will set the scene for arrival into Glenorchy from the lake. The development will enhance the character and amenity of Glenorchy as a visitor destination providing quality accommodation to support the local and international tourism activities of the township. The development will return the substantial, long vacant, site to its historical roots and once again celebrate the hospitality of The Grand Mount Earnslaw Hotel.

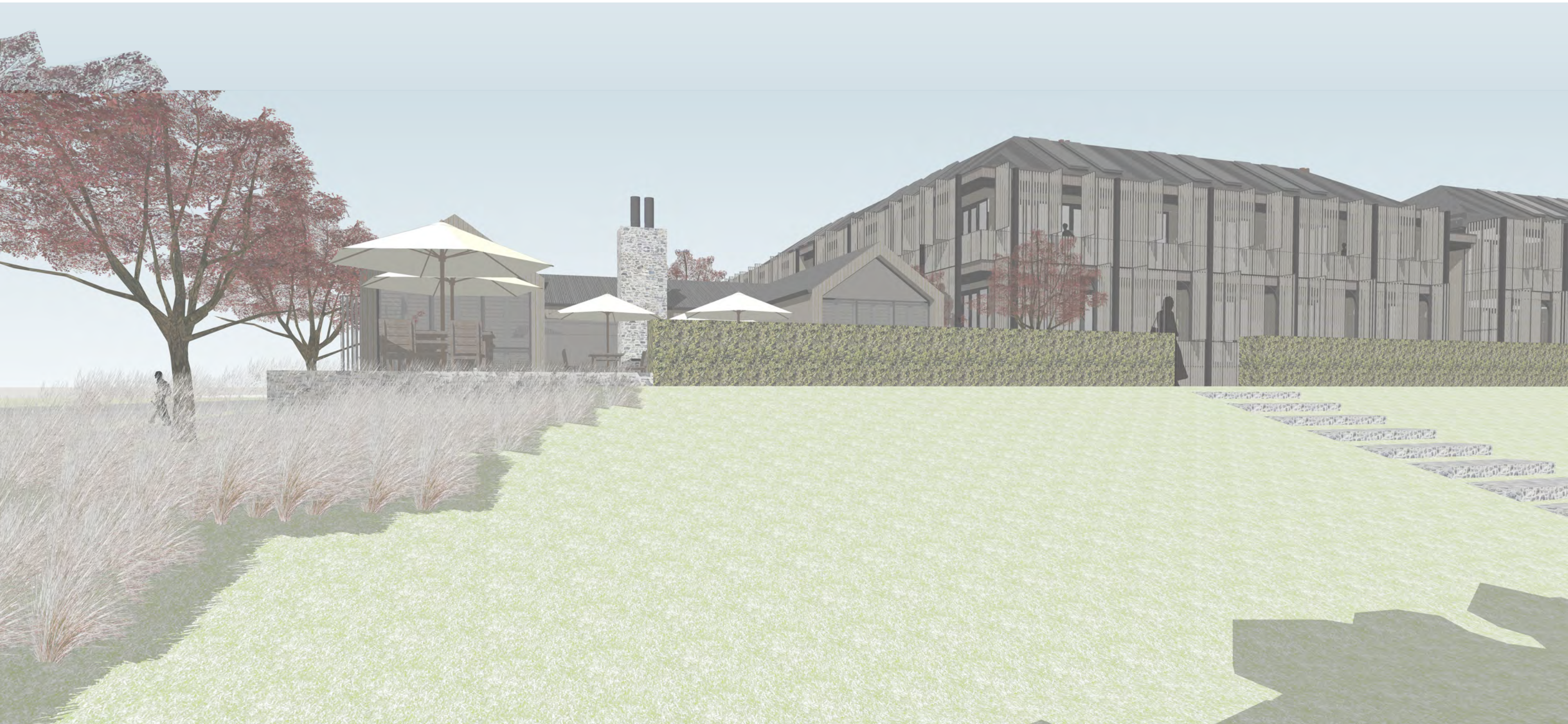
CONCEPT IMAGE 2 & 3

The cluster of proposed buildings will address both the lakefront and the site's three street frontages with a carefully considered design that responds to and respects the established character and amenity of the site's context.

From within the settlement approaching along Oban Street or in closer proximity on Argyle, Islay or Mull Streets the taller hotel building will be largely screened by closer houses, buildings and trees. Close up on Mull and Islay Streets the foreground finer grained and lesser scaled development will also largely screen and ameliorate the larger height and bulk of the hotel. In those views where the hotel is in clear view, such as from Benmore Place and Lakefront Reserve to the west, the prominent two storey building will provide a clear landmark in a logical location in the township. The scale of the open 'Grand Lawn' will ameliorate the greater scale of the hotel and maintain a sense of spacious openness for the



8.0_3 D STUDY









3 D STUDY

Islay Street Boatsheds



9.0_ARCHITECTURAL PLANS

9.0 ARCHITECTURAL PLANS

9.1 PRECINCT PLAN

9.2 HOTEL PLANS

9.3 MULL STREET PLAN

9.2 ISLAY STREET PLAN

ARCHITECTURAL PLANS

Site Plan
1:500@A3

MULL STREET FOOD & BEVERAGE PRECINCT

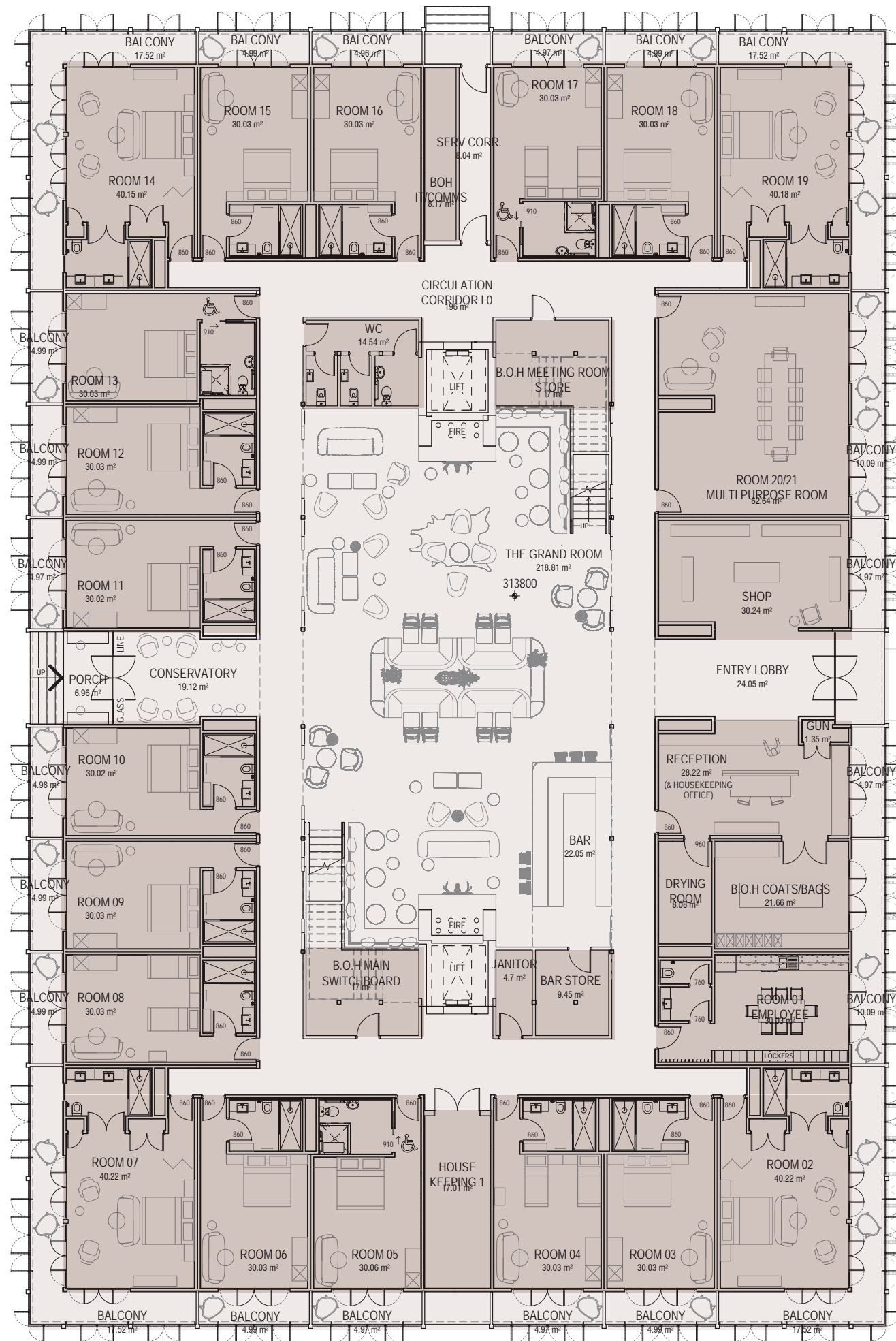
BENMORE PLACE

THE GRAND MOUNT EARNSLAW HOTEL
THE GRAND LAWN

ISLAY STREET BOATSHEDS

ISLAY STREET

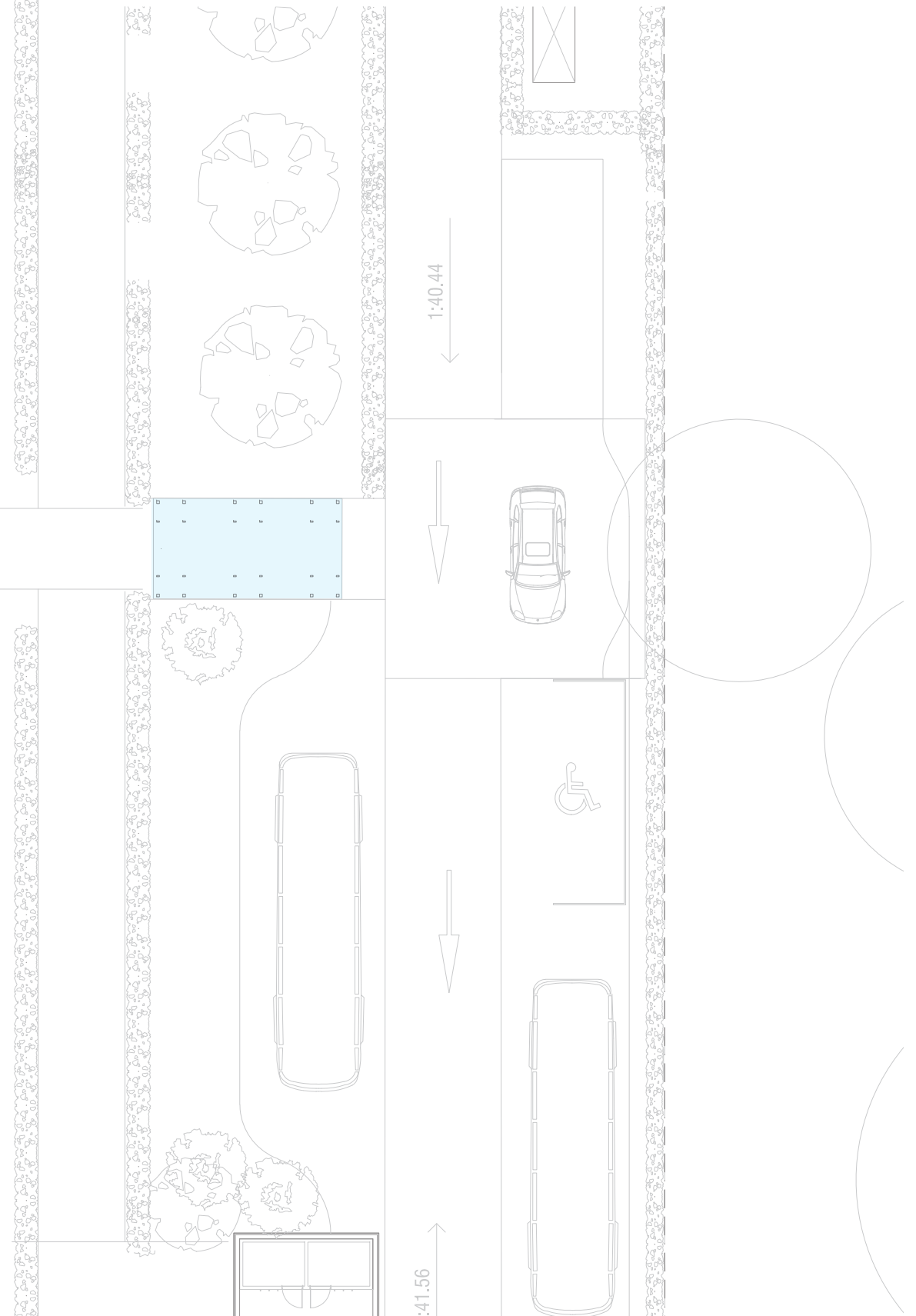
THE GRAND MOUNT EARNSLAW HOTEL



ARCHITECTURAL PLANS

Hotel_Ground Level

1:200@A3

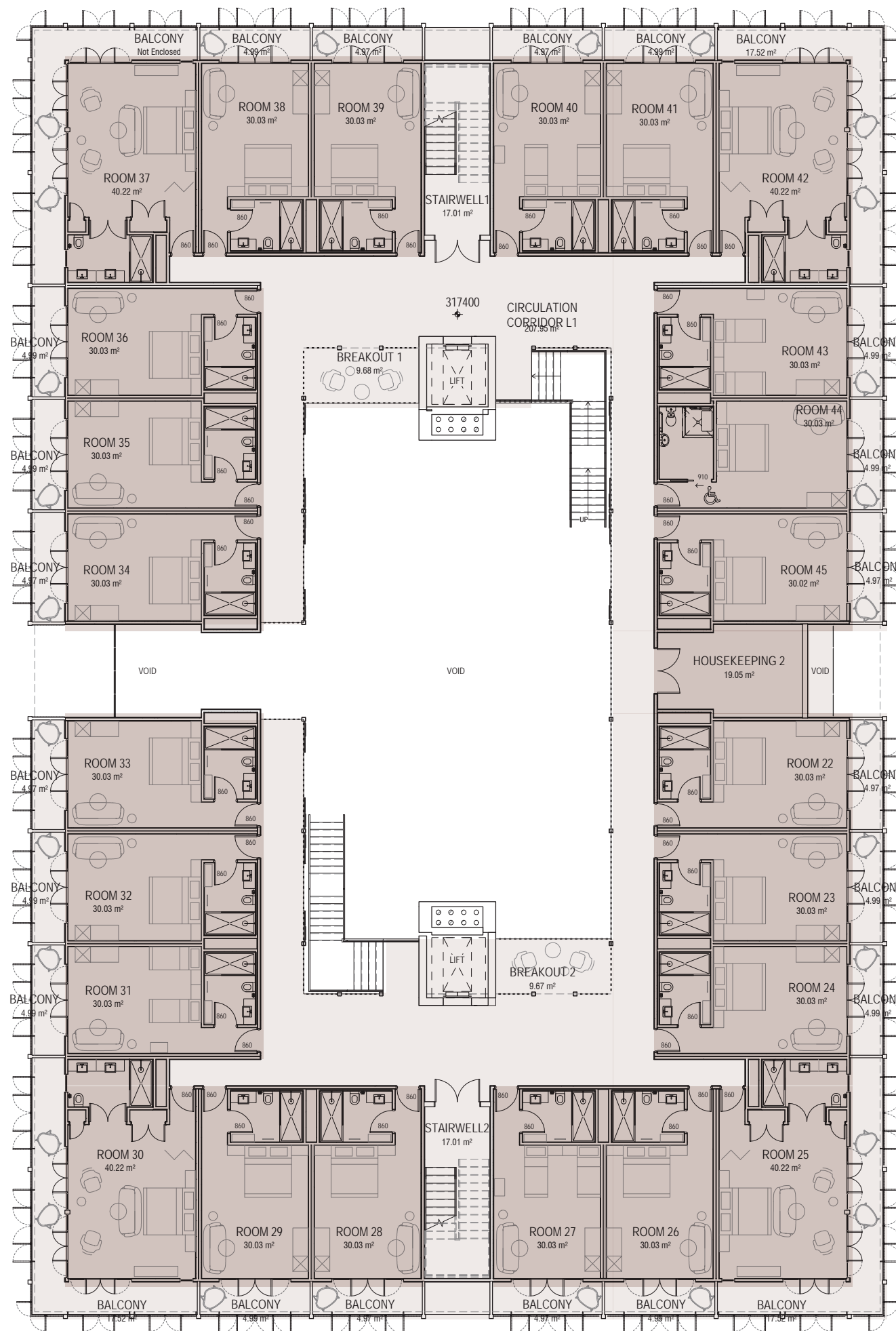




ARCHITECTURAL PLANS

Hotel_Level One

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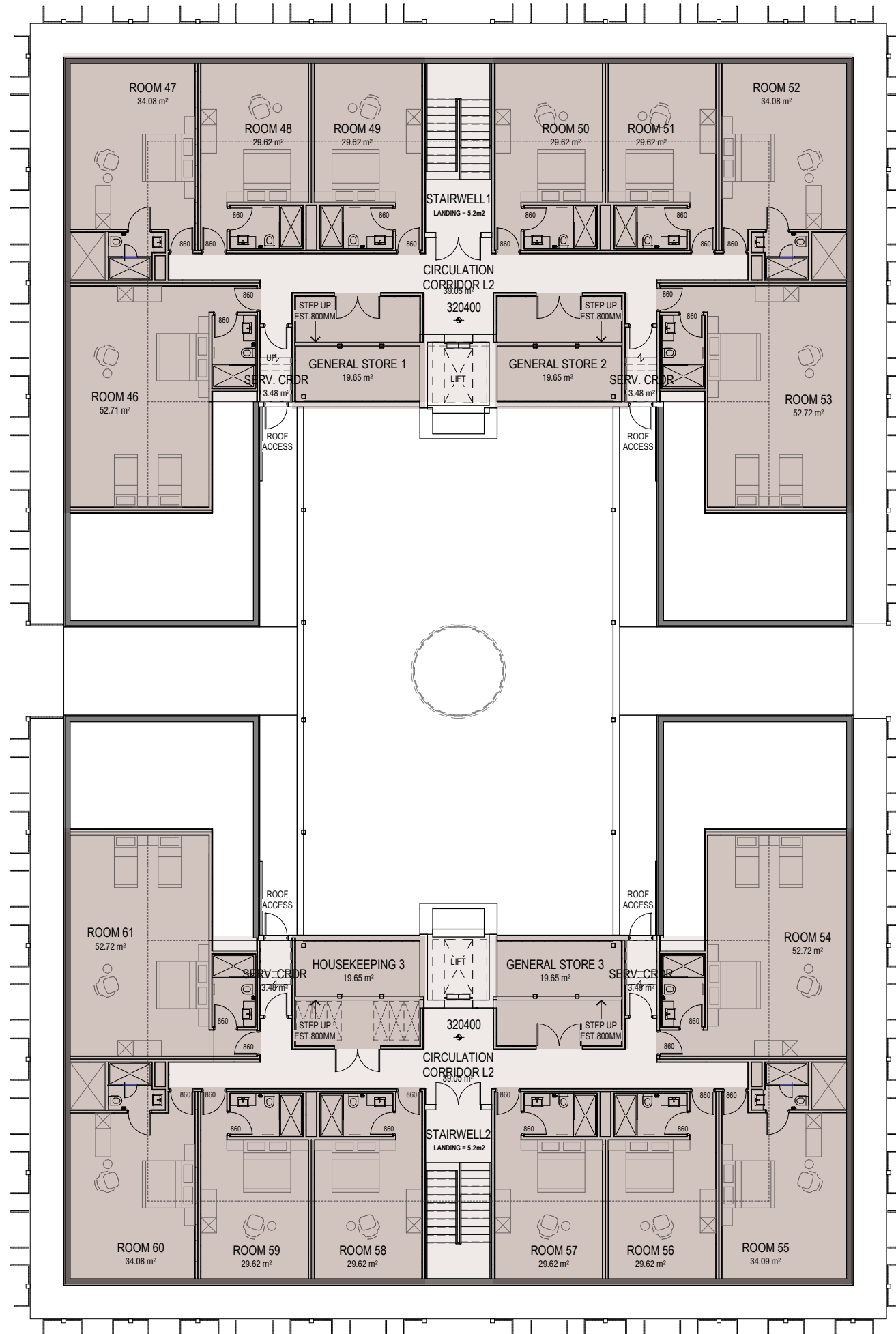




ARCHITECTURAL PLANS

Hotel_Level Two

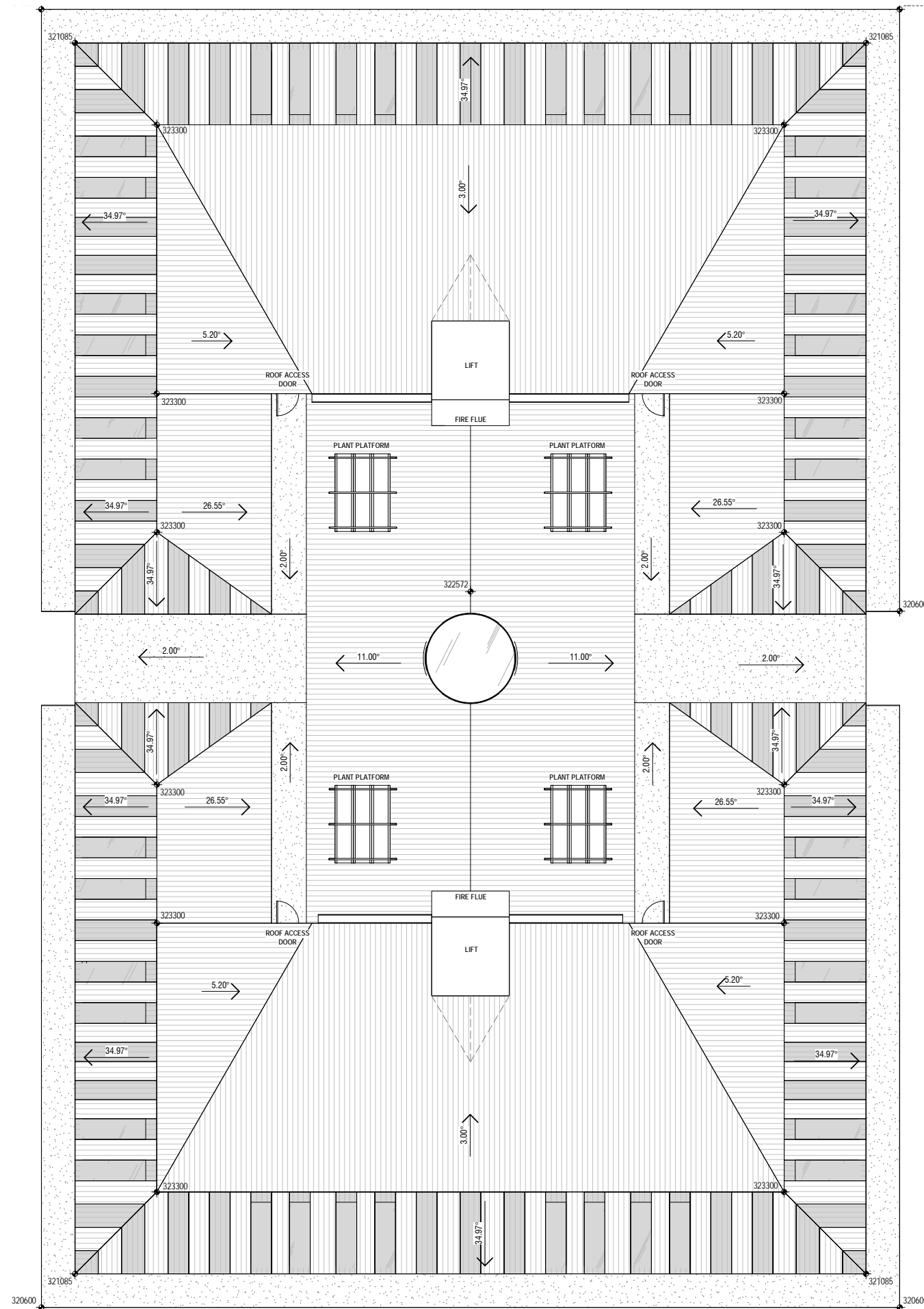
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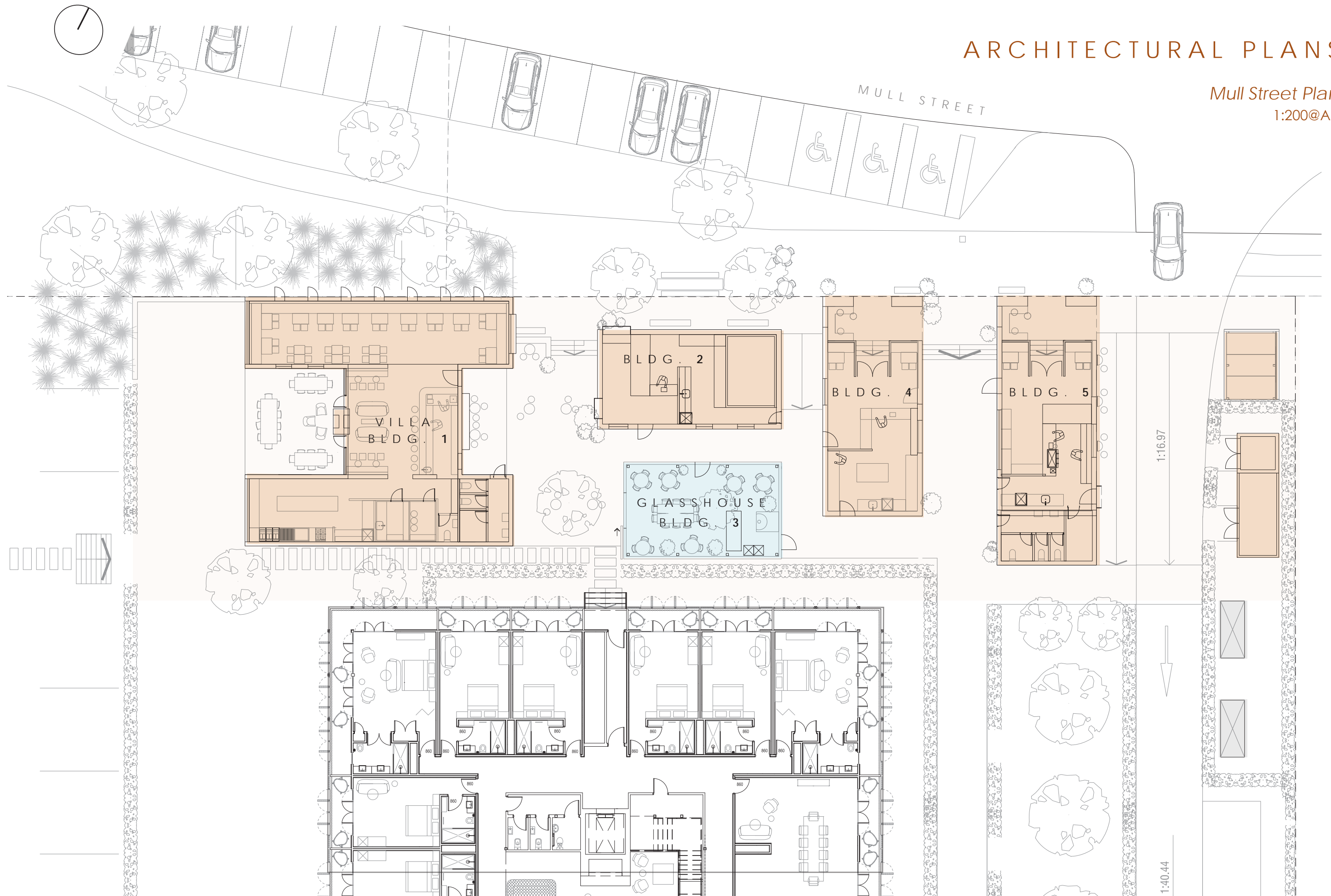
ARCHITECTURAL PLANS

Hotel_Roof Plan
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ARCHITECTURAL PLANS

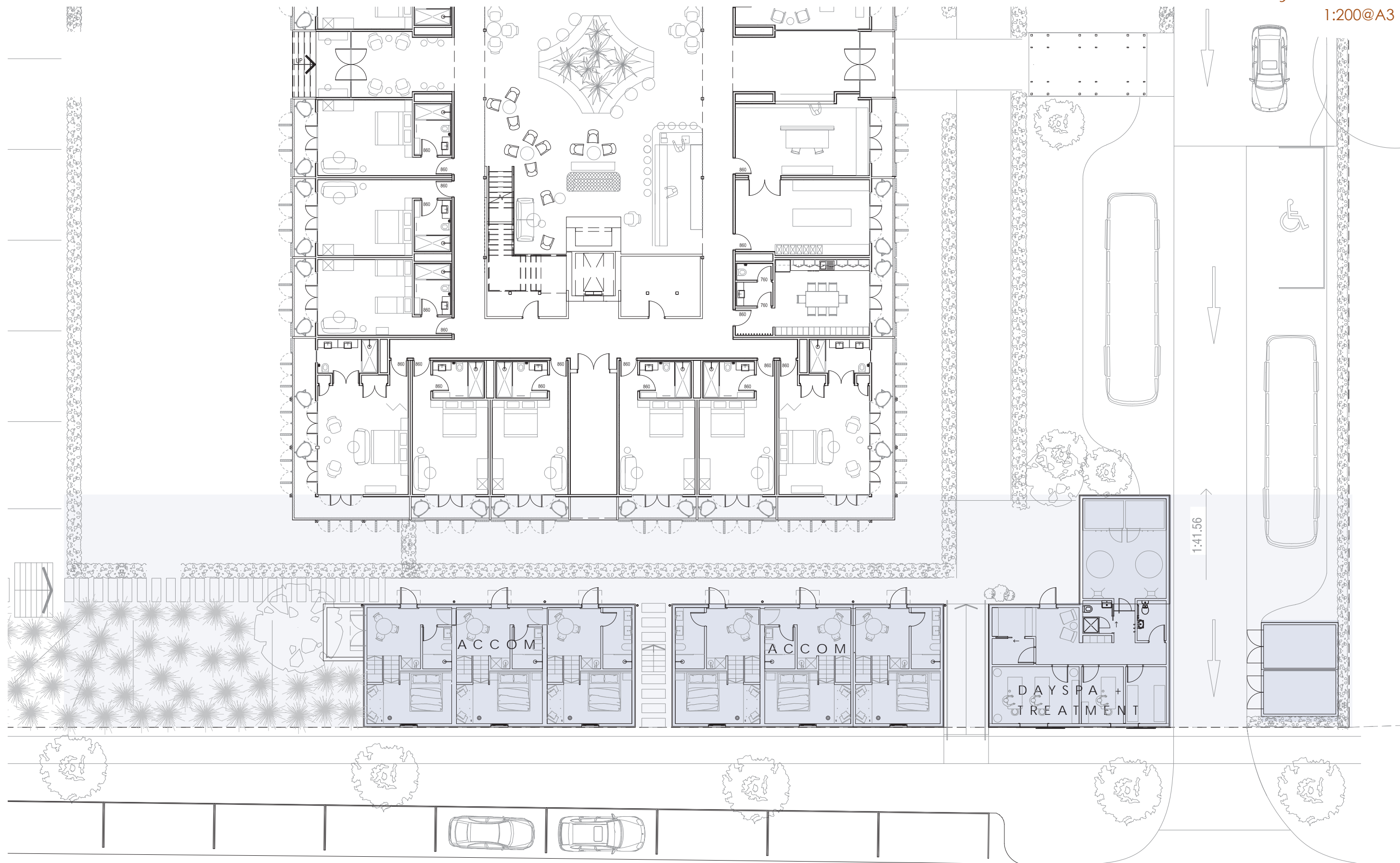
Mull Street Plan
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ARCHITECTURAL PLANS

Islay Street Plan
1:200@A3



10.0_APPENDICES

10.1 *RTA STUDIO*: ARCHITECTURAL DRAWINGS

10.2 *BOFFA MISKELL*: LANDSCAPE ARCHITECTURAL DRAWINGS

10.3 *GWE CONSULTING ENGINEERS*: INFRASTRUCTURE & CIVILS

10.4 *ORIGIN CONSULTANTS*: ARCHAEOLOGICAL ASSESSMENT

10.5 *CARRIAGEWAY*: TRAFFIC ASSESSMENT

10.6 *CUE ENVIRONMENTAL*: ASSESSMENT OF EFFECTS ON THE
ENVIRONMENT & RESOURCE CONSENT APPLICATION