APPLICATION AS NOTIFIED
RM180366

The Montreux Limited & International Brokerage Company Limited, D Roger & L Shewan

Submissions Close
30 March 2020

File Number RM180366

QUEENSTOWN LAKES DISTRICT COUNCIL

SERVICE OF NOTICE / LIMITED NOTIFICATION

Service of Notice for Limited Notification of a Resource Consent application under Section 95B of the Resource Management Act 1991.

The Queenstown Lakes District Council has received an application for a resource consent from:

The Montreux Limited, D R Shewan, L A Shewan and International Brokerage Company Limited

What is proposed:

Construct 20 Visitor Accommodation units with associated access, earthworks, landscaping and parking. Access to the site is via the western sliproad entrance (shared with Villa del Lago). Carparking will be mostly within car stackers.

The location in respect of which this application relates is situated at:

The subject site is situated at 263-267 Frankton Road, Queenstown.

A full copy of this Limited Notified package is available for you to download on the following link:

http://www.qldc.govt.nz/planning/resource-consents/notified-resource-consents-and-hearings/

This file can also be viewed at our public computers at these Council offices:

- **74 Shotover Street, Queenstown;**
- **Gorge Road, Queenstown;**
- **and 47 Ardmore Street, Wanaka during normal office hours (8.30am to 5.00pm).**

The Council planner processing this application on behalf of the Council is Wendy Baker, who may be contacted by phone at 021-184 33 09 or e-mail at wendy.baker@qldc.govt.nz.

Any person who is notified of this application, but a person who is a trade competitor of the applicant may do so only if that person is directly affected by an effect of the activity to which the application relates that –

a) adversely affects the environment; and
b) does not relate to trade competition or the effects of trade competition.

If you wish to make a submission on this application, you may do so by sending a written submission to the consent authority no later than: 30 March 2020.

The submission must be dated, signed by you and must include the following information:

a) Your name and postal address and phone number/fax number.
b) Details of the application in respect of which you are making the submission including location.
c) Whether you support or oppose the application.
d) Your submission, with reasons.
e) The decision you wish the consent authority to make.
f) Whether you wish to be heard in support of your submission.

You may make a submission by sending a written or electronic submission to Council (details below). The submission should be in the format of Form 13. Copies of this form are available Council website **https://www.qldc.govt.nz/planning/resource-consents/application-forms/**

You must serve a copy of your submission to the applicant The Montreux Limited:

C/- Jake Woodward
jake@southernplanning.co.nz
Southern Planning Group
PO Box 1081
Queenstown 9348

QUEENSTOWN LAKES DISTRICT COUNCIL

(signed by Fiona Blight Manager, Resource Consents pursuant to a delegation given under Section 34A of the Resource Management Act 1991)

Date of Notification: 2 March 2020.

Address for Service for Consent Authority:

Queenstown Lakes District Council	**Phone**	**03 441 0499**
Private Bag 50072, Queenstown 9348	**Email**	**rcsubmission@qldc.govt.nz**
Gorge Road, Queenstown 9300	**Website**	**www.qldc.govt.nz**

APPLICATION FOR RESOURCE CONSENT OR
FAST TRACK RESOURCE CONSENT

FORM 9: GENERAL APPLICATION

QUEENSTOWN LAKES DISTRICT COUNCIL

Under Section 87AAC, 88 & 145 of the Resource Management Act 1991 (Form 9)

Please complete all mandatory fields* of this form.

This form provides contact information and details of your application. If your form does not provide the required information it will be returned to you to complete. Until we receive a completed form and payment of the initial fee, your application may not be accepted for processing.

APPLICANT //

- Must be a person or legal entity (limited liability company or trust).
- Full names of all trustees required.
- The applicant name(s) will be the consent holder(s) responsible for the consent and any associated costs.

*Applicant's Full Name / Company / Trust: The Montreux Limited and International Brokerage Company Limited, Donald Roger and Lynley Anne Shewan.

*All trustee names (if applicable):

*Contact Name: Donald Shewan

*Postal Address: 24 Ravensdale Rise, Westmorland, Christchurch

Postal address supplied must be a valid postal address for the applicant and not for an agent acting on their behalf

*Post code: 8025

*Email Address: donald.shewan@gmail.com

*Phone Numbers: Day

Mobile: 021442001

The Applicant is:

- [x] Owner
- [ ] Prospective Purchaser (of the site to which the application relates)
- [ ] Occupier
- [ ] Lessee
- [ ] Other - Please Specify

OWNER DETAILS // Please supply owner details for the subject site/property if not already indicated above

Owner Name: Donald Shewan

Owner Address: 24 Ravensdale Rise, Westmorland, Christchurch

If the property has recently changed ownership please indicate on what date (approximately) AND the names of the previous owners:

Date:

Names:

CORRESPONDENCE DETAILS // If you are acting on behalf of the applicant e.g. agent, consultant or architect please fill in your details in this section.

*Name & Company: Jake Woodward, Southern Planning Group

*Phone Numbers: Day

Mobile: 022 315 8370

*Email Address: jake@southernplanning.co.nz

*Postal Address: PO Box 1081, Queenstown

*Postcode: 9348

Our preferred methods of corresponding with you are by email and phone.
The decision will be sent to the Correspondence Details by email unless requested otherwise.

INVOICING DETAILS //

Invoices will be made out to the applicant but can be sent to another party if paying on the applicant's behalf.
For more information regarding payment please refer to the Fees Information section of this form.

Please select a preference for who should receive any invoices and how they would like to receive them.

Applicant:	✔	Agent:		Other, please specify:	
Email:	✔	Post:			

Please provide an email AND full postal address.

*Attention: Donald Shewan

*Postal Address: 24 Ravensdale Rise, Westmorland, Christchurch

*Post code: 8025

*Email: donald.shewan@gmail.com

DEVELOPMENT CONTRIBUTIONS INVOICING DETAILS //

If it is assessed that your consent requires payment of development contributions, any related correspondence and invoices will be sent via email. Invoices will be addressed to the person responsible for paying development contributions (e.g owner, business owner, leaseholder...) but can be sent to another party paying on their behalf. For more information please see appendix 3 at the end of this form.

Please select a preference for who should receive any invoices.

Details are the same as above ✔

Applicant:		Landowner:		Other, please specify:	

*Attention:

*Email:

Click here for further information and our estimate request form

DETAILS OF SITE //

Legal description field must list legal descriptions for all sites pertaining to the application.
Any fields stating 'refer AEE' will result in return of the form to be fully completed.

Address / Location to which this application relates:

263-267 Frankton Road, Queenstown

Legal Description: Can be found on the Computer Freehold Register or Rates Notice – e.g Lot x DPxxx (or valuation number)

Lot 2 DP 4775539 held in Computer Freehold Register 655354 and Lot 7 DP 10151 held in CFR OTB2/154

District Plan Zone(s):

SITE VISIT REQUIREMENTS //

Should a Council officer need to undertake a site visit please answer the questions below

Is there a gate or security system restricting access by council?	YES		NO	✔
Is there a dog on the property?	YES		NO	✔
Are there any other hazards or entry restrictions that council staff need to be aware of? If 'yes' please provide information below	YES		NO	✔

PRE-APPLICATION MEETING OR URBAN DESIGN PANEL

Have you had a pre-application meeting with QLDC or attended the urban design panel regarding this proposal?

☑ Yes ☐ No ☑ Copy of minutes attached

If 'yes', provide the reference number and/or name of staff member involved: Werner Murray

CONSENT(S) APPLIED FOR // Identify all consents sought

☑ Land use consent

☐ Subdivision consent

☐ Change/cancellation of consent or consent notice conditions

☐ Certificate of compliance

☐ Extension of lapse period of consent (time extension) s125

☐ Existing use certificate

QUALIFIED FAST-TRACK APPLICATION UNDER SECTION 87AAC

☐ Controlled Activity

☐ Deemed Permitted Boundary Activity

If your consent qualifies as a fast-track application under section 87AAC, tick here to opt out of the fast track process ☐

BRIEF DESCRIPTION OF THE PROPOSAL // Please complete this section, any form stating 'refer AEE' will be returned to be completed with a description of the proposal

Consent is sought to:

Construct a six level, 20 unit visitor accommodation building and to carry out associated earthworks.

APPLICATION NOTIFICATION

Are you requesting public notification for the application?

☐ Yes ☑ No

Please note there is an additional fee payable for notification. Please refer to Fees schedule

OTHER CONSENTS

Is consent required under a National Environmental Standard (NES)?

- NES for Assessing and Managing Contaminants in Soil to Protect Human Health 2012

An applicant is required to address the NES in regard to past use of the land which could contaminate soil to a level that poses a risk to human health. Information regarding the NES is available on the website http://www.mfe.govt.nz/laws/standards/contaminants-in-soil/.

You can address the NES in your application AEE OR by selecting ONE of the following:

☐ This application does not involve subdivision (excluding production land), change of use or removal of (part of) a fuel storage system. Any earthworks will meet section 8(3) of the NES (including volume not exceeding 25m^3 per 500m^2). Therefore the NES does not apply.

☑ I have undertaken a comprehensive review of District and Regional Council records and I have found no record suggesting an activity on the HAIL has taken place on the piece of land which is subject to this application.
NOTE: depending on the scale and nature of your proposal you may be required to provide details of the records reviewed and the details found.

OTHER CONSENTS // CONTINUED

☐ I have included a Preliminary Site Investigation undertaken by a suitably qualified person.

☐ An activity listed on the HAIL has more likely than not taken place on the piece of land which is subject to this application. I have addressed the NES requirements in the Assessment of Environmental Effects.

- Any other National Environmental Standard

☐ Yes ☑ N/A

Are any additional consent(s) required that have been applied for separately?

- Otago Regional Council

Consents required from the Regional Council (note if have/have not been applied for):

☐ Yes ☑ N/A

INFORMATION REQUIRED TO BE SUBMITTED //

Attach to this form any information required (see below & appendices 1-2).

To be accepted for processing, your application should include the following:

☑ Computer Freehold Register for the property (no more than 3 months old) and copies of any consent notices and covenants
(Can be obtained from Land Information NZ at https://apps.linz.govt.nz/survey-titles/order-copy/).

☑ A plan or map showing the locality of the site, topographical features, buildings etc.

☑ A site plan at a convenient scale.

☑ Written approval of every person who may be adversely affected by the granting of consent (s95E).

☑ An Assessment of Effects (AEE).
An AEE is a written document outlining how the potential effects of the activity have been considered along with any other relevant matters, for example if a consent notice is proposed to be changed. Address the relevant provisions of the District Plan and affected parties including who has or has not provided written approval. See Appendix 1 for more detail.

☑ We prefer to receive applications electronically – please see Appendix 5 – Naming of Documents Guide for how documents should be named. Please ensure documents are scanned at a minimum resolution of 300 dpi. Each document should be no greater than 10mb

PRIVACY INFORMATION

The information you have provided on this form is required so that your application can be processed under the Resource Management Act 1991 and may also be used in statistics collected and provided to the Ministry for the Environment and Queenstown Lakes District Council. The information will be stored on a public register and may be made available to the public on request or on the company's or the Council's websites.

FEES INFORMATION

Section 36 of the Resource Management Act 1991 deals with administrative charges and allows a local authority to levy charges that relate to, but are not limited to, carrying out its functions in relation to receiving, processing and granting of resource consents (including certificates of compliance and existing use certificates).

Invoiced sums are payable by the 20th of the month after the work was undertaken. If unpaid, the processing of an application, provision of a service, or performance of a function will be suspended until the sum is paid. You may also be required to make an additional payment, or bring the account up to date, prior to milestones such as notification, setting a hearing date or releasing the decision. In particular, all charges related to processing of a resource consent application are payable prior to issuing of the decision. Payment is due on the 20th of the month or prior to the issue date – whichever is earlier.

FEES INFORMATION

If your application is notified or requires a hearing you will be requested to pay a notification deposit and/or a hearing deposit. An applicant may not offset any invoiced processing charges against such payments.

Section 357B of the Resource Management Act provides a right of objection in respect of additional charges. An objection must be in writing and must be lodged within 15 working days of notification of the decision.

LIABILITY FOR PAYMENT – Please note that by signing and lodging this application form you are acknowledging that the Applicant is responsible for payment of invoices and in addition will be liable to pay all costs and expenses of debt recovery and/or legal costs incurred by QLDC related to the enforcement of any debt.

MONITORING FEES – Please also note that if this application is approved you will be required to meet the costs of monitoring any conditions applying to the consent, pursuant to Section 35 of the Resource Management Act 1991.

DEVELOPMENT CONTRIBUTIONS – Your development, if granted, may also incur development contributions under the Local Government Act 2002. You will be liable for payment of any such contributions.

A list of Consent Charges is available on the on the Resource Consent Application Forms section of the QLDC website. If you are unsure of the amount to pay, please call 03 441 0499 and ask to speak to our duty planner.

Please ensure to reference any banking payments correctly. Incorrectly referenced payments may cause delays to the processing of your application whilst payment is identified.

If the initial fee charged is insufficient to cover the actual and reasonable costs of work undertaken on the application you will be required to pay any additional amounts and will be invoiced monthly as work on the application continues. Please note that if the Applicant has outstanding fees owing to Council in respect of other applications, Council may choose to apply the initial fee to any outstanding balances in which case the initial fee for processing this application may be deemed not to have been paid.

PAYMENT // An initial fee must be paid prior to or at the time of the application and proof of payment submitted.

Please reference your payments as follows:

Applications yet to be submitted: RM followed by first 5 letters of applicant name e.g RMJONES

Applications already submitted: Please use the RM# reference that has been assigned to your application, this will have been emailed to yourself or your agent.

Please note processing will not begin until payment is received (or identified if incorrectly referenced).

I confirm payment by:

- [x] Bank transfer to account 02 0948 0211515 00 (If paying from overseas swiftcode is – BKNZNZ22)
- [ ] Cheque payable to Queenstown Lakes District Council attached
- [ ] Manual Payment at reception

*Reference	RMMONT	
*Amount Paid	$5340.00	(For required initial fees refer to website for Resource Consent Charges or speak to the Duty Planner by phoning 03 441 0499)
*Date of Payment		

Invoices are available on request

APPLICATION & DECLARATION

The Council relies on the information contained in this application being complete and accurate. The Applicant must take all reasonable steps to ensure that it is complete and accurate and accepts responsibility for information in this application being so.

☐ If lodging this application as the Applicant:

I/we hereby represent and warrant that I am/we are aware of all of my/our obligations arising under this application including, in particular but without limitation, my/our obligation to pay all fees and administrative charges (including debt recovery and legal expenses) payable under this application as referred to within the Fees Information section.

OR:

☑ If lodging this application as agent of the Applicant:

I/we hereby represent and warrant that I am/we are authorised to act as agent of the Applicant in respect of the completion and lodging of this application and that the Applicant is aware of all of his/her/its obligations arising under this application including, in particular but without limitation, his/her/its obligation to pay all fees and administrative charges (including debt recovery and legal expenses) payable under this application as referred to within the Fees Information section.

☑ I hereby apply for the resource consent(s) for the Proposal described above and I certify that, to the best of my knowledge and belief, the information given in this application is complete and accurate.

PLEASE TICK

Signed (by or as authorised agent of the Applicant) **

Full name of person lodging this form Jake Woodward

Firm/Company Southern Planning Group

Dated 12.3.18

**If this form is being completed on-line you will not be able, or required, to sign this form and the on-line lodgement will be treated as confirmation of your acknowledgement and acceptance of the above responsibilities and liabilities and that you have made the above representations, warranties and certification.

Section 2 of the District Plan provides additional information on the information that should be submitted with a land use or subdivision consent.

The RMA (Fourth Schedule to the Act) requires the following:

1 INFORMATION MUST BE SPECIFIED IN SUFFICIENT DETAIL

- Any information required by this schedule, including an assessment under clause 2(1)(f) or (g), must be specified in sufficient detail to satisfy the purpose for which it is required.

2 INFORMATION REQUIRED IN ALL APPLICATIONS

- (1) An application for a resource consent for an activity (the activity) must include the following:
    - (a) a description of the activity:
    - (b) a description of the site at which the activity is to occur:
    - (c) the full name and address of each owner or occupier of the site:
    - (d) a description of any other activities that are part of the proposal to which the application relates:
    - (e) a description of any other resource consents required for the proposal to which the application relates:

Information provided within the Form above

    - (f) an assessment of the activity against the matters set out in Part 2:
    - (g) an assessment of the activity against any relevant provisions of a document referred to in section 104(1)(b).

(2) The assessment under subclause (1)(g) must include an assessment of the activity against—

    - (a) any relevant objectives, policies, or rules in a document; and
    - (b) any relevant requirements, conditions, or permissions in any rules in a document; and
    - (c) any other relevant requirements in a document (for example, in a national environmental standard or other regulations).

(3) An application must also include an assessment of the activity's effects on the environment that—

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

Include in an attached Assessment of Effects (see Clauses 6 & 7 below)

ADDITIONAL INFORMATION REQUIRED IN SOME APPLICATIONS

- An application must also include any of the following that apply:
    - (a) if any permitted activity is part of the proposal to which the application relates, a description of the permitted activity that demonstrates that it complies with the requirements, conditions, and permissions for the permitted activity (so that a resource consent is not required for that activity under section 87A(1)):
    - (b) if the application is affected by section 124 or 165ZH(1)(c) (which relate to existing resource consents), an assessment of the value of the investment of the existing consent holder (for the purposes of section 104(2A)):

ASSESSMENT OF ENVIRONMENTAL EFFECTS

Clause 6: Information required in assessment of environmental effects

- (1) An assessment of the activity's effects on the environment must include the following information:
    - (a) if it is likely that the activity will result in any significant adverse effect on the environment, a description of any possible alternative locations or methods for undertaking the activity:
    - (b) an assessment of the actual or potential effect on the environment of the activity:
    - (c) if the activity includes the use of hazardous substances and installations, an assessment of any risks to the environment that are likely to arise from such use:
    - (d) if the activity includes the discharge of any contaminant, a description of—
        - (i) the nature of the discharge and the sensitivity of the receiving environment to adverse effects; and
        - (ii) any possible alternative methods of discharge, including discharge into any other receiving environment:
    - (e) a description of the mitigation measures (including safeguards and contingency plans where relevant) to be undertaken to help prevent or reduce the actual or potential effect:
    - (f) identification of the persons affected by the activity, any consultation undertaken, and any response to the views of any person consulted:
    - (g) if the scale and significance of the activity's effects are such that monitoring is required, a description of how and by whom the effects will be monitored if the activity is approved:
    - (h) if the activity will, or is likely to, have adverse effects that are more than minor on the exercise of a protected customary right, a description of possible alternative locations or methods for the exercise of the activity (unless written approval for the activity is given by the protected customary rights group).

(2) A requirement to include information in the assessment of environmental effects is subject to the provisions of any policy statement or plan.

(3) To avoid doubt, subclause (1)(f) obliges an applicant to report as to the persons identified as being affected by the proposal, but does not—

- (a) oblige the applicant to consult any person; or
- (b) create any ground for expecting that the applicant will consult any person.

CLAUSE 7: MATTERS THAT MUST BE ADDRESSED BY ASSESSMENT OF ENVIRONMENTAL EFFECTS

- (1) An assessment of the activity's effects on the environment must address the following matters:
    - (a) any effect on those in the neighbourhood and, where relevant, the wider community, including any social, economic, or cultural effects:
    - (b) any physical effect on the locality, including any landscape and visual effects:
    - (c) any effect on ecosystems, including effects on plants or animals and any physical disturbance of habitats in the vicinity:
    - (d) any effect on natural and physical resources having aesthetic, recreational, scientific, historical, spiritual, or cultural value, or other special value, for present or future generations:
    - (e) any discharge of contaminants into the environment, including any unreasonable emission of noise, and options for the treatment and disposal of contaminants:
    - (f) any risk to the neighbourhood, the wider community, or the environment through natural hazards or the use of hazardous substances or hazardous installations.

(2) The requirement to address a matter in the assessment of environmental effects is subject to the provisions of any policy statement or plan.

A2 APPENDIX 2 // Information requirements for subdivision

UNDER THE FOURTH SCHEDULE TO THE ACT:

- An application for a subdivision consent must also include information that adequately defines the following:
    - (a) the position of all new boundaries:
    - (b) the areas of all new allotments, unless the subdivision involves a cross lease, company lease, or unit plan:
    - (c) the locations and areas of new reserves to be created, including any esplanade reserves and esplanade strips:
    - (d) the locations and areas of any existing esplanade reserves, esplanade strips, and access strips:
    - (e) the locations and areas of any part of the bed of a river or lake to be vested in a territorial authority under section 237A:
    - (f) the locations and areas of any land within the coastal marine area (which is to become part of the common marine and coastal area under section 237A):
    - (g) the locations and areas of land to be set aside as new roads.

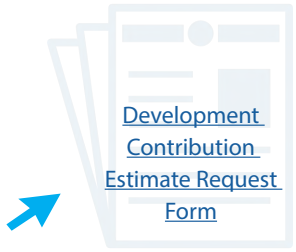
A3 APPENDIX 3 // Development Contributions

Will your resource consent result in a Development Contribution and what is it?

- A Development Contribution can be triggered by the granting of a resource consent and is a financial charge levied on new developments. It is assessed and collected under the Local Government Act 2002. It is intended to ensure that any party, who creates additional demand on Council infrastructure, contributes to the extra cost that they impose on the community. These contributions are related to the provision of the following council services:
    - Water supply
    - Wastewater supply
    - Stormwater supply
    - Reserves, Reserve Improvements and Community Facilities
    - Transportation (also known as Roading)

Click here for more information on development contributions and their charges

OR Submit an Estimate request *please note administration charges will apply



A4 APPENDIX 4 // Fast - Track Application

Please note that some land use consents can be dealt with as fast track land use consent. This term applies to resource consents where they require a controlled activity and no other activity. A 10 day processing time applies to a fast track consent.

If the consent authority determines that the activity is a deemed permitted boundary activity under section 87BA of the Act, written approval cannot be withdrawn if this process is followed instead.

A fast-track application may cease to be a fast-track application under section 87AAC(2) of the Act.

A5 APPENDIX 5 // Naming of documents guide

While it is not essential that your documents are named the following, it would be helpful if you could title your documents for us. You may have documents that do not fit these names; therefore below is a guide of some of the documents we receive for resource consents. Please use a generic name indicating the type of document.

- Application Form 9
- Assessment of Environmental Effects (AEE)
- Computer Register (CFR)
- Covenants & Consent Notice
- Affected Party Approval/s
- Landscape Report
- Ecological Report
- Engineering Report
- Geotechnical Report
- Wastewater Assessment
- Traffic Report
- Waste Event Form
- Urban Design Report

RESOURCE CONSENT APPLICATION

TO CONSTRUCT A 20 UNIT DEVELOPMENT WITH ASSOCIATED EARTHWORKS AND CAR PARKING

The Montreux Limited

263-267 Frankton Road, Queenstown

October 2019

SOUTHERN PLANNING GROUP

CONTENTS

1.0 THE APPLICANT AND PROPERTY DETAILS

Site Address:	263-267 Frankton Road, Queenstown
Applicants Name:	The Montreux Limited
Address for Service:	Donald Shewan C/- Southern Planning Group PO BOX 1081 QUEENSTOWN 9348 jake@southernplanning.co.nz Attention: Jake Woodward
Site Legal Description:	Lot 2 DP 4775539 held in Computer Freehold Register 655354 and Lot 7 DP 10151 held in CFR OTB2/154
Site Area:	1683m^2/916 m^2
Operative District Plan Zoning:	High Density Residential (Subzone A)
Proposed District Plan Zoning:	High Density Residential
Brief Description of Proposal:	Land use consent to construct a six level, 20 unit visitor accommodation building and to carry out associated earthworks.

The following is an assessment of environmental effects that has been prepared in accordance with Schedule 4 of the Resource Management Act 1991. The assessment of effects corresponds with the scale and significance of the effects that the proposed activity may have on the environment.

List of Information Attached:

Appendix [A]	Computer Freehold Register
Appendix [B]	Architectural Plans
Appendix [C]	Queenstown Urban Design Panel Minutes and information
Appendix [D]	Landscape and Planting Plan
Appendix [E]	Earthworks Plan
Appendix [F]	Geotechnical Report
Appendix [G]	Parking and Access Assessment
Appendix [G1]	Parking Management Plan
Appendix [H]	Infrastructure Feasibility Report
Appendix [I]	Affected Party Approvals
Appendix [J]	CFR 655353 (Morrell-Gunn Trustees Limited)
Appendix [K]	New Zealand Transport Agency Correspondence
Appendix [L]	Correspondence with FENZ and St John

.....
Jake Woodward

Resource Management Planner

30 October 2019

2.0 RESOURCE MANAGEMENT PLANNING BACKGROUND

Based on the available Council records, the following resource consents relate to the site:

RM140826

Resource consent RM140826 granted on 25 November 2016 approved the construction of two new dwellings with internal setback and height breaches and to construct a garage within an internal setback. Consent for associated earthworks was also granted.

There are no other consents available on Council's electronic records (eDocs) relevant to the subject site.

3.0 SITE DESCRIPTION AND RECEIVING ENVIRONMENT

3.1 Site Details & Surrounding Environment

The site subject to this resource consent application ("the application") is located at 263-267 Frankton Road, Queenstown, and is accessed from Frankton Road via a Legal Road accessway off the main Frankton Road carriageway.

The site comprises of two parcels of land which are legally described as:

- Lot 2 DP 4775539 comprising 1683m^2 of land; and
- Lot 7 DP 10151 comprising 916m^2 of land.

The Computer Freehold Registers ("CFR") for these sites are contained within Appendix [A].

There is an existing residential unit contained within the eastern portion of Lot 2 DP 4775539 whereas Lot 7 DP 10151 remains vacant.

The site is bound by Frankton Road to the north-west, Frankton Track reserve to the south-east, and residential sections to the north-east and south-west. The surrounding environment also contains visitor accommodation activities.

Both parcels of land are rectangular in shape, although Lot 2 DP 4775539 contains an irregular shaped allotment (Lot 1 DP 475539) which is completely bound by the subject site, obtaining access via a Right of Way easement through the subject site. Lot 1 DP475539 also contains an existing dwelling.

The topography of the subject site is steep, being elevated above Lake Wakatipu maintaining views over the lake toward the south. The site slopes from the Frankton Road edge to the north-west, downwards toward the Frankton Track edge below.

Figure 1 below shows the subject site and surrounds.

Figure 1: subject site and surrounds

3.2 Legal Encumbrances

Registered on the CFR for the subject site is Easement Instrument 9795120.1 and its variation 9813392.1.

These legal instruments impose height and planting restrictions on the area contained within the schedule annexed to these legal instruments. Specifically, the restrictions are imposed on Areas D and E which are shown in the image below:

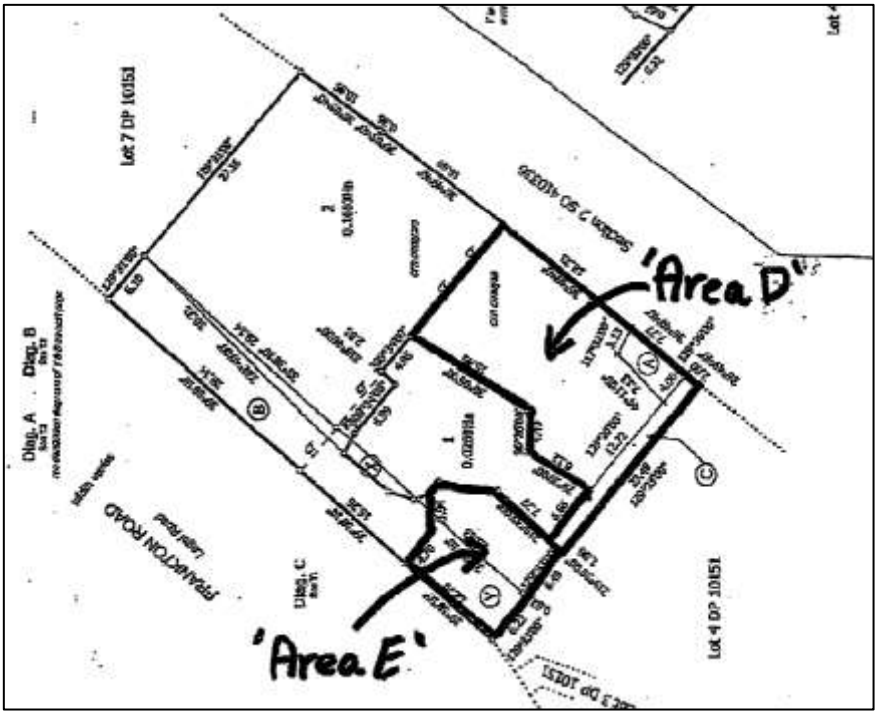


Figure 2: Schedule B of Easement Instrument 9795120.1

It is noted that Easement Instrument 9813392.1 varied Schedule A of Instrument 9795120.1 such that the covenants were renumbered to refer to the correct schedules (Schedule C instead of Schedule D which does not exist within this instrument).

Area E and D within Schedule B of Easement Instrument 9795120.1 pertain to areas within the subject site which have consented development approved by resource consent RM140826 (refer to Section 2 above for a description). The proposal is outside of these covenanted areas and therefore the planting and height restrictions do not affect the proposed development.

4.0 THE PROPOSED DEVELOPMENT

4.1 Overview

The applicant seeks land use consent to construct a six-storey building to contain 20 units and reception/lobby areas, provide car parking, establish access and to undertake associated earthworks.

The units will be used for visitor accommodation purposes.

The overall plans of the development, including site plan are contained within the architectural package attached in Appendix [B].

4.2 Building design and appearance

Land use consent is sought for the creation of a six-level terraced building to contain 18 units on levels 1-3, two penthouse apartments on level 4, and an entrance, reception area, lobby and storage areas on levels 5 and 6, summarised as follows:

Level	Structure
Level One – Garden level	6 x one bedroom units (including 2 x accessible units)
Level Two	6 x one bedroom units
Level Three	6 x one bedroom units
Level Four	2 x three bedroom Penthouse Apartments
Level Five	Storage and access to Level 6
Level Six	Reception area and entrance.

Each unit contains one bedroom, a kitchen facility, ensuite and a 24m^2 balcony which is orientated to gain views up and down Lake Wakatipu. The two penthouse apartment suites contain three bedrooms and living areas with an 84m^2 deck orientated in the same direction.

The maximum building footprint will cover an area of 920m^2 across the two sites.

The building will be constructed so that it steps into the hillside, reaching a maximum height of 9.3m from original ground level at its highest point, intruding the 7m maximum height plane as can be seen along the western elevation.

The design and appearance of the proposed building comprises a variety of materials as follows:

Feature	Material	Finish
Walls	Plaster	Resene 'Boulder Grey' (LRV 29%)
	Fire Proof Wood Grain Metal Cladding	N/A
	Schist veneer	N/A
Balustrade	Glass	N/A
Screen divider		Translucent frosting and dark grey leaf motif
Joinery	Aluminium	Silver Pearl powdercoat
Roof	Colorsteel Tray	Ironsand
	Membrane	Charcoal

The proposed building will be setback a minimum of 2m from the eastern boundary, 4.5m from the southern boundary (Frankton Track), and more than 2m from the western boundary of the site. The aggregate length of the proposed building along the southern elevation is 50.8m.

Overall, including the consented development that has not yet been given effect to, the overall site coverage across both parcels of land is 53.7% (net) which is less than the 65% coverage permitted in this zone. Specifically, the site coverage for each of the parcels of land, as detailed on the Massing Plan (P1) contained within Appendix [B], is as follows:

Lot 2 DP 475539: 47.5%
Lot 7 DP 10151: 53.5%

Approximately 11.6% of the two sites combined will be landscaped. Landscaping comprises of a mix of lower shrubs and grasses along the southern portion of the site adjacent to Frankton Track as identified on the Landscape Plan contained within Appendix [D]. A planting schedule is also contained within this appendix.

The design and appearance of the proposed building was reviewed by the Queenstown Urban Design Panel ("UDP") on 26 October 2017. Minutes and feedback from this meeting as well as the plans that were considered by the UDP are contained within Appendix [C] to this application.

No signage is proposed as part of this application.

4.3 Landscaping

Contained within Appendix [D] to this application is a proposed Landscape Plan specific to the proposed development.

Included within this Landscape Plan is a planting schedule which details the quantity, grade and spacing of each of the proposed plants.

Overall, the proposed landscaping comprises of a mix of lower level shrubs and grasses along the site's southern boundary between the proposed building and the Frankton Track.

Clusters of trees are proposed along the eastern boundary of the site, as well as mixed planting downslope of the Frankton Road adjoining the northern boundary of the site.

4.4 Earthworks/Construction Methodology

Included within Appendix [E] to this application are earthworks plans showing the extent of the proposed earthworks and cross sections. Proposed earthworks can be summarised as follows:

	Cut	Fill	Total
Volume	3,808.6m^3	262.1 m^3	4,070.7m^3
Max height	8.5m	1.69m	

Cuts up to 8.5m in depth will be required to accommodate the proposed building, the deepest cuts being in the location of the proposed lift shaft. These deeper cuts are centralised within the proposed building location. In some locations, cuts will be required close to site boundaries. Retaining walls are also proposed as shown on the earthworks plans. In particular a 2.1m high retaining wall is located within the 2m setback from the eastern boundary of the site.

Accompanying the application (Appendix [F]) is a report prepared by Geosolve pertaining to geological investigations and engineering considerations specific to the proposed development. This document also details the proposed earthworks methodology and engineering considerations based on geotechnical investigation and assessment of the ground conditions.

As outlined within the Geosolve report, where schist rock is encountered at the base of the deepest cut slopes, it is likely that rock-breaking and/or blasting will be required. All works will be designed and carried out in accordance with the Geosolve report recommendations, and in accordance with the noise limits specified within the provisions of NZS6803:1999 Acoustics – Construction Noise, as outlined in the table below:

Time Period	Weekdays (dBA)		Saturdays (dBA)		Sundays and Public Holidays (dBA)	
	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}
0730-1800	75	90	75	90	55	85
1800-2000	70	85	45	75	45	75

Further, it is proposed to limit construction work to occurring between the hours of 0730 – 2000 Monday to Sunday.

In addition, the following restrictions are volunteered by the applicant to occur only between the hours of 0730-1800 Monday to Saturday (inclusive, and no activity on Sunday's or Public Holidays:

- heavy vehicles entering or exiting the site;
- operating or start-up of machinery;
- potential rock blasting; and
- loading of trucks.

All of the works detailed above will form part of a Construction Management Plan ("CMP") which is proposed to be prepared prior to any works starting which will ultimately require certification from Council prior to implementation. The purpose for deferring the submission of a CMP is based on the fact that the construction methodology for certain elements of the development can only be determined once contractors are employed and detailed design is completed (such as confirmation on the preferred methodology for constructing the primary retaining that will support the access). The following condition is promoted:

> *Prior to the commencement of any works onsite, the consent holder shall prepare a detailed Construction Management Plan (CMP) prepared by a suitably qualified person. The CMP shall include all of the stages of excavation, construction, groundwater control measures and retention measures to ensure adequate support is provided to the excavation and to ensure adequate protection of surrounding land, structures and underground services to the satisfaction of the Manager Resource Management Engineering at QLDC.*

4.5 Parking and access

Proposed Car parking

The applicant proposes to provide 24 car parks in total, including two accessible car parks, to service the proposed development.

Of these, 18 parking spaces will be provided within a car park stacker; three including one accessible car park being provided adjacent to the north eastern boundary of the site, with three additional parks including one more accessible park being provided to the east of the building entrance. Staff parking will be located and marked within the lower level of the car stacker (two car parks in total).

The plans contained within Appendix [B] detail the location of car parks, including staff parking.

The car stacker provides for six car parking spaces on each level, with there being three levels in total. As detailed on the section plans within Appendix [B], the bottom two levels of the stacker will have a maximum height of 1.9m with the top level having a height of 2.5m. It is noted that the District Plan requires that parking spaces are set out in Accordance with Appendix 7 which depicts a car that is 1.5m high as shown in Figure 3 below:

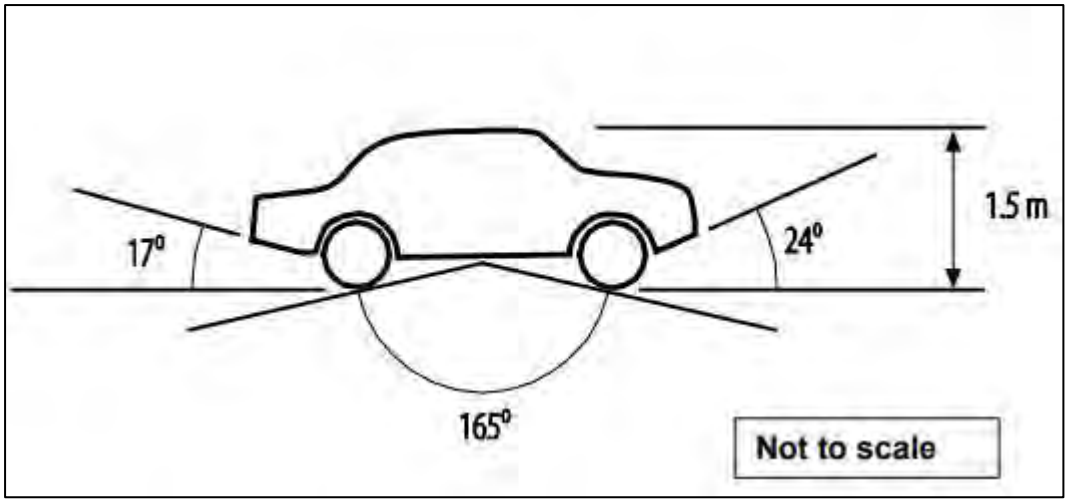


Figure 3: design vehicle shown within Appendix 7 of the Operative District Plan

No coach parking will be provided as part of the proposed development. It is anticipated that an appropriately worded condition of consent can be imposed to ensure no coach bookings are accepted in association with the visitor accommodation activity.

Parking and access is described in detail within the Parking and Access Assessment prepared by Mr Andy Carr of Carriageway Consulting, contained within Appendix [G].

In addition, Mr Carr has prepared a Parking Management Plan (attached in Appendix [G1]) which outlines some of the parking procedures to be employed by the final operation as a means of responding to traffic concerns raised by Council. In brief, the is includes:

- No coach parking will be provided onsite nor will any bookings be accepted from coach parties or their agents as already noted above;
- Provisions for the management of the car stackers;
- Provision for disabled parking;
- Management of service vehicle arrivals including managing the timing in which services occur (so to avoid conflict with other vehicles)

Proposed Access

Access will be provided from the Frankton Road accessway running adjacent to the northern boundary of the site. This access also serves the Villa de Lago complex to the west as well as a number of other residential properties in the vicinity.

The proposed access upgrade will provide a single lane access at the point where the vehicle access curves toward the northeast.

Formal signage is proposed to indicate a single lane to drivers at this point. A formal location in which to wait is also provided, as is a convex mirror located at the apex of the curve to ensure drivers are able to see oncoming vehicles. At this location, hatch markings are also proposed to guide drivers towards the outer edge of the curve.

After receipt of a planning report and assessment of the proposal from the New Zealand Transport Agency (NZTA), forming part of the proposed development, the applicant volunteers the following conditions of consent:

1. *Except to give access to the site there shall he no other structures constructed with in the State Highway Road Reserve;*

2. *Design plans for any retaining structures, along with producer statements shall he 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 8 l 76E: 2005.*

    b) *An indoor design noise level of 40 dB LAeq(24hr) inside all habitable spaces.*

    l. If windows must be closed to achieve the design noise levels in condition 7 (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 C4 of the New Zealand Building Code. At the same time, the sound of the system must not exceed 30 dB L when measured l 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 when measured 7 m 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 2 5ºC. At the same time, the sound of the system must not exceed 35 dB L when measured l m away from any grille or diffuser.*

    ll. 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.

NZTA's formal written approval will be forwarded on receipt.

Following additional correspondence with Council, it is proposed to provide a 'Keep Clear' area at the intersection of the Frankton Highway and Frankton Access way as illustrated in the following Figure below. This approach is to mitigate effects associated with queuing vehicles while allowing unrestricted access (from vehicles turning off the State Highway) into the Frankton accessway. The following condition is also promoted on receipt of NZTA's acceptance (attached in Appendix [K]) of the proposed 'Keep Clear' solution.

The 'Keep Clear' road markings shall be established in accordance with section 10.6 of the New Zealand Transport Agency's Land Transport Rule – Traffic Control Devices 2004 (https://www.nzta.govt.nz/resources/rules/traffic-control-devices-2004/#106)

Figure 1: Suggested 'Keep Clear' markings.

Consultation with Fire and Emergency New Zealand (FENZ) and St Johns have been undertaken with respect to access into the site for emergency purpose. Correspondence from both FENZ and St Johns are attached in Appendix [L] confirming both organisations hold no objections to the development in terms of emergency vehicle access. This approval is on the basis that a condition is implemented into the application to the effect that upon the granting of consent, a specific internal fire reticulation design is prepared and submitted to Council for

certification post granting of consent. The applicant accepts this approach and it is anticipated a condition to that effect will be considered by Council.

4.6 Servicing

Contained within Appendix [G] to this application is an Infrastructure Feasibility Report prepared by John McCartney of Civilised Limited. This report detailed the necessary development infrastructure in relation to waste water supply, wastewater disposal; stormwater runoff; and power supply and telecommunications.

The site is connected to reticulated services provided by the Council or telecommunication/electricity providers.

5.0 DESCRIPTION OF PERMITTED ACTIVITIES

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 all multi-unit developments exceeding three units and visitor accommodation activities in this zone require resource consent.

However, built form provides for a building to be constructed on the site as a permitted activity so long as the bulk and location parameters are met. These include the following:

- Maximum building footprint of less than 500m^2;
- Building coverage is less than 65%;
- A minimum setback of 4.5m from Frankton Road;
- Minimum setbacks from internal boundaries include one setback of 4.5m and all other setbacks of 2m.
- A maximum unbroken building length of 16m and an aggregate building length of 30m.
- A minimum landscape coverage of 20%.
- A maximum building height of 7m for sloping sites.

In relation to earthworks, the permitted baseline provides for a maximum of 300m^3 of earthworks to be carried out within any 12-month period. Earthworks can be located on the boundary of the site up to 0.5m in height/depth (provided retaining is installed), or alternatively must be setback at a 1:1 ratio from the boundary. Earthworks are also subject to the requirements relating to environmental protection measures and proximity to water bodies/aquifers.

Only adverse effects over and above those structures that could arise from the permitted baseline will be taken into account in the assessment below.

6.0 STATUTORY CONSIDERATIONS

6.1 Operative District Plan

The site is contained within the High Density Residential Zone (Subzone A) under the Operative District Plan ("ODP"). Under the ODP, the proposal requires the following resource consents:

- A controlled activity pursuant to Rule 7.5.3.2ii for visitor accommodation in the High Density Residential Zone. Council's control is limited to:
  a) The location, external appearance and design of buildings;
  b) The location, nature and scale of activities on site;
  c) The location of parking and buses and access;
  d) Noise; and
  e) Hours of operation

- A restricted discretionary activity pursuant to Rule 7.5.3.3(ii) for buildings within the High Density Residential Subzone A that exceeds a building footprint size of 500m^2. Discretion is restricted to assessment matter 7.7.2(v) - Restricted Discretionary Activity – Building Footprint in the High Density Residential Zone.

- A restricted discretionary activity pursuant to Rule 7.5.3.4 as the proposal breaches site standard 7.5.5.2iv(d) in regards to two or more buildings located on a single lot having a mutual setback requirement of 2m to separate the buildings. The proposed building is setback 1.7m from the existing garage contained within the subject site. Council's discretion is restricted to this matter.

- A restricted discretionary activity pursuant to Rule 7.5.3.4 as the proposal breaches site standard 7.5.5.2vii(b) in regards to the aggregate continuous building length in the High Density Residential Zone exceeding 30m. The proposed aggregate length of the building as seen from the southern elevation is greater than 30m. Council's discretion is restricted to this matter.

- A restricted discretionary activity pursuant to Rule 7.5.3.4 as the proposal breaches site standard 7.5.5.2xvii in regards to the minimum landscape coverage being less than 20%. The proposed landscape coverage associated with the proposed development is 11.6%. Council's discretion is restricted to this matter.

- A restricted discretionary activity pursuant to Rule 14.2.2.3ii as the proposal breaches site standard 14.2.4.1i in respect of minimum parking space numbers which requires that one coach park per 50 guest rooms is provided. No coach park is proposed. Council's discretion is restricted to this matter.

- A restricted discretionary activity pursuant to Rule 14.2.2.3ii as the proposal breaches site standard 14.2.4.1iv in respect of the location and availability of parking spaces. The use of a car stacker will result in parking areas which are not independently accessible. Council's discretion is restricted to this matter.

- A restricted discretionary activity pursuant to Rule 14.2.2.3ii as the proposal breaches site standard 14.2.4.1vi in respect of parking area and access design.

The proposed accessway width at the curve means that only a single traffic lane is provided in this location. Council's discretion is restricted to this matter.

- A restricted discretionary activity pursuant to Rule 14.2.2.3ii as the proposal breaches site standard 14.2.4.1ix in respect of reverse manoeuvring. Vehicles exiting the three spaces towards the eastern boundary of the site will require two reverse movements in order to exit. Council's discretion is restricted to this matter.

- A restricted discretionary activity pursuant to Rule 14.2.2.3ii as the proposal breaches site standard 14.2.4.1xi in respect of queuing. No queuing space is provided. Council's discretion is restricted to this matter.

- A restricted discretionary activity pursuant to Rule 14.2.2.3ii as the proposal breaches site standard 14.2.4.2i in respect of length of vehicle crossings. The length of the vehicle crossing is slightly greater than permitted. Council's discretion is restricted to this matter.

- A restricted discretionary activity pursuant to Rule 14.2.2.3ii as the proposal breaches site standard 14.2.4.2iii in respect of maximum gradient for vehicle access. The internal ramp is steeper than permitted. Council's discretion is restricted to this matter.

- A restricted discretionary activity pursuant to Rule 22.3.2.3(a) as the proposal breaches site standard 22.3.3i(a) in regard to the maximum total volume of earthworks exceeding 300m^3 in any one consecutive 12 month period. The total volume of earthworks proposed is 4,070m^3. Council's discretion is restricted to this matter.

- A restricted discretionary activity pursuant to Rule 22.3.2.3(a) as the proposal breaches site standard 22.3.3ii(b) in regard to the maximum height of cut exceeding 2.4m and the maximum height of fill exceeding 2m. The maximum height of cut proposed is 8.5m. Council's discretion is restricted to this matter.

- A restricted discretionary activity pursuant to Rule 22.3.2.3(a) as the proposal breaches site standard 22.3.3ii(b) in regard to the vertical height of any cut or fill being greater than the distance of the top of the cut or the toe of the fill from the site boundary. Council's discretion is restricted to this matter.

- A non-complying activity pursuant to Rule 7.5.3.5 as the proposal will not comply with zone standard 7.5.5.3v(b) in regard to the maximum height for buildings located on sloping sites exceeding 7m. The maximum height of the proposed building is 9.3m above original ground level comprising the car stacker.

Note: The proposed retaining wall located within the south eastern portion of the site will intrude the 2m setback along the eastern boundary of the site. However, this 2.1m retaining wall is only 4.6m long, therefore complies with the exemption for accessory buildings provided by Site Standard 7.5.5.2iv.

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

6.2 Proposed District Plan

Under the Proposed District Plan (PDP), the site is located within the High Density Residential Zone. Under the PDP, the proposal requires the following resource consents:

- A restricted discretionary activity pursuant to Rule 9.4.6 for visitor accommodation. Council's discretion is limited to location, nature and scale, parking and access, landscaping, noise, hours of operation and external appearance.

- A restricted discretionary activity pursuant to Rule 9.5.3 for building heights exceeding 7.0 metres on sloping sloping sites. In this case, the car stacker will have a total height of 9.3 metres above original ground level.

- A non-complying activity pursuant to Rule 9.5.6 as it relates to providing for a minimum landscape cover of 20%. The proposed landscape coverage associated with the proposed development is 11.6%.

- A restricted discretionary activity pursuant to Rule 9.5.7 where the length of any building façade must not exceed 30 metres. The proposed aggregate length of the building as seen from the southern elevation is greater than 30m. Council's discretion is restricted to this matter.

- A restricted discretionary activity pursuant to Rule 25.4.2 where the total volume of earthworks exceed 300m^3 in the High Density Residential Zone. In this case, the total volume of earthworks proposed is 4,070m^3. Council's discretion is restricted to this matter, the total volume of earthworks proposed is 4,070m^3. Council's discretion is restricted to this matter.

- A restricted discretionary activity pursuant to Rule 25.5.15 for any earthworks exceeding a cut depth of 2.4 metres. The maximum height of cuts proposed will be 8.5 metres.

- A restricted discretionary activity pursuant to Rule 25.5.18.2 for earthworks supported by retaining walls where the setback must be at least equal to the height of the retaining walls. A 2.1 metre retaining wall located in the eastern corner of the site will be within 2.0 metres of the boundary.

- A restricted discretionary activity pursuant to Rule 59.5.9 with respect to onsite queuing. No queuing space is provided. Council's discretion is restricted to this matter.

- A restricted discretionary activity pursuant to Rule 29.5.15 as it relates to vehicle crossings where the maximum width of all crossings for activities other than residential shall be 9.0 metres. In this case, the width will be approximately 9.2 metres in width.

- A restricted discretionary activity pursuant to Rule 29.5.17 as it relates to the gradient of any private way for vehicle access shall be 1 in 6. The internal access ramp will be 1 in 4.4 at its steepest section.

For completeness, no recession planes apply to sloping sites.

6.3 National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health

A review of both the Otago Regional Council's database of contaminated sites and Queenstown Lakes District Councils Hazard Register do not show that the piece of land to which this application relates is a Hazardous Activities and Industries List (HAIL) site, and therefore this National Environmental Standard (NES) does not apply.

7.0 ASSESSMENT OF ENVIRONMENTAL EFFECTS

The matters that must be addressed pursuant to Clauses 6 and 7 of the Schedule 4 of the Resource Management Act 1991 are detailed below.

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

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

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

Introduction

Subject to Part 2 of the Resource Management Act 1991, the Council in considering this application pursuant to Section 104(1)(a) of the Act, shall have regard to any actual or potential effects on the environment of allowing the proposed development to proceed.

In assessing any actual or potential effects on the environment of allowing the proposal to proceed, Clause 7(1) of the Act states that the following matters must be addressed:

(a) any effect on those in the neighbourhood and, where relevant, the wider community, including any social, economic, or cultural effects:

(b) any physical effect on the locality, including any landscape and visual effects:

(c) any effect on ecosystems, including effects on plants or animals and any physical disturbance of habitats in the vicinity:

(d) any effect on natural and physical resources having aesthetic, recreational, scientific, historical, spiritual, or cultural value, or other special value, for present or future generations:

(e) any discharge of contaminants into the environment, including any unreasonable emission of noise, and options for the treatment and disposal of contaminants:

(f) any risk to the neighbourhood, the wider community, or the environment through natural hazards or the use of hazardous substances or hazardous installations.

Taking into consideration the Assessment Matters of the District Plan, in addition to the matters that must be assessed through Clause 7(1) of the Act, the proposal is considered to raise the following actual or potential effects on the environment.

Proposed Building Design and Appearance

The proposed design was presented to the Urban Design Panel at the meeting held on 26 October 2017. Their feedback is contained within Appendix [C]. Overall, the Panel supported the design, noting the stepped nature of the development with screens both above and between the units as being positive, acting to soften the utilitarian nature of the stepped building.

The UDP noted repetition in the design and some of the cladding elements and sought the use of different materials along the eastern and western elevations in order to ground the building. Accordingly, the plans submitted as part of this resource consent application demonstrate the use of wood grain metal cladding along portions of the eastern and western elevations to articulate these elevations. Taller tree species are also proposed in clumps along these sides to ground the building and give it a sense of scale.

In addition, a desired outcome of the UDP was to see the stairs running along the eastern elevation be staggered, which has been carried out as requested by the UDP. This feature now breaks up the linear appearance of the building, creating variation.

Overall, the proposed design and appearance of the building, which will be further discussed in the assessment below, will not give rise to adverse effects on the environment that are more than minor.

Visitor Accommodation Activity

The assessment matters pertaining to visitor accommodation in the High Density Residential Zone allow Council to impose conditions to ensure that compatibility with amenity values of the surrounding environment considering the visual amenity of the street, neighbouring properties or views of the lake; whether any adverse effects from the activity are avoided, remedied or mitigated; and whether mitigation of noise emissions beyond the property boundary can be carried out.

(a) Compatibility with amenity values of the surrounding environment considering the visual amenity of the street, neighbouring properties or views of the lake; and

(i) The character, scale and intensity of the proposed use and its compatibility in relation to surrounding and/or adjoining residential neighbourhoods

When addressing these assessment matters, it is noted that within the surrounding environment, particularly along the southern side of Frankton Road, a number of larger buildings containing visitor accommodation activities exist. The proposed building is in keeping with the character of the high density residential and visitor accommodation developments characterising the surrounding environment.

Given the proposed activity will comprise 18 one-bedroom units and two Penthouse Apartments on Level 4, the character, scale and intensity of the proposed use is compatible with surrounding land uses such as the visitor accommodation complex of Villa de Lago, Cote du Lac, and Break Free – The Point to the west.

(ii) The nature of the development in the context of the permitted future uses on nearby sites

It is considered that the nature of the proposed development in the context of permitted future uses on nearby sites is entirely compatible given the High Density Residential Zoning.

(iii) Loss of privacy

Given the proposed building complies with most bulk and location requirements of the District Plan, such as setback from boundaries, maximum building height (save for the intrusion of the car stacker discussed below), height above Frankton Track and below Frankton Road, and building coverage, it is considered that no loss of privacy will result from the proposed development. The building will be benched into the steep topography of the site which will not result in a loss of views from neighbouring properties or surrounds towards the lake.

(iv) The proximity of outdoor facilities to residential neighbours

Each unit is provided with a balcony area orientated toward the lake away from residential neighbours. As such no adverse effects are anticipated to arise in this regard.

(vi) The ability to landscape/plant to mitigate visual effects

The proposed development will enable a large portion of the subject site to be landscaped surrounding the building, particularly in the area adjoining the Frankton Track. Landscaping in this area will help integrate the building into its environment, mitigating any visual effects when viewed from the public walkway.

In addition, as a result of feedback obtained from the Queenstown Urban Design Panel ("UDP"), a landscape plan was produced in respect of the proposed development to incorporate the UDP's comments. Minutes of the meeting which was held on 26 October 2017 are contained within Appendix [C], which state as a desired

outcome that landscape plantings by way of an inclusion of groups of trees along the western, eastern and southern elevations to break up the lineal form of the building as viewed from the Frankton track, Lake Wakatipu and Kelvin Heights, and to provide screening to neighbours from the west and east.

In response to the UDP, a Landscape Plan is provided as Appendix [D] to this application, depicting planting of trees along the western and southern elevations in accordance with the desired outcomes expressed by the UDP, in addition to low level planting along the eastern elevation of the building.

(vii) Whether the external appearance of the buildings complements the surrounding landscape and urban character, including when viewed from the lake

As a result, the landscape plan now shows plantings of groups of trees along the western, eastern and southern elevations which will help break up the lineal from of the building when viewed from the Frankton Track, Lake Wakatipu and Kelvin Heights. These clusters of trees will also provide screening to neighbours from the west and east. Species of trees include Ribbonwood, Lancewood and Cabbage Trees. A variety of shrubs and grasses are proposed between the proposed building and the Frankton Track comprising of such species as Toetoe, swamp flax, mountain flax and red tussock.

The external appearance of the building, comprising a variety of materials including plaster, wood grain metal cladding and schist veneer will complement the surrounding landscape and urban character, particularly when viewed from the Lake, being in character with the materials and colours anticipated in the Queenstown context.

(viii) Compatibility with the New Zealand Urban Design Protocol having regard to those assessment matters under 7.7.2 xiii Urban Design Protocol.

In terms of compatibility with the New Zealand Urban Design Protocol, this is addressed further below.

Given the zoning of the subject site, the nature of the proposed development is in keeping with existing and future anticipated uses on nearby sites. As such, the proposed development is in keeping with other developments within this zone.

Any adverse effects arising from the proposed visitor accommodation activity will be avoided through sufficient car parking provision (discussed below). Adverse effects resulting from noise, vibration and lighting from vehicles are not anticipated to arise given the size of the subject site and separation distances between adjoining residential properties. Pedestrian safety within the vicinity of the activity will not be affected given the topographical separation between the proposed activity and walkways/footpaths.

Building Footprint & the New Zealand Urban Design Protocol

Context

The subject site is zoned High Density Residential – Subzone A. Within the surrounding context, a number of large visitor accommodation activities exist on both the northern and southern side of Frankton Road. The proposed development has been designed such that through earthworks, the building will be benched into the topography of the site to ensure that the development fits well within the context of the site and makes a positive contribution to the surrounding residential amenity of public spaces, walkways and views, including from Frankton Track to the south.

With respect of the proposed buildings relationship to adjacent and nearby properties, save for the minor height intrusion of 2.3 comprising the car stacker only, the proposal complies with most of the bulk and location controls within the District Plan. The car stacker is internal to the site and will not result in any adverse effects on adjoining properties. As such, the proposed building presents itself as a "good neighbour" in terms access to sunlight and views and readily accessible and safe temporary parking, stopping and loading/unloading areas (see discussion below).

The proposed design avoids unsightly elements such as prominent car park entrances, garish signs, cluttered rooftops, and intrusive utility connections, stormwater facilities and trashbin placements that diminish public amenity. The majority of the proposed car parking will be contained within a car park stacker, as depicted on the plans contained within Appendix [B]. Waste disposal facilities will be contained within the storage area located on Level 5.

Character

The proposed materials for the exterior cladding of the building, comprising natural tones and materials, will not clash with adjacent or nearby buildings and will contribute positively to the wider street scene. Architectural elements include frosted glass balustrades along the proposed balconies as can be seen on the eastern and western elevations.

Along the northern elevation, access to the building is provided. This façade includes a variety of cladding materials including fire proof wood grain metal cladding, schist veneer and tray roofing. Along this elevation, the building complies with the maximum building height. Given the topography of the site, the remainder of the building looking south will not be visible.

Along the southern elevation, the majority of the building will be visible. However, given the building will be stepped back into the hillside, and there will be a landscaped strip between the Frankton Track and the ground floor of the building, the building design is considered to incorporate elements of human scale façade design.

Along all facades, architectural elements such as the benching of each floor into the hillside, varying rooflines (gable and flat) and variety of cladding materials create architectural interest and avoid a commercial appearance. As mentioned, the

proposed landscaping around the building will help soften the building's impact on the amenity of passers-by, especially users of the Frankton Track.

Choice

Of the 20 units proposed, 18 of these will be one-bedroom units, with the Penthouse Apartments located on Level 4 being three-bedroom units. This will create flexibility in terms of future res-uses over a longer term. It is noted that one-bedroom units offer the best returns having the most demand in terms of visitor accommodation.

Connections

The subject site is located within walking distance from the centre of Queenstown, as well as being located an easy distance from public transportation options along Frankton Road. Along Frankton Road a cycle-way is provided, as well as Frankton Track linking the subject site to Queenstown and Frankton.

In addition to the car park stacker, three car parks are proposed adjacent to the eastern boundary of the site, next to the entrance to the building, one of these being an accessible park. These parks, although recommended that they are reserved for staff use, will also provide an easily accessible area for guests to park.

The proposed design of the building would support and enhance public views and access to the surrounding built and natural environment, including Lake Wakatipu to the south. This is due to only a minor intrusion into the maximum building height plane (discussed further below), effects of which would be internal to the subject site. Most other bulk and location standards are complied with.

Creativity

While retaining neighbourhood amenity values, the proposed building is not ostentatious nor does it compete for individual attention. Each façade is articulated through changes in form and the variety of cladding materials. The scale and detailing of the building will enrich the eye while avoiding inappropriate or unattractive repetitive facades. Flat, blank or uninteresting walls are avoided resulting in a "cookie cutter" design solution.

As mentioned in the preceding paragraphs, the landscaping comprising native planting will enhance the building's appearance and use.

Landscape Coverage

The proposal provides for landscaping as displayed on the Landscape Plan contained within Appendix [D]. This planting is proposed along the northern, eastern and southern boundaries of the site as well as a hedge to be located to the west of the proposed building, adjoining the consented building to the west. Overall, the proposed landscaping will cover 11.6% of the overall site.

However, it is considered that given the topography of the site and the location of built form, the proposed landscaping, especially in front of the building adjoining the Frankton Track, will no reduce public amenity as experienced from this public space.

The proposed planting includes a variety of native shrubs and grasses as well as three clusters of three cabbage trees.

It is noted that the consented development associated with resource consent RM140826 approved landscaping along the boundary of the Frankton Track which is consistent with that proposed as part of this application.

As indicated in the minutes provided by the UDP, a desired outcome of this meeting was for the applicant to review of the proposed *"landscape plantings by including groups of trees i.e. native beech at the western, eastern and southern elevations to break up the lineal form of the building as viewed from the Frankton track, Lake Wakatipu and Kelvin Heights and to provide screening to neighbours from the west and east. Trees will also reflect the scale of the building. The recommended plant species provided should also be reviewed as several suggested species will not grow in the Queenstown area."* The landscape plan submitted with this application incorporates these comments.

Overall, when viewed from public spaces and neighbouring sites, the reduction of landscaping will not adversely affect amenity nor be discernible from outside of the subject site.

Maximum Building Height

The proposed development will protrude up to 2.3m through the height plane at its highest point on the north-western corner of the building. This intrusion comprises the top layer of the car stacker. A small portion of the lobby on Level 6 also intrudes the maximum height plane by 1.8m.

In assessing this exceedance of maximum building height, Assessment Matter 7.7.2(xii) directs Council to have regard to any rules requiring the site to be built up, whether any earthworks have been carried out on the site that have lowered the level of the site, and whether and the extent to which the proposal will facilitate the provision of a range of residential activity that contributes to housing affordability in the District.

The proposed building has been designed to complement the existing topography of this site through providing for a multi-level building that is gradually stepped into the slope of the site. The small part of the building that breaches the 7m height restriction will largely be screened from the road and the wider environment by the proposed building itself, being located in front of the height breach when seen from public viewpoints. As a result, as viewed from Frankton Road, the part of the building which intrudes the height plane will not be visible.

In addition, surrounding view shafts will be maintained and given that the intrusion into the height plane will be indiscernible when viewed from the Lake or adjoining properties. It is considered that any adverse effects on the character of this neighbourhood will be minor as a result of this height breach.

The surrounding environment similarly consists of steep sloping sections which have likewise been highly modified over time through the undertaking of significant earthworks to facilitate development. These works have assisted in the construction buildings that take advantage of the expansive views out onto Lake Wakatipu.

Adverse effects with these breaches have generally been mitigated through the use of topography and design, such as in the case of the proposed development. The proposed building is of a design and appearance compatible with other buildings within the vicinity of the site and will not cause a dominance effect given the topography which slopes toward Lake Wakatipu downhill.

The UDP minutes contained within Appendix [C] outline their concerns in relation to the proposal presented to the Panel, also contained within Appendix [C]. One matter raised by the Panel in relation to the plans submitted to them included the connection between the carpark and reception/lobby areas. In this instance, the Panel were concerned about the narrowness and incline of the access that would be shared with pedestrians and vehicles. Pedestrian safety and orientation trying to negotiate their way to the reception/lobby area was particularly noted. To address this concern, as stated in the minutes, the Panel were of the view that due to the terraced nature of the building, a further height breach could be supported if this would facilitate better connection and movement between the car park and reception/lobby area.

Accordingly, the plans submitted as part of this application show a 1.8m height breach comprising the lobby, facilitating access directly from the car parking area located to the east of the site, which can be readily accessed by guests on arrival. Guests will no longer need to travel down the ramp to negotiate their way to the reception area.

Given the assessment above, it is considered that the proposed height breaches will result in adverse effects which will be less than minor on the wider environment.

Continuous Building Length in the HDRZ

The aggregate continuous building length of the proposed building will exceed 30m along the southern elevation. However, the building is recessed in and out with each unit being separated from its neighbour by a screen.

Along the northern elevation, the aggregate continuous building length is also exceeded. However, along this elevation, there are multiple off-sets in plan and a variety of cladding materials used such that continuous blank walls are avoided.

The building is setback and downhill from Frankton Road such that the continuous building aggregate length will not be perceivable from outside of the subject site.

Parking and access

Within the parking and access assessment attached as Appendix [G], Mr Andy Carr of Carriageway Consultants has identified a number of District Plan non-compliances in relation to the proposed access and parking design, and has provided an in-depth assessment. Rather than repeating here, this assessment is accepted and adopted for the purposes of this report with the following assessment to supplement that within Appendix [G].

The District Plan requires that for visitor accommodation of this type, one parking space per unit up to 15 units be provided. Thereafter, one parking space per two units

is required. In addition, one parking space per 10 units is required for staff. There are 20 units proposed, the parking calculation is as follows:

One park per unit up to 15 units	15
One park per 2 units thereafter (20-15 = 5/2)	2.5
One park per 10 units for staff/guest (20/10)	2
Total car parks required	20

There are 24 on-site car parks, including staff parking, provided as part of this development which meets the District Plan requirements. In terms of staff car parking spaces, the District Plan requires that these are marked. Mr Carr has recommended that staff parking should be located in the three surface spaces towards the east of the site given drivers have to carry out two reversing movements when exiting these spaces. As such, Mr Carr considers that these spaces are better suited to drivers that are familiar with the layout (i.e. staff not guests).

However, as discussed above, given the feedback received from the UDP and the functionality improvements of allowing guests to park in these eastern most spaces, the applicant proposes to utilise two parks on the lowest level within the car stacker for staff parking, which will be marked for staff only as required by the District Plan. Although two reverse movements will be required by guests when exiting the spaces to the east of the lobby/reception area, this is considered preferable in terms of overall safety and orientation around the site, facilitating better connection and movement between the car park and the reception/lobby area which will be immediately apparent on arrival.

The District Plan also requires one coach park per 50 units for this type of visitor accommodation activity (units containing a kitchen facility). No coach park is proposed as part of this development.

In assessing this non-compliance, as outlined in the Transport Assessment, it is not physically practicable to provide the required coach park given the topography of the site and size of the access which is too steep and narrow to facilitate access by a coach. Mr Carr recommends that provision be made off-site, or discussion be held with Council in respect of establishing a formal way of preventing coach parties from staying at the facility.

Accordingly, the applicant volunteers a condition of consent to limit the booking of the visitor accommodation facility to exclude coach parties.

In terms of the proposed car stacker, although there are 18 parks proposed, this system will result in a technical non-compliance with the District Plan. However, in the transport assessment accompanying this application, Mr Carr confirms the car parking spaces within the stacker will be independently accessible and therefore the intention of this site standard is met.

The proposed car stacker is a three-level 'Wohr Parklift 413'. An animation of how this stacker operates can be electronically provided to Council on request.

The upper level of the Parklift 413 stacker has a height of 2.5m whereas the lower and middle levels have a height of 1.9m. As mentioned above, two of the carparks

located on the lower level of the stacker will be reserved for staff, as depicted on P5 of the plans contained within Appendix [B]. Site Standard 14.2.4.1v requires that the 'design vehicle' set out in Appendix 7 of the Operative District Plan is accommodated. The 'design vehicle' shown has a height of 1.5m; therefore the 'headroom' available in each of the stacked parking spaces complies with District Plan requirements.

With respect of the vehicle ramp, Mr Carr has indicated that there is only a 1:282 chance of meeting another vehicle on the ramp. (i.e. a vehicle is estimated as being on the ramp 12% of the time). Mr Carr has provided the following explanation of this assessment:

> *"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.*

Regardless of the low probability of two cars meeting on the ramp, in the event of this occurrence, there is an area whereby vehicles can wait until the way is clear.

In addition, as noted in Section 4.5 above, the applicant has volunteered as part of the proposed development a suite of conditions requested by NZTA to ensure that State Highway 6A adjacent to the site operates in an integrated, safe and sustainable manner.

Acknowledging the constraints of the access in terms of the hair-pin, consultation has been undertaking with both FENZ and St Johns as to whether from an operational perspective, they had any concerns with their vehicles (noting the length of a fire appliance or ambulance) not being able to enter the site in an unimpeded manner. The outcome of this consultation is detailed in Appendix [L]. In brief, FENZ made the following statement:

> *"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."

Correspondence from St John confirms that if FENZ are satisfied then this too would include that of St John.

Acknowledging the above, it is considered that the development will not result in any impediment to emergency services from carrying out their duties due to access.

The applicant has consulted with the New Zealand Transport Agency (NZTA) with respect to whether the proposal will generate any significant traffic effects on the safe and efficient operation of the State Highway. NZTA, through recommending conditions of consent which are implemented as part of this proposal, have not raised any objections with respect to the proposal. In addition, NZTA have accepted mitigation measures as it relates to potential conflict associated with queuing vehicles at the entrance of the State Highway, a matter initially raised by Council as being potentially disruptive.

As such, adverse effects on the environment in terms of transport matters are considered to be no more than minor.

Infrastructure and Servicing

Contained within Appendix [G] is an Infrastructure Feasibility Report prepared by Mr John McCartney of Civilised Limited.

Within this report, it is confirmed that the necessary development infrastructure required to service the development includes:

- Water supply
- Wastewater disposal
- Stormwater runoff
- Power Supply and Telecommunications

In terms of water supply for firefighting and potable use, the site can be connected to Council reticulated water mains running adjacent to the site within the Frankton Road reserve. Mr McCartney has confirmed that all connections will be provided with backflow prevention.

Within the Infrastructure Feasibility Report it has been demonstrated that the proposed development can be adequately serviced. As such, adverse effects on the environment in this regard are considered to be less than minor.

Earthworks and Construction Methodology

Proposed total volume of earthworks required to facilitate the development comprise 4,070m^3. The maximum height of cut will be 8.5m, located within the centre of the building.

Once completed, the exposed earth will be covered by the proposed building or landscaping such to remedy the effects of the earthworks. The proposed works will provide a safe and stable building platform with access to a suitable gradient.

The proposed works will be temporary in nature forming part of the construction of the proposed building. A Construction Management Plan is proposed to be prepared prior to any works which will detail appropriate mitigation measures including sediment and erosion control techniques will be carried out to ensure that sediment remains on site. It is anticipated that appropriate conditions of consent will be imposed by Council in this regard.

Additionally, it is anticipated that the Council's standard suite of conditions will ensure that appropriate measures to control dust emissions will be imposed, including those associated with transport on and off the site. As such, no adverse effects in terms of stormwater and overland flows are anticipated off-site in this regard.

In terms of noise and vibration effects, the deeper cuts of up to 8.5m are expected to be formed primarily in glacial soil at the surface, however are likely to extend down into schist bedrock in some locations requiring rock breaking and/or blasting. Further geotechnical investigation is required during the construction phase of development to confirm. Noise involved with potential rock breaking/blasting and works within the confined "deeper" cuts into the hillside (e.g. for the elevator shaft) will be acoustically well screened due to the shape of the terrain. As such additional noise is not likely to be emitted into the local area. In addition, the New Zealand Construction Noise Standards will be followed to ensure that the hours of operation, including vibration effects, will not detract from the amenity of the surrounding area.

It is noted that the immediately adjoining neighbour to the east has provided affected party approval; therefore effects on this party can be disregarded including the proximity of the proposed 2.1m retaining wall to this site's boundary.

On completion of the construction of the proposed building, remedial works and revegetation will be carried out in order to rehabilitate the site, forming part of the overall development.

Overall, adverse effects on the environment in terms of earthworks are considered to be no more than minor.

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

No hazardous substances will be used as part of this proposal.

7.4 If the activity includes the discharge of any contaminant, a description of:

1. The nature of the discharge and the sensitivity of the proposed receiving environment to adverse effects; and

2. Any possible alternative methods of discharge, including discharge into any other receiving environment.

Wastewater will be disposed of in accordance with the Council standards as per the Infrastructure Feasibility Report's recommendations.

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

In addition to the resource consent conditions anticipated, no other mitigation measures are necessary in addition to those incorporated into this proposal.

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

Affected Party Approvals

Affected persons approval has been obtained from the following parties and therefore, adverse effects on these persons can be disregarded:

1. Michael Craw owner/occupier of Lot 8 DP 10151

This approval including signed plans is contained within Appendix [I].

Consultation has also been undertaken with the following authorities:

- New Zealand Transport Agency – Consultation with NZTA has been undertaken numerous times noting that NZTA are the controlling authority of the State Highway. NZTA's approval, subject to conditions, is attached in Appendix [K].

- Fire and Emergency New Zealand (FENZ) – At the time the application was originally filed, Council raised a number of concerns with respect to access impediments as it relates to a fire appliance or an ambulance, particularly due to the size of the vehicles and the nature of the turning radius into the site. Following consultation with FENZ, FENZ have confirmed that they would never consider entering the site in the event of an emergency, but rather would fight any potential fire on foot with an appliance located in the road reserve. Fighting the fire on foot would be made possible through the provision of the

internal hydrants that will need to be subject to specific engineering design. FENZ's approval is attached in Appendix [ ].

- St Johns - St Johns have indicated that provided FENZ are satisfied, they hold no concerns to which correspondence is attached in Appendix [ ].

Neighbouring/surrounding properties

Residential properties surround the site to the east and west and on the opposite side of Frankton Road to the north. It is considered that the proposal will result in adverse effects that are less than minor on these parties for the following reasons:

- As the location of the infringement to the maximum building height limit is limited to the car stacker only, with this section of the building being well setback from boundaries (especially the northern and western boundaries), there is unlikely to be a reduction to the views/outlook toward the lake and the Remarkables of these parties. In particular, it is noted that the properties on the northern side of Frankton Road are elevated above the subject site and will overlook the height breach, making it indiscernible from this vantage.

- Given the setback from boundaries, there will not be shading or dominance effects on neighbouring properties.

- The construction noise associated with the development will comply with the construction noise standard NZS 6803:1999 at the boundary of relevant receiver sites.

- Due to the orientation and screening of the outdoor areas of the proposed building being toward Lake Wakatipu, sound from activities on site are likely to comply with the noise standards of the District Plan.

- Existing users of the right of way access and the Frankton Road accessway will benefit from the proposal by the proposed upgrade works to these accesses. Adequate parking will be provided for the land use activity proposed, meeting Operative District Plan requirements.

- Council's standard conditions of consent can be imposed to ensure adverse effects on nearby noise sensitive receivers are less than minor.

Lot 1 DP 475539

The subject site surrounds Lot 1 DP 475539 on all boundaries. This property is owned by Morrell-Gunn Trustees Limited, the CFR of which is contained within Appendix [J].

As outlined above, the proposed building has been designed to largely sit within the building envelope permitted by the Operative District Plan through complying with the bulk and location standards, with the exception of the car stacker.

In terms of the effects on Lot 1 DP 475539, given the setback and height compliances on the elevations adjoining this site, views toward the Remarkables will largely remain unobstructed, particularly from the top deck of this building. From the lower deck, the western elevation of the proposed building is likely to obstruct some of the existing view toward the Remarkables which is obtained from this location; however the permitted baseline provides for that which is proposed being a 7m high building to be located up to 2m from this boundary. It is noted that views toward Lake Wakatipu to the south will remain unobstructed given no built form is proposed to the south of this site. As such, there will be no adverse effects over and above that which is provided for by the permitted baseline.

Further, Easement Instrument 9795120.1 and its variation 9813392.1 are similarly registered on Lot 1 DP 475539 as they are for the subject site. As outlined in Section 3 above, these instruments pertain to areas marked D and E within Schedule B annexed to these instruments (see Figure 2 above) and relate to height and planting restrictions. The proposed development is outside of these covenanted areas, so in this regard, the owners of Lot 1 DP 475539 are not affected.

The proposed car stacker will intrude the 7m height plane to the east of the house contained within Lot 1 DP 475539; however, this intrusion is setback some distance from the boundary of the site, being located behind the bulk of the western elevation of the proposed building. Given the setback distance and the location of the stacker relative to Lot 1 DP 475539, the intrusion of the car stacker into the maximum height plan will not result in any shading or dominance effects on Lot 1 DP 475539.

As mentioned, the proposed activity itself will result in an increase in the number of vehicles coming and going from the site; however, it is noted adequate parking is provided, and the access to the site will be upgraded as part of the proposed development, benefiting all existing users.

There may be some adverse effects on Lot 1 DP 475539 associated with construction; however, these effects will be temporary in nature and will be carried out in accordance with best practice and the New Zealand Construction Noise Standards - NZS 6803:1999. This will include carrying out works in accordance with the Queenstown Lakes District Council Land Use and Subdivision Code of Practice, and following the recommendations contained within the Geosolve Limited report contained within Appendix [F]. It is noted that the deepest excavations will occur within the centre of the building to facilitate the lift shaft. As such, these excavations will subsequently form a natural acoustic barrier in terms of noise received at the boundaries of neighbouring properties. All of the above will be considered in the implementation of a Construction Management Plan which will detail all possible mitigation techniques once specific methodologies have been confirmed.

Overall, so long as the development is carried out in accordance with construction noise standards, no person is considered to be potentially affected by the overall proposal.

Iwi

Lake Wakatipu is a statutory acknowledgement area under the Ngai Tahu Claims Settlement Act 1998. The RMA requires the Council to have regard to the Statutory

Acknowledgement when making a decision on affected parties in relation to a resource consent application. An assessment of the effects of the proposal on Iwi is therefore required to be undertaken.

Given the size and High Density Residential zoning of the site, a large development is considered to be provided for by the Operative District Plan. Iwi are not considered to be adversely affected by the bulk or location of buildings on the site, or the non-residential/visitor accommodation activity as these have been determined to be appropriate in the context of the site and surrounds. It is considered that the greatest potential for adverse effects on the interests of Iwi is during the earthworks phase of the development, both in terms of the potential for archaeological discovery, disturbance of ground water and run-off/sedimentation into Lake Wakatipu. Appropriate conditions of consent can be imposed to ensure that Iwi interests are protected and respected.

Summary

It is considered that given the location of the height intrusion and the topography of the site and surrounds which is similarly steep in nature; overshadowing or dominance effects on adjoining sites will not result. The building complies with all setbacks from boundaries.

Adequate on-site parking is provided as demonstrated above. Overall, adverse effects on persons are considered to be less than minor.

7.7 If the scale or significance of the activities effects are such that monitoring is required, a description of how and by whom the effects will be monitored if the activity is approved.

No monitoring is required other than standard conditions of consent (and the conditions proposed as part of this application).

7.8 If the activity will, or is likely to, have adverse effects that are more than minor on the exercise of a protected customary right, a description of possible alternative locations or methods for the exercise of the activity (unless written approval for the activity is given by the protected customary rights group).

The proposed activity will have no effect on any customary rights.

8.0 SECTION 95 NOTIFICATION

8.1 Public Notification

Step 1 – Mandatory public notification

- We are not requesting public notification of the application.

- Provided a request is reasonable, we are unlikely to refuse to provide further information or refuse the commissioning of a report under Section 92(2)(b) of the Act.
- The application does not seek to exchange recreation reserve land under section 15AA of the Reserves Act 1977.

Accordingly, mandatory public notification of the application is not required.

Step 2 – Public notification precluded

- Public notification is not precluded by any rule or national environmental standard.
- The proposal is not a controlled activity, a restricted discretionary/discretionary subdivision or a residential activity, or a boundary activity as defined by section 87AAB.
- The proposal is not a prescribed activity.

Accordingly, public notification of the application is not precluded.

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

- Public notification of this application is not specifically required under a rule or national environmental standard.

A consent authority must publicly notify an application if it decides under s95D(8)(b) that the activity will have or is likely to have adverse effects on the environment that are more than minor. An assessment in this respect is made in Section 7 above.

Step 4 - public notification in special circumstances

- In this case it is considered that no special circumstances exist.

8.2 Limited Notification

Section 95B(1) requires a decision whether there are any affected persons. The following steps set out in this section, in the order given, are used to determine whether the Council should limited notify the application, if the application is not to be publicly notified.

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

Limited notification is not required under Step 1 as the proposal does not affect customary rights groups, customary marine title groups nor is it on, adjacent to or may affect land subject to a statutory acknowledgement.

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

- Limited notification is not precluded under Step 2 as the proposal is not subject to a rule in the District Plan or NES that precludes notification.
- Limited notification is not precluded under Step 2 as the proposal is not a controlled activity and is not a prescribed activity.

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

- Limited notification is not precluded under Step 3 as the proposal is not a boundary activity where the owner of an infringed boundary has provided their approval, and it is not a prescribed activity.
- Limited notification is not precluded under Step 3 as the proposal falls into the 'any other *activity*' category and the effects of the proposal on persons are assessed in section 7.6 above.

9.0 SECTION 104 (1)(b) ASSESSMENT

Clause 2(1)(g) of Schedule 4 of the Resource Management Act 1991 requires an assessment against any relevant planning documents that are referred to in Section 104(1)(b) of this legislation. Such documents include:

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

The relevant objectives and policies that relate to the proposal from the Operative and Proposed District Plan are addressed below.

9.1 Operative District Plan

Relevant Objectives and Policies from within Section 7 (Residential Areas) and Section 22 (Earthworks) apply to the proposed development. When assessed against these relevant provisions, the proposed development is considered to be consistent with the desired outcomes of these planning provisions.

Part 7 – Residential Areas

Objective 3 - Residential Amenity and associated policies seek pleasant living environments within which adverse effects are minimised while still providing the opportunity for community needs.

The proposed development is in keeping with this objective and associated policies, creating pleasant living environments while providing for community needs. The proposed development meets the high density requirements of the District Plan. It is considered that the proposal is not contrary to this objective or policies.

Section 22 - Earthworks

Objective 22.1 seeks to enable earthworks to be undertaken as part of any development, provided that they are undertaken in a manner that avoids adverse effects on communities and the natural environment. *Objective 22.3* seeks to ensure earthworks do not adversely impact on the stability of land, adjoining sites or exacerbate flooding.

Council's standard suite of conditions of consent will ensure that any potential adverse effects on adjacent properties will be mitigated. Overall the proposed earthworks are considered to be consistent with the relevant objectives and policies within Section 22.

Summary

Having considered the proposal in terms of the objectives and policies contained in Part 7 and Part 22 of the District Plan, the applicant has demonstrated that the proposed development consisting of two residential units is aligned with the relevant provisions as the proposal maintains consistency with the character of the High Density Residential zone.

9.2 Proposed District Plan

A new Residential chapter of the QLDC District Plan was notified on 26 August 2015. Relevant objectives and policies are listed in Part 3 – Urban Environment, Chapter 9 (High Density Residential).

The notified High Density Residential Zone ("HDRZ") chapter seeks to provide for more intensive use of land within close proximity to town centres that is easily accessible by public transport, cycle and walkways.

In addition, it is noted that on 23 October 2015, all provisions relating to visitor accommodation within Stage 1 of the PDP were withdrawn on to be dealt with as part of Stage 2 of the PDP. Accordingly, a Variation to the HDRZ Chapter was notified on 23 November 2017 relating to visitor accommodation. Within the HDRZ, visitor accommodation, residential visitor accommodation and homestays near the town centres that respond to projected growth in visitor numbers is anticipated and enabled, where effects on the amenity of nearby residents is maintained.

On 23 November 2017, Council also notified a new Earthworks Chapter (Chapter 25) and a new Transport Chapter (29).

Whilst limited weight should be given to these provisions given decisions have not yet been released, they can be considered at a broad level. Overall, the proposed development is consistent with the objectives and policies of the Proposed District Plan given the high density residential zoning of the site.

Summary

Having considered the proposal in terms of the objectives and policies contained within both the District Plan and Proposed District Plan; it is assessed that the proposal is aligned with the relevant provisions.

10 AN ASSESSMENT OF THE ACTIVITY AGAINST MATTERS IN PART 2

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

11 CONCLUSION

Resource consent is sought to construct a building to contain 20 units for visitor accommodation purposes which will breach maximum building height, continuous building length, parking and access provisions and earthworks volumes.

The overall planning status of the proposal is that of a Non-Complying Activity.

The actual and potential effects on the environment have been outlined in section 7 of this report where it is concluded that the proposed activity is not likely to have any adverse effects on the environment that are more than minor.

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

Overall, and in accordance with the assessment contained in this report, it is requested that the land use consent is granted as proposed.

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UNDER LAND TRANSFER ACT 1952

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R.W. Muir
Registrar-General
of Land

Identifier	**655354**
Land Registration District	**Otago**
Date Issued	24 June 2014

Prior References
OTB2/18 OTB2/373

Estate	Fee Simple
Area	1683 square metres more or less
Legal Description	Lot 2 Deposited Plan 475539

Proprietors
The Montreux Limited

Interests

Subject to a right of way over part marked Y on DP 475539 specified in Easement Certificate 254663 - 1.2.1963 at 11:20 am

Appurtenant hereto is a right of way specified in Easement Certificate 254663 - 1.2.1963 at 11:20 am

476672 Gazette Notice declaring State Highway No. 6 (Queenstown-Frankton) to be a limited access road - 21.4.1977 at 11.00 am

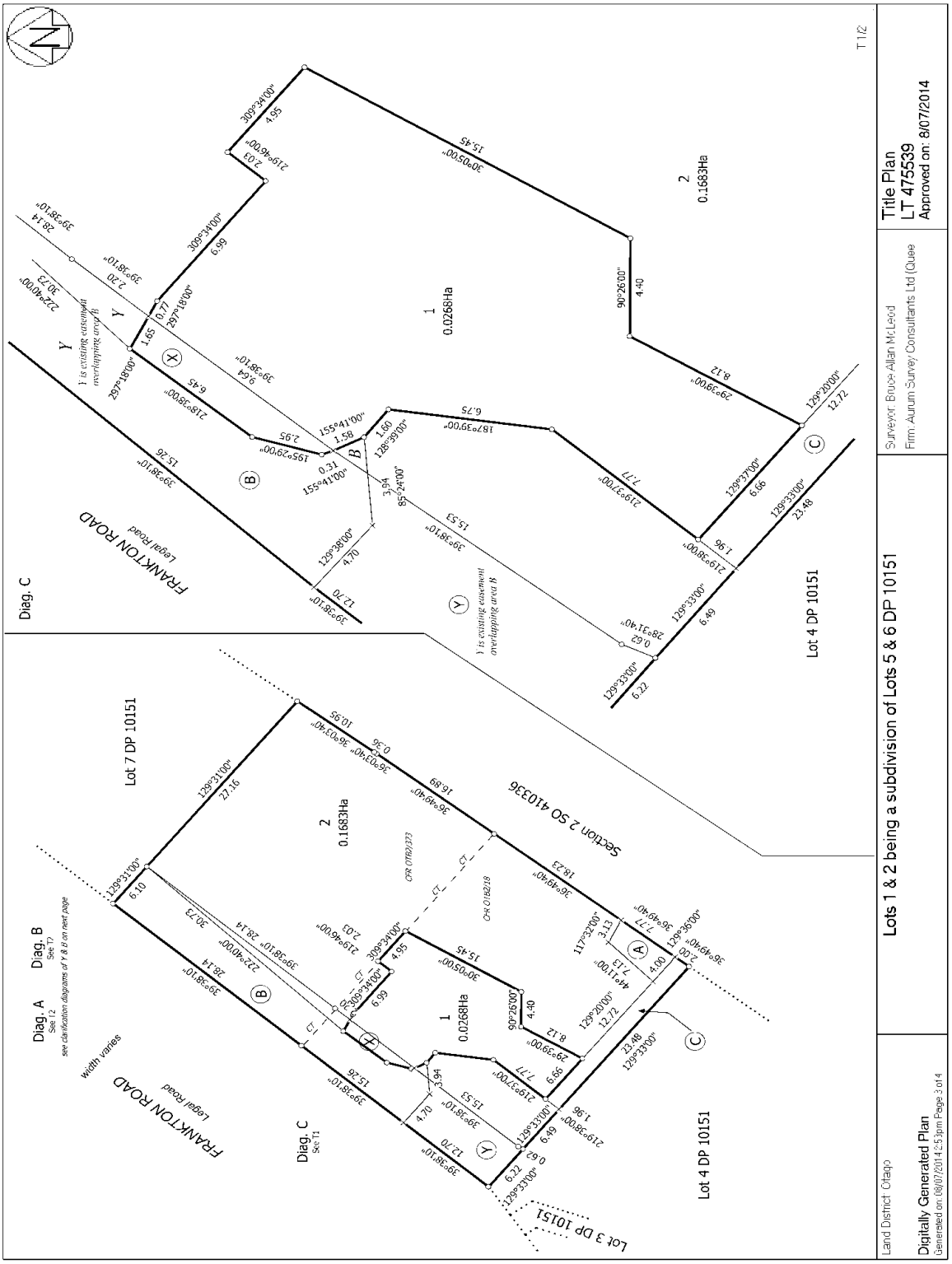
Subject to a right to drain sewage over part marked A, a right of way, right to convey water, electricity, telecommunications and computer media over part marked B, a pedestrian right of way over part marked C, and a right to drain sewage and water over part marked C, all on DP 475539 created by Easement Instrument 9753669.4 - 24.6.2014 at 11:24 am

The easements created by Transfer 9753669.4 are subject to Section 243 (a) Resource Management Act 1991

9753669.5 Mortgage to Southland Building Society - 24.6.2014 at 11:24 am

Land Covenant created by Easement Instrument 9795120.1 - 31.07.2014 at 12.21pm

9813392.1 Variation of the conditions of the easement created by Easement Instrument 9795120.1 - 14.8.2014 at 1:47 pm



COMPUTER FREEHOLD REGISTER
UNDER LAND TRANSFER ACT 1952

Guaranteed Search Copy issued under Section 172A of the Land Transfer Act 1952

R.W. Muir
Registrar-General of Land

Identifier	**OTB2/154**
Land Registration District	**Otago**
Date Issued	13 March 1963

Prior References
OTB1/792

Estate	Fee Simple
Area	916 square metres more or less
Legal Description	Lot 7 Deposited Plan 10151

Proprietors
International Brokerage Company Limited as to a 1/2 share
Donald Roger Shewan and Lynley Anne Shewan as to a 1/2 share

Interests

254663 Easement Certificate specifying the following easements - 1.2.1963 at 11.20 am

Type	Servient Tenement	Easement Area	Dominant Tenement	Statutory Restriction
Right of way	Lot 7 Deposited Plan 10151 - herein	Yellow DP 10151	Lot 2 Deposited Plan 10151	
Right of way	Lot 7 Deposited Plan 10151 - herein	Yellow DP 10151	Lot 3 Deposited Plan 10151	
Right of way	Lot 7 Deposited Plan 10151 - herein	Yellow DP 10151	Lot 4 Deposited Plan 10151	
Right of way	Lot 7 Deposited Plan 10151 - herein	Yellow DP 10151	Lot 5 Deposited Plan 10151	
Right of way	Lot 7 Deposited Plan 10151 - herein	Yellow DP 10151	Lot 6 Deposited Plan 10151	

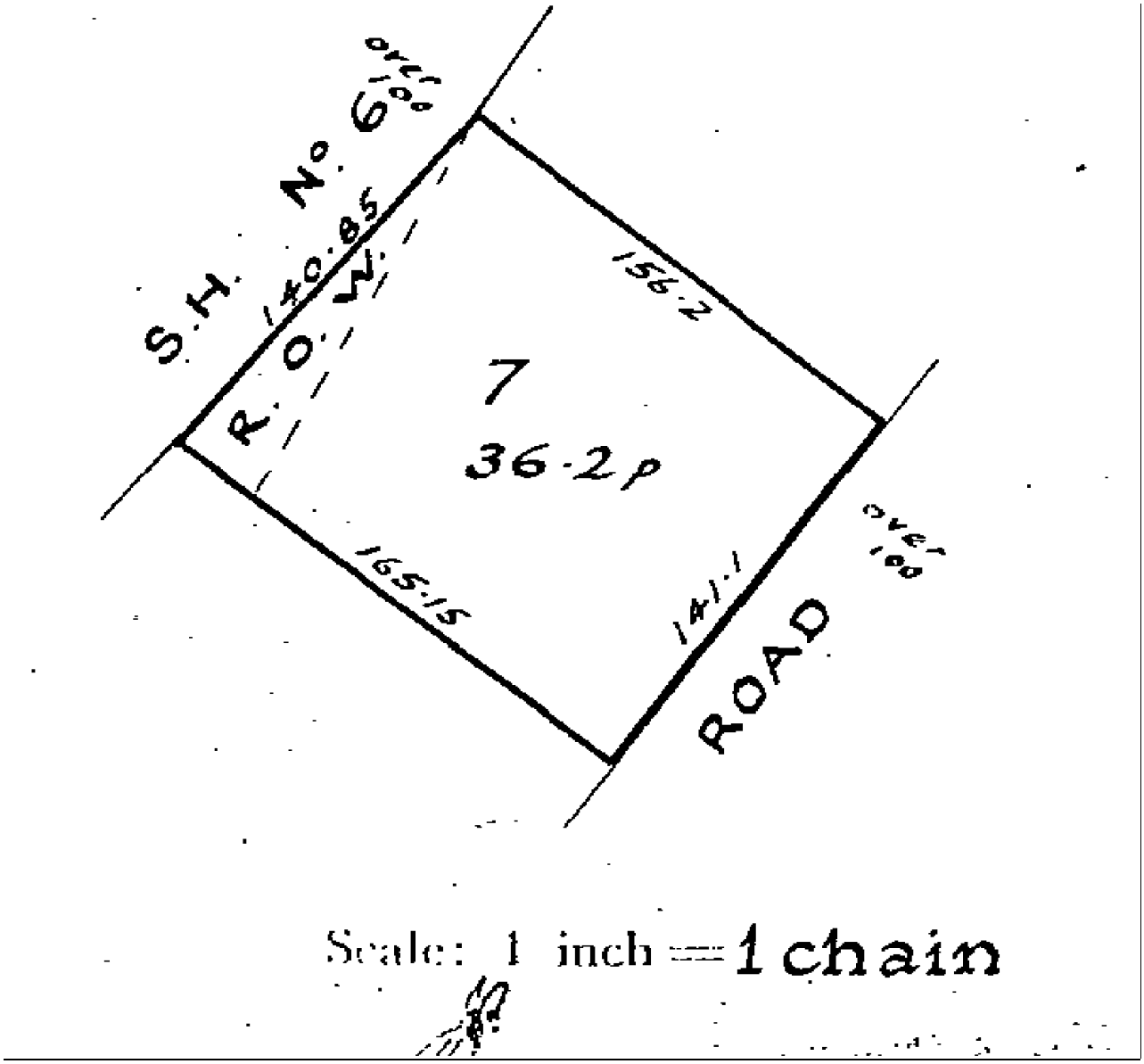
Fencing Provision in Transfer 255950 - 13.3.1963

476672 Gazette Notice declaring State Highway No.6 (Queenstown-Frankton) to be a limited access road - 21.4.1977 at 11.00 am

Subject to a right (in gross) to drain stormwater over part marked A on DP 344174 in favour of Her Majesty the Queen created by Easement Instrument 6383737.1 - 15.4.2005 at 9:00 am

7177567.2 Mortgage to Southland Building Society - 22.12.2006 at 3:12 pm

Identifier **OTB2/154**



View Instrument Details

Instrument No.	9795120.1
Status	Registered
Date & Time Lodged	31 Jul 2014 12:21
Lodged By	Mckeague, Wayne John
Instrument Type	Grant of Easement Without Transfer

Affected Computer Registers	Land District
655353	Otago
655354	Otago

Annexure Schedule: Contains 7 Pages.

Grantor Certifications

I certify that I have the authority to act for the Grantor and that the party has the legal capacity to authorise me to lodge this instrument ☑

I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument ☑

I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply ☑

I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period ☑

I certify that the Mortgagee under Mortgage 9753669.5 has consented to this transaction and I hold that consent ☑

Signature

Signed by Wayne John Mckeague as Grantor Representative on 31/07/2014 12:19 PM

Grantee Certifications

I certify that I have the authority to act for the Grantee and that the party has the legal capacity to authorise me to lodge this instrument ☑

I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument ☑

I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply ☑

I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period ☑

Signature

Signed by Wayne John Mckeague as Grantee Representative on 31/07/2014 12:19 PM

***** End of Report *****

Form B

Easement instrument to grant easement or *profit à prendre*, or create land covenant

(Sections 90A and 90F Land Transfer Act 1952)

Grantor

The Montreux Limited

Grantee

The Montreux Limited

Grant of Easement or *Profit à prendre* or Creation of Covenant

The Grantor being the registered proprietor of the servient tenement(s) set out in Schedule A **grants to the Grantee** (and, if so stated, in gross) the easement(s) or *profit(s) à prendre* set out in Schedule A, **or creates** the covenant(s) **set out** in Schedule A, **with** the rights and powers or provisions set out in the Annexure Schedule(s)

Schedule A *Continue in additional Annexure Schedule, if required*

Purpose (Nature and extent) of easement; *profit* or covenant	Shown (plan reference)	Servient Tenement (Computer Register)	Dominant Tenement (Computer Register) or in gross
Height Covenant Continued on Annexure Schedule A		ID 655354	ID 655353
Height Covenant Continued on Annexure Schedule		ID 655354	ID 655353
Planting Covenant Continued on Annexure Schedule A		ID 655354	ID 655353
Planting Covenant Continued on Annexure Schedule A		ID 655353	ID 655354
Planting Covenant Continued on Annexure Schedule A		ID 655354	ID 655353

Annexure Schedule: Page:2 of 6

Easements or *profits à prendre* rights and powers (including terms, covenants and conditions)

Delete phrases in [ ] and insert memorandum number as required; continue in additional Annexure Schedule, if required

Unless otherwise provided below, the rights and powers implied in specified classes of easement are those prescribed by the Land Transfer Regulations 2002 and/or Schedule Five of the Property Law Act 2007

The implied rights and powers are hereby [varied] [negatived] [added to] or [substituted] by:

[Memorandum number , registered under section 155A of the Land Transfer Act 1952]

[the provisions set out in Annexure Schedule]

Covenant provisions

Delete phrases in [ ] and insert Memorandum number as require; continue in additional Annexure Schedule, if required

The provisions applying to the specified covenants are those set out in:

[Memorandum number , registered under section 155A of the Land Transfer Act 1952]

[Annexure Schedule A]

Annexure Schedule: Page:3 of 6

Height Covenant

1 No Building within the part ID655354 as outlined and shown as Area D on Annexure Schedule B shall extend through a height plane greater than 430.80 Dunedin Vertical Datum EXCEPT for not more than two fire flues no exceeding 30 centimeter in diameter and plumbing vent pipes not exceeding the minimum diameter specified in the building code.

Height Covenant

2 No buildings within the parts of ID655354 as outlined and shown as Area D and Area E on Annexure Schedule B shall extend through the Queenstown Lakes District Plan recession height plane applicable to site EXCEPT as shown on Annexure Schedule D as to 0.6metres and 2 metres in respect to Area E and 0.8 meters in respect to Area D.

Planting Covenant

3a No planting within Area E of ID655354 as outlined and shown on Annexure Schedule B is permitted to exceed any height which casts any shadow on any day of the year upon any residential building on ID655353

3b The registered proprietor of ID655353 may request the registered proprietor of Area E shown on Annexure Schedule B to remove that part of any planting which breaches this covenant and if that registered proprietor does not comply with such request within 30 calendar days than the registered proprietor of ID655353 and its authorised agents for this purpose, may enter upon Area E and prune or remove any planting to the extent necessary to rectify the breach and recover the costs of so doing as liquidated damages from the registered proprietor of Area E.

Continued on Page 4

Annexure Schedule: Page:4 of 6

Annexure Schedule A continued **Page 4 of 6**

Planting Covenant

4a No planting on ID655353 is permitted to exceed any height which casts any shadow on any day of the year upon any residential building on that part of ID655354 shown as area D on Annexure Schedule B

4b The registered proprietor of Area D may request the registered proprietor of ID655353 to remove that part of any planting which breaches this covenant and if that registered proprietor does not comply with such request within 30 calendar days then the registered proprietor of Area D and its authorised agents for this purpose, may enter upon ID655353 and prune or remove any planting to the extent necessary to rectify the breach and recover the costs of so doing as liquidated damages from the registered proprietor of ID655353.

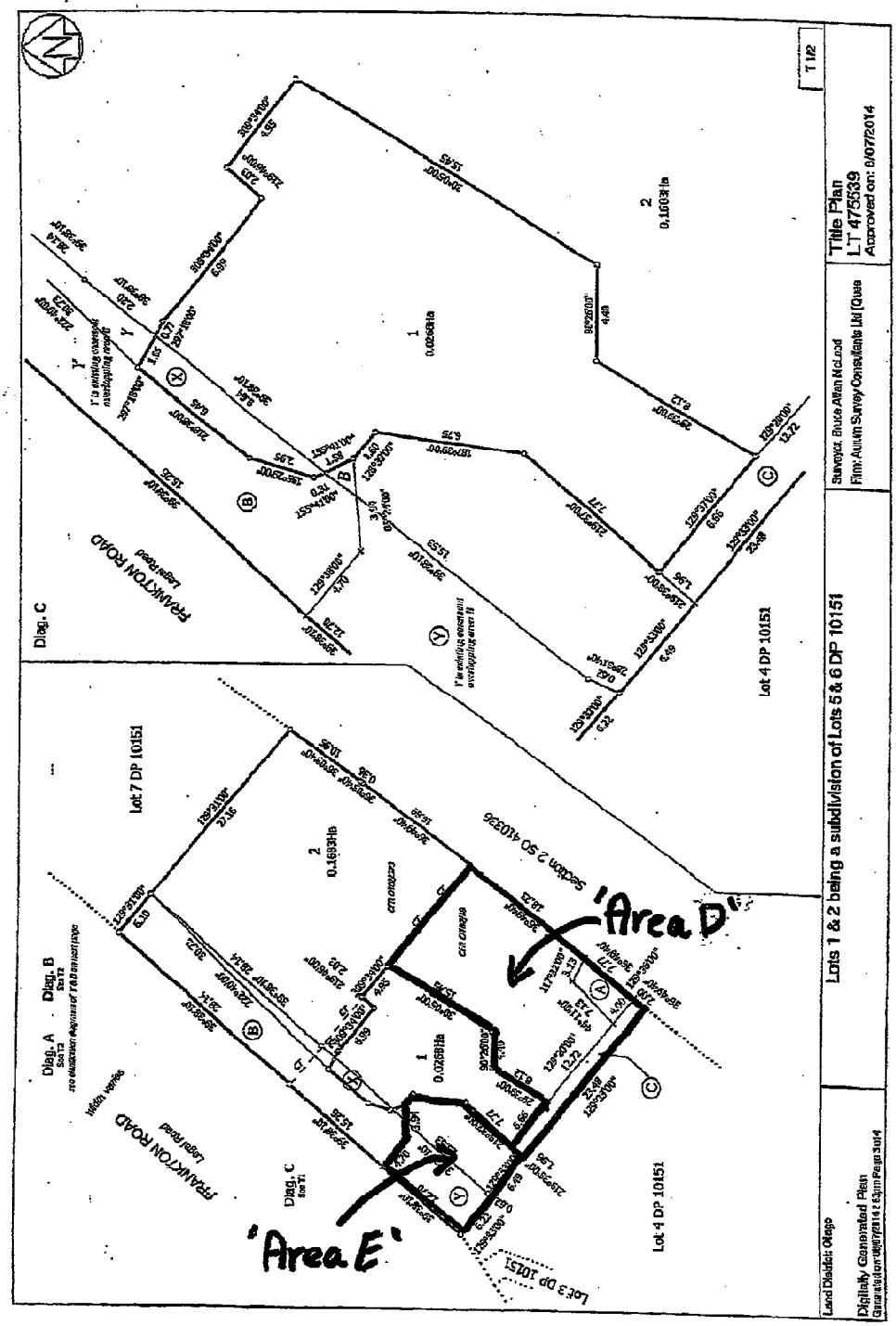
Planting Covenant

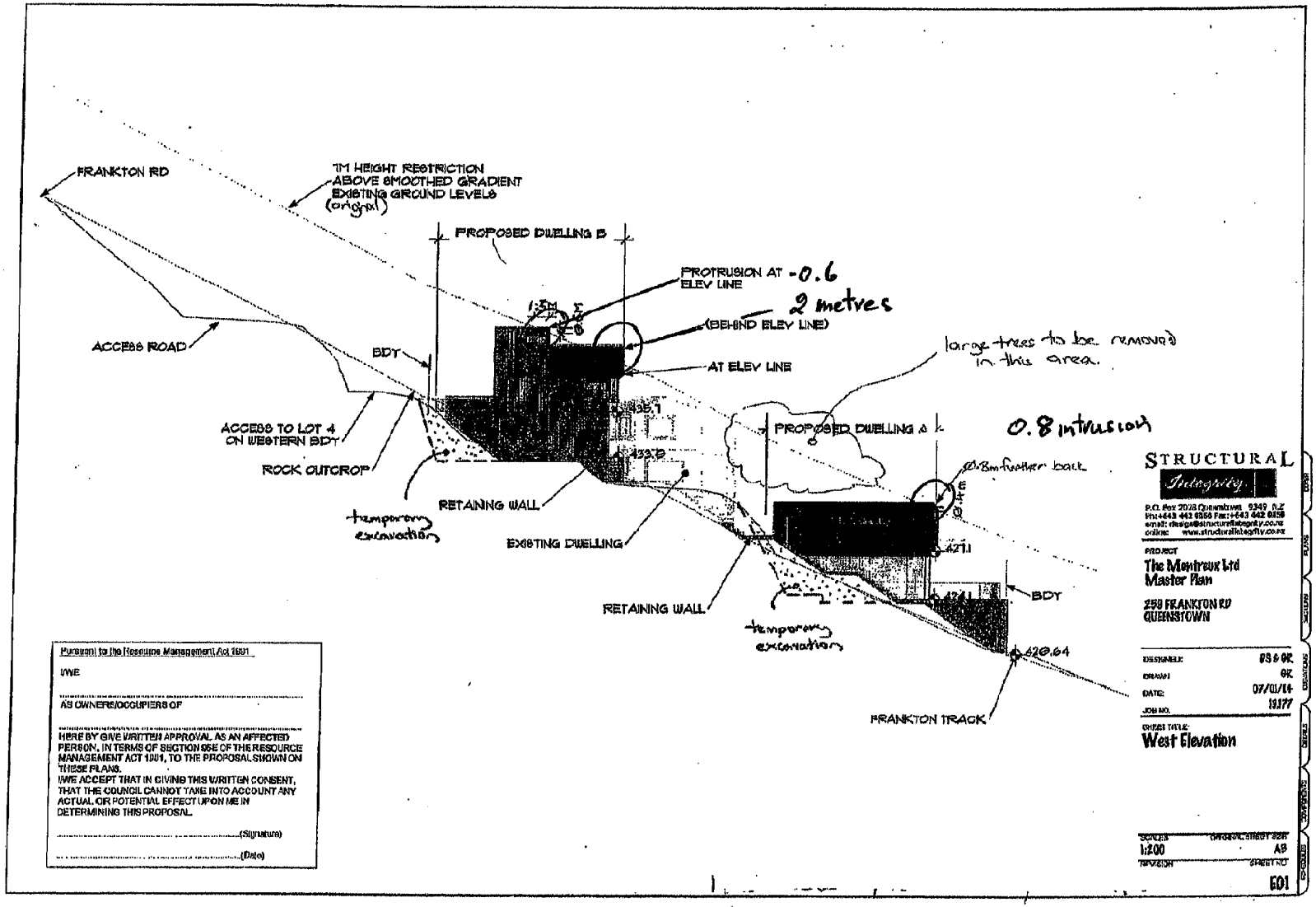
5a No planting within Area D of ID655354 as outlined and shown on Annexure Schedule B is permitted to be maintained to extend through a height plane greater than 430.80 Dunedin Vertical Datum.

5b The registered proprietor of ID655353 may request the registered proprietor of Area D to remove that part of any planting which breaches this covenant and if that registered proprietor does not comply with such request within 30 calendar days than the registered proprietor of ID655353 and its authorised agents for this purpose, may enter upon Area D and prune or remove any planting to the extent necessary to rectify the breach and recover the costs of so doing as liquidated damages from the registered proprietor of Area D.

Annexure Schedule: Page:5 of 6

Annexure Schedule B page 5 of 6





Annexure Schedule: Page:6 of 6

Annexure Schedule: Page:6 of 7

CONSENT OF MORTGAGEE

eDealing 9795120

Southland Building Society being the Mortgagee under Mortgage 9753669.5 in respect to all of the land comprised and described in the Identifiers 655353 and 655354

HEREBY CONSENTS to the registration of the instrument listed in the Schedule below but without prejudice to the Mortgagee's rights powers and remedies under the said Mortgage.

SCHEDULE

Creation of Land Covenants in Form B eDealing 9795120

DATED this 29th **day of** July **2014**

THE COMMON SEAL OF THE
SOUTHLAND BUILDING SOCIETY
was hereunto affixed by Order of the
Directors in the presence of

Vicki May Finlay
Lending support

Michelle Debra Cosgrove
Lending Support

SOUTHLAND BUILDING SOCIETY
SBS
1869

View Instrument Details

Instrument No.	9813392.1
Status	Registered
Date & Time Lodged	14 Aug 2014 13:47
Lodged By	Mckeague, Wayne John
Instrument Type	Variation of Easement

Affected Computer Registers	Land District
655353	Otago
655354	Otago

Affected Instrument Grant of Easement Without Transfer 9795120.1

Annexure Schedule: Contains 4 Pages.

Grantor Certifications

I certify that I have the authority to act for the Grantor and that the party has the legal capacity to authorise me to lodge this instrument	☑
I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument	☑
I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply	☑
I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period	☑
I certify that the territorial authority has consented to this transaction and I hold that consent, or the affected easement is not the subject of a condition imposed by the territorial authority	☑
I certify that the Mortgagee under Mortgage 9753669.5 has consented to this transaction and I hold that consent	☑

Signature

Signed by Wayne John Mckeague as Grantor Representative on 14/08/2014 10:28 AM

Grantee Certifications

I certify that I have the authority to act for the Grantee and that the party has the legal capacity to authorise me to lodge this instrument	☑
I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument	☑
I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply	☑
I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period	☑

Signature

Signed by Wayne John Mckeague as Grantee Representative on 14/08/2014 10:28 AM

***** End of Report *****

Form D

Easement Variation instrument to vary Easement or Profit *à* prendre or Land Covenant

(Sections 90C and 90F Land Transfer Act 1952)

Grantor

The Montreux Limited

Grantee

The Montreux Limited

Variation of Easement, *Profit à prendre* or Covenant

The terms, covenants or conditions contained in the easement(s), *profit(s) à prendre,* or covenant(s) set out in Schedule A **are hereby varied, negatived or added to,** as set out in Schedule B.

Schedule A *Continue in additional Annexure Schedule, if required*

Purpose of Easement; *Profit* or Covenant	Creating Instrument number	Servient Tenement (Computer Register)	Dominant Tenement (Computer Register) *or* in gross
Height Covenant Continued on Annexure Schedule A		ID 655354	ID 655353
Height Covenant Continued on Annexure Schedule A		ID 655354	ID 655353
Planting Covenant Continued on Annexure Schedule A		ID 655354	ID 655353
Planting Covenant Continued on Annexure Schedule A		ID 655353	ID 655354
Planting Covenant Continued on Annexure Schedule A		ID 655354	ID 655353

Schedule B *Continue in Annexure Schedule, if required*

Variation of Land Covenants

1 **The covenants in Schedule A above of Instrument 9795120.1 are varied so as to be numbered 1 to 5 as in the Variation Schedule A below**

2 **The covenants in Annexure Schedule A of instrument 9795120.1 are varied so as to be numbered 1 to 5 as shown in Variation Annexure Schedule A**

Variation Schedule A

Purpose of Easement; *Profit* or Covenant	Creating Instrument number	Servient Tenement (Computer Register)	Dominant Tenement (Computer Register) *or* in gross
Height Covenant 1 Continued on Variation Annexure Schedule A		ID 655354	ID 655353
Height Covenant 2 Continued on Variation Annexure Schedule A		ID 655354	ID 655353
Planting Covenant 3 Continued on Variation Annexure Schedule A		ID 655354	ID 655353
Planting Covenant 4 Continued on Variation Annexure Schedule A		ID 655353	ID 655354
Planting Covenant 5 Continued on Variation Annexure Schedule A		ID 655354	ID 655353

Height Covenant 1

1 No Building within the part ID655354 as outlined and shown as Area D on Annexure Schedule B shall extend through a height plane greater than 430.80 Dunedin Vertical Datum EXCEPT for not more than two fire flues no exceeding 30 centimeter in diameter and plumbing vent pipes not exceeding the minimum diameter specified in the building code.

Height Covenant 2

2 No buildings within the parts of ID655354 as outlined and shown as Area D and Area E on Annexure Schedule B shall extend through the Queenstown Lakes District Plan recession height plane applicable to site EXCEPT as shown on Annexure Schedule C as to 0.6metres and 2 metres in respect to Area E and 0.8 meters in respect to Area D.

Planting Covenant 3

3a No planting within Area E of ID655354 as outlined and shown on Annexure Schedule B is permitted to exceed any height which casts any shadow on any day of the year upon any residential building on ID655353

3b The registered proprietor of ID655353 may request the registered proprietor of Area E shown on Annexure Schedule B to remove that part of any planting which breaches this covenant and if that registered proprietor does not comply with such request within 30 calendar days than the registered proprietor of ID655353 and its authorised agents for this purpose, may enter upon Area E and prune or remove any planting to the extent necessary to rectify the breach and recover the costs of so doing as liquidated damages from the registered proprietor of Area E.

Continued on Page 4

Planting Covenant 4

4a No planting on ID655353 is permitted to exceed any height which casts any shadow on any day of the year upon any residential building on that part of ID655354 shown as area D on Annexure Schedule B

4b The registered proprietor of Area D may request the registered proprietor of ID655353 to remove that part of any planting which breaches this covenant and if that registered proprietor does not comply with such request within 30 calendar days then the registered proprietor of Area D and its authorised agents for this purpose, may enter upon ID655353 and prune or remove any planting to the extent necessary to rectify the breach and recover the costs of so doing as liquidated damages from the registered proprietor of ID655353.

Planting Covenant 5

5a No planting within Area D of ID655354 as outlined and shown on Annexure Schedule B is permitted to be maintained to extend through a height plane greater than 430.80 Dunedin Vertical Datum.

5b The registered proprietor of ID655353 may request the registered proprietor of Area D to remove that part of any planting which breaches this covenant and if that registered proprietor does not comply with such request within 30 calendar days than the registered proprietor of ID655353 and its authorised agents for this purpose, may enter upon Area D and prune or remove any planting to the extent necessary to rectify the breach and recover the costs of so doing as liquidated damages from the registered proprietor of Area D.

COMPUTER FREEHOLD REGISTER
UNDER LAND TRANSFER ACT 1952

Guaranteed Search Copy issued under Section 172A of the Land Transfer Act 1952

R.W. Muir
Registrar-General
of Land

Identifier	**655353**
Land Registration District	**Otago**
Date Issued	24 June 2014

Prior References
OTB2/18

Estate	Fee Simple
Area	268 square metres more or less
Legal Description	Lot 1 Deposited Plan 475539

Proprietors
Morrell-Gunn Trustees Limited

Interests

Subject to a right of way over part marked X on DP 475539 specified in Easement Certificate 254663 - 1.2.1963 at 11:20 am

Appurtenant hereto is a right of way specified in Easement Certificate 254663 - 1.2.1963 at 11:20 am

476672 Gazette Notice declaring State Highway No. 6 (Queenstown-Frankton) to be a limited access road - 21.4.1977 at 11.00 am

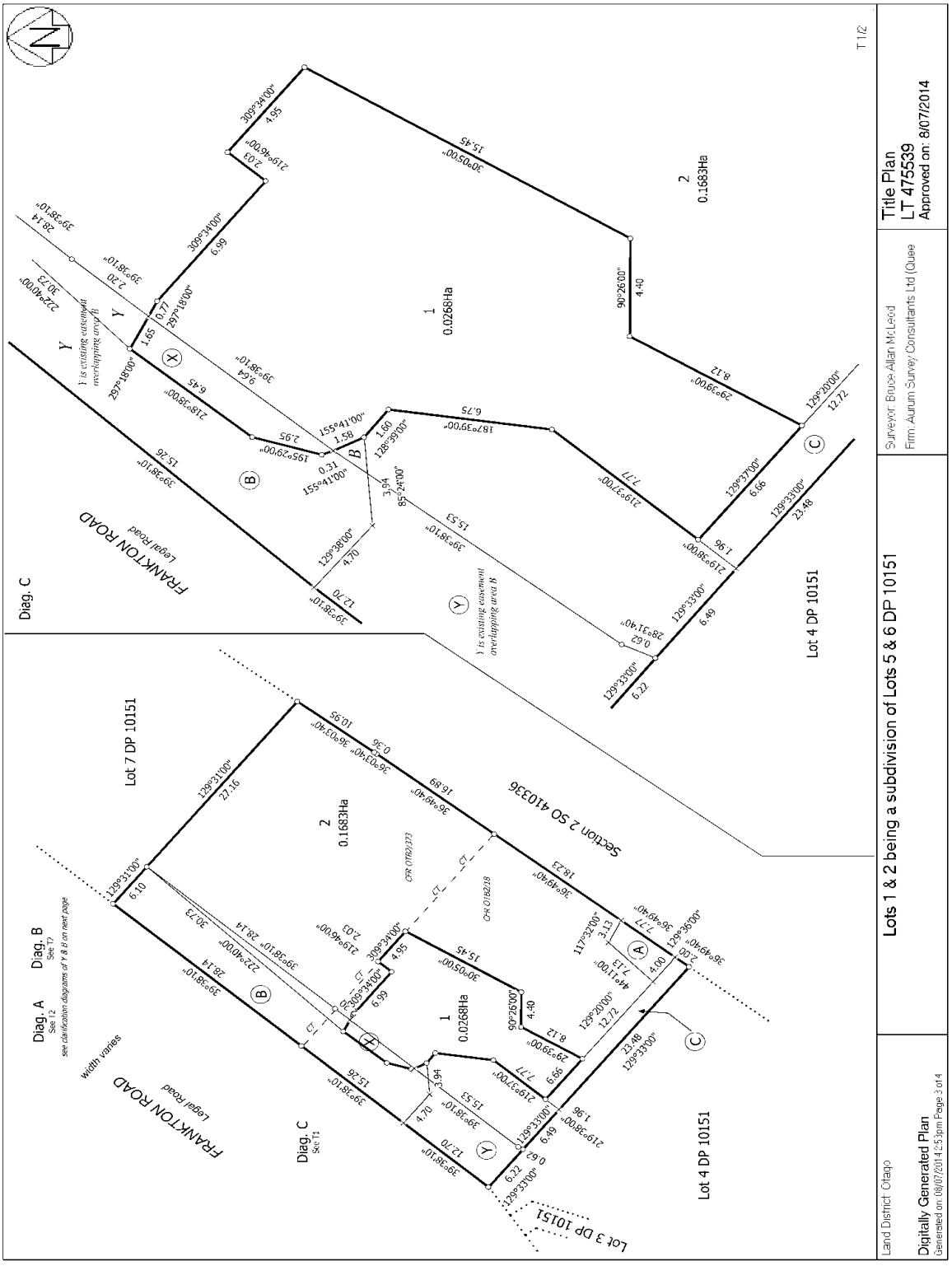
Appurtenant hereto is a right to drain sewage, a right of way, a right to convey water, electricity, telecommunications and computer media, a pedestrian right of way, and a right to drain water, created by Easement Instrument 9753669.4 - 24.6.2014 at 11:24 am

The easements created by Transfer 9753669.4 are subject to Section 243 (a) Resource Management Act 1991

Land Covenant created by Easement Instrument 9795120.1 - 31.07.2014 at 12.21pm

9813392.1 Variation of the conditions of the easement created by Easement Instrument 9795120.1 - 14.8.2014 at 1:47 pm

9808468.3 Mortgage to Bank of New Zealand - 21.8.2014 at 2:17 pm



QUEENSTOWN URBAN DESIGN PANEL REPORT

The Montreux Limited (UDQ238)

26 October 2017

Panel members:
Pete Ritchie (Chair)
Hamish Learmonth
Rebecca Lucas
Mary Jowett

QLDC staff present:
Werner Murray

Applicant Representation:
Graham Roebeck – Structural Integrity
Donald Shewan – The Montreux
Rebecca Holden – Southern Planning group

Proposal

The applicant presented a design for the construction of a five (5) level building that will accommodate 20 units, reception and lobby area, to be utilised for visitor accommodation activities. The proposal also includes a vehicle stacker to accommodate car parking. The building is located at 263-267 Frankton Road and will comprise of two buildings that will be unified by an overarching roof. The building will be terraced upwards from the Frankton cycle track and will end approximately 20 metres below Frankton road. The underlying zoning of the site is High Density Residential Zone.

The applicant has provided the following description of the proposal:

"The proposed units are contemporary take on a classical terraced development, nestled into the slope of the existing contours, and spread laterally across the site.

To properly realise the amenity of the site, access is from the rear of all apartments, leaving the view uninterrupted by foot traffic. This requires additional excavation and retaining to create passages, but the desired end justifies these means.

The overarching roof unifies the east & west wings."

Summary of Presentation

The objective of this development is to create high quality visitor accommodation for the area. The building has been designed to be a contemporary take on a classical terraced development, nestled into the slope of building along the existing contours, and spread laterally across the site. One unique aspect of this project is the vehicle stacker which has been introduced to get the most out of the space available on the site, this does cause the proposal to breach the height allowed in the zone, and intrudes into the height plane by 1.9m. The building has been designed to largely comply with all the site and zone standards for the High Density Residential Zone reaching a compromise between the Operative District Plan and the Proposed District Plan.

The following factors played a key role in the configuration of the site and subsequent design of the buildings:
- Dialog with the Frankton cycle/walking track – planting at the track side along with the building being set back from the track by 4.5m, and the building slopes back into the hill side.
- Views for the occupants
- District Plan requirements
- Setting of the site and surrounds

The primary use of the building will be for visitor accommodation. Primary pedestrian access will be via the carpark, but will also be available from Frankton Track.

Overall the applicant views the development of the site as a positive contribution toward the surrounding area.

Panel discussion

Carpark and access

The Panel shared concerns in regard to the connection between the carpark and the reception and lobby area. The primary concern was in regard to the narrowness of the and incline of the access that will be shared with pedestrians and vehicles. Safety and pedestrian orientation when walking down the ramp were a concern as the current design does not provide for interaction between the reception/lobby and the carpark. The panel felt that due to the terraced nature of the building they could support a further height breach by the building if it would facilitate better connection and movement between the car park and the reception/lobby area.

The suggested better access for bicycles from the Frankton Track and further landscaping around the steps entering the building from the Frankton Trak.
The Panel suggested that this be revisited in order to achieve vehicular and pedestrian access that is more practical and creates a sense of arrival.

Design

The Panel noted the positive decision to break up the stepped nature of the development with screens both above and between the units. This will soften the utilitarian nature of the stepped building. The Panel also noted the careful selection and placement of differing materials to articulate the elevations. However the Panel did note that the design appears somewhat repetitive and the use of some of the cladding elements present o the upper floor around the lobby could be well used on parts of the particularly on the western and eastern elevations and the stairs and common space between the buildings. The Panel suggested differing the cladding and planting taller tree species in clumps along these sides to ground the building and give it a sense of scale. The screen between the units could also be used to produce variation and diversity in the repeating stepped design of the building.

Further to this, it was suggested that the stairs running on the western side of the building be staggered to break up the linear appearance of the bundling, and to create some variation. This would also provide an opportunity for planting against the building and create a less severe experience for users of the stairs. A bicycle ramp could also be added at the side of the stairs. The panel also suggested that larger tree species that would grow well along the Frankton Track could be planted in clumps so as to break up the linear front façade while retaining views. This would address the tie the proposal in with other developments along the Frankton track, as well as create further variation to the building and assist with breaking up the form of the building.

Key Observations from Panel

The Panel strongly suggested that vehicle access to and from the site be revisited, as it appears that the current method proposed, although efficient for the site, could create difficulties once visitors have arrived and are checking in.

The Panel would like to see variation between the different tenancies, and on the east and west elevations in terms of materials used and landscape planting, in order to create variation in the building's appearance.

Desired Outcomes

The Panel encourages the applicant to review the design in line with the above discussion, noting in particular:

- Review of the vehicle access aspect of the development, even if this results in a further height breach
- Review of the landscape plantings by including groups of trees i.e. native beech at the western, eastern and southern elevations to break up the lineal form of the building as viewed from the Frankton track, Lake Wakatipu and Kelvin Heights and to provide screening to neighbours from the

west and east. Trees will also reflect the scale of the building. The recommended plant species provided should also be reviewed as several suggested species will not grow in the Queenstown area.
- Use of different materials in order to ground the building
- Stagger stairs and interaction with the Frankton Track from the internal walkway

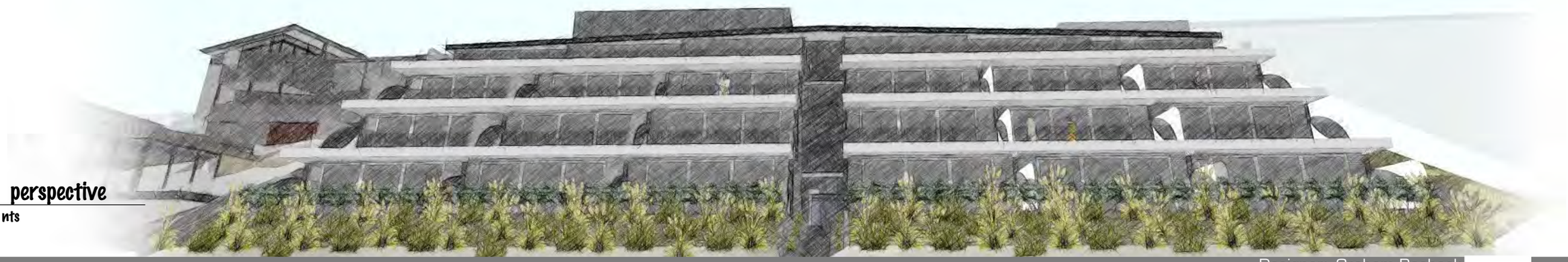
The Panel welcomes the opportunity to further review the design as it evolves, and provide feedback accordingly.

Checked and approved by:

Pete Ritchie
Chair: Queenstown Urban Design Panel

* *The findings of the Panel sit outside both the statutory processes of the Resource Management Act and other regulatory functions of Council. The report will however be taken into account during those statutory and regulatory processes in regard to matters relating to urban design*.

SW perspective
- nts



S perspective
- nts

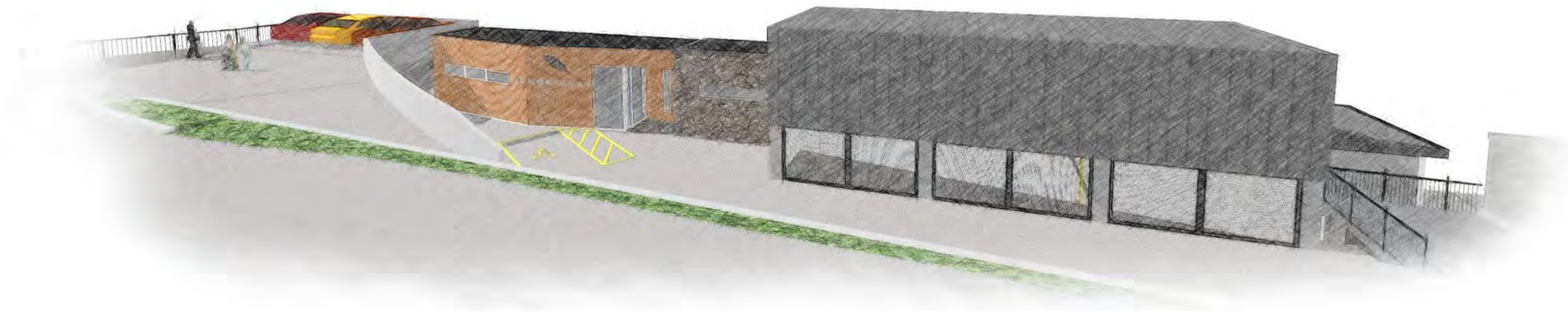
The Montreux
FRANKTON RD, QUEENSTOWN

www.structuralintegrity.co.nz

Designer: Graham Roebeck
29/9/17
Original @A3

CONCEPT.

i



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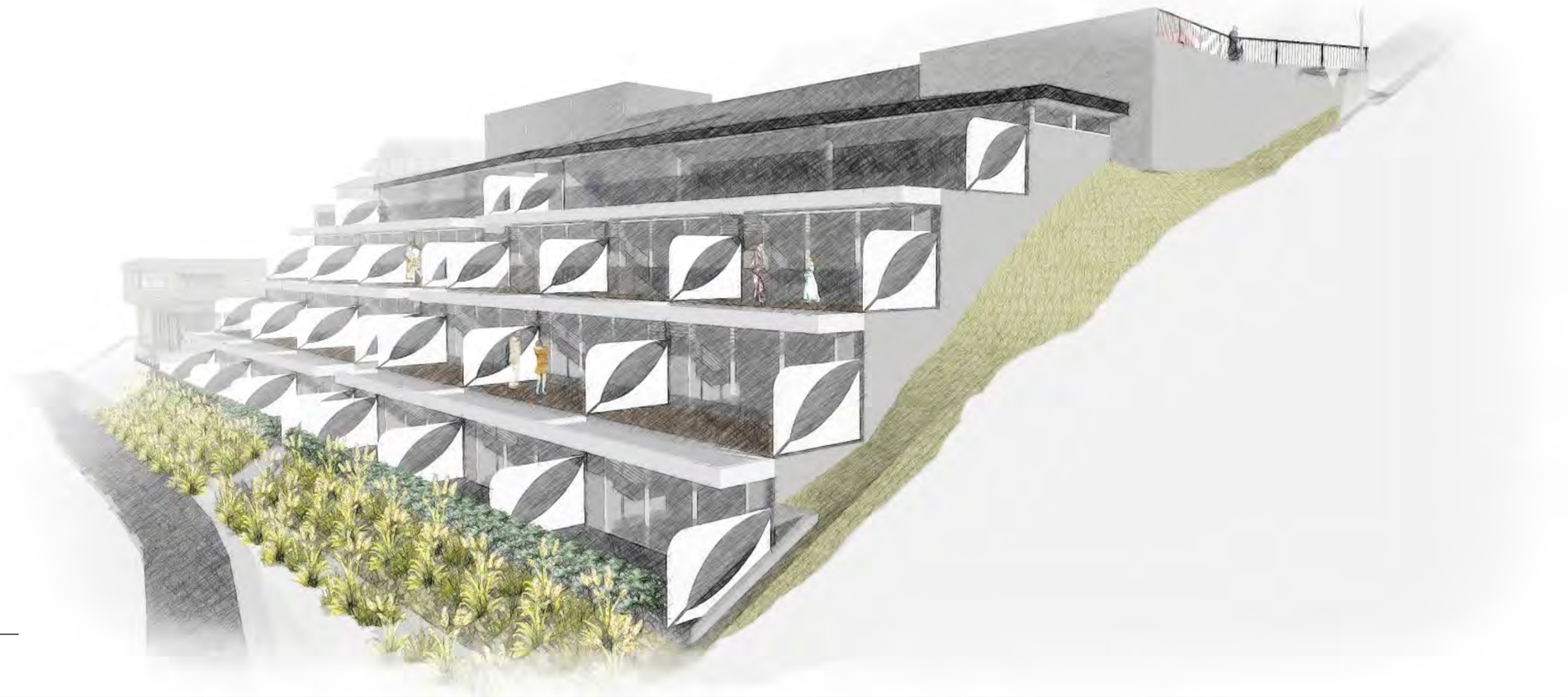


SE	perspective
-	nts

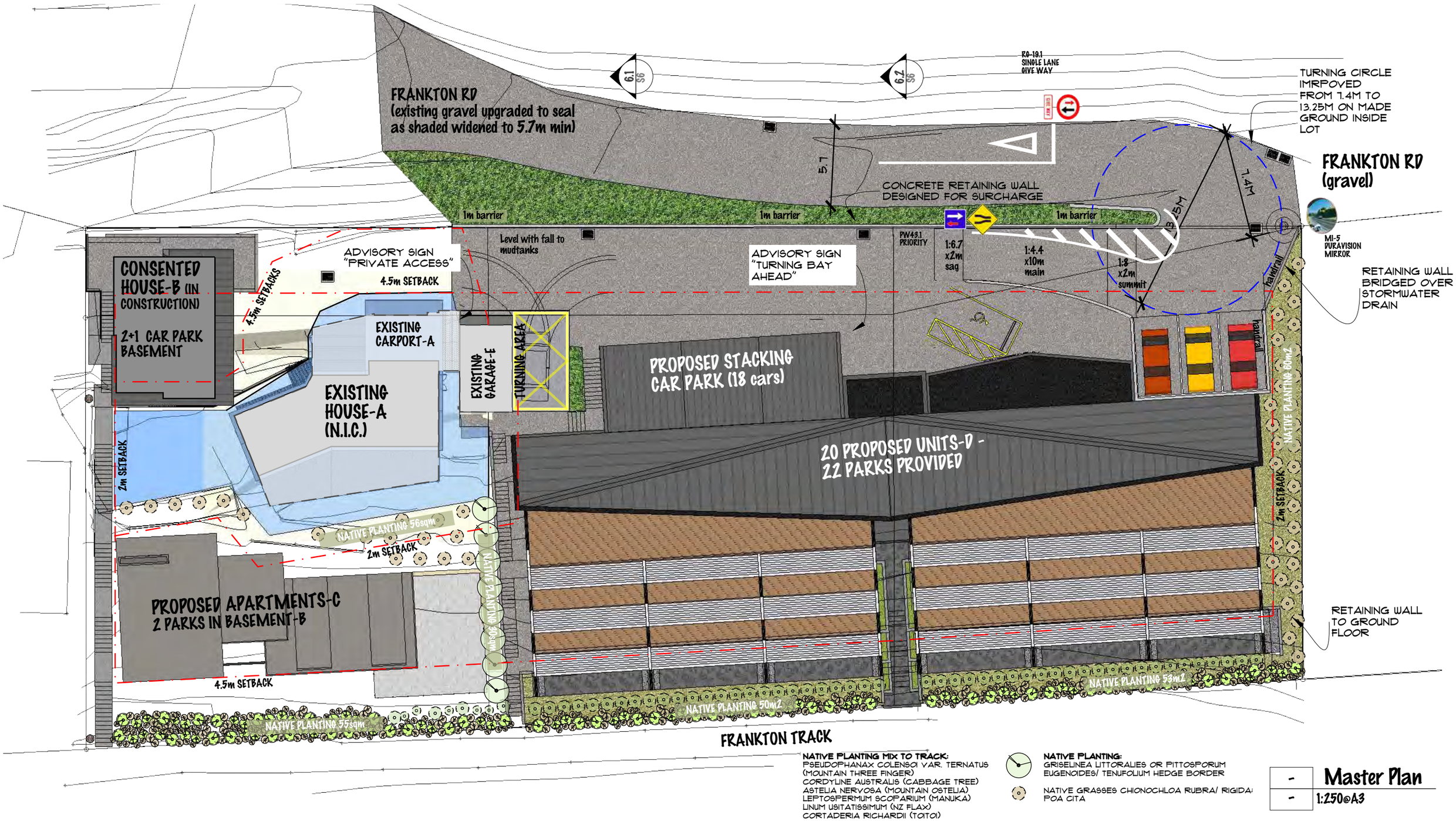
The Montreux
FRANKTON RD, QUEENSTOWN

www.structuralintegrity.co.nz

Designer: Graham Roebeck
29/9/17
Original @A3

CONCEPT.

ii



NATIVE PLANTING MIX TO TRACK:
PSEUDOPHANAX COLENSOI VAR. TERNATUS (MOUNTAIN THREE FINGER)
CORDYLINE AUSTRALIS (CABBAGE TREE)
ASTELIA NERVOSA (MOUNTAIN OSTELIA)
LEPTOSPERMUM SCOPARIUM (MANUKA)
LINUM USITATISSIMUM (NZ FLAX)
CORTADERIA RICHARDII (TOITOI)

NATIVE PLANTING:
GRISELINEA LITTORALIES OR PITTOSPORUM EUGENOIDES/ TENUFOLIUM HEDGE BORDER

NATIVE GRASSES CHIONOCHLOA RUBRA/ RIGIDA/ POA CITA

-	**Master Plan**
-	1:250@A3

The Montreux
FRANKTON RD, QUEENSTOWN

www.structuralintegrity.co.nz

Designer: Graham Roebeck
29/9/17
Original @A3

CONCEPT.

M1

SITE COVERAGE

1,670m2	263 FRANKTON RD
916m2	267 FRANKTON RD
2,586m2	GROSS AREA
309m2	LESS R.O.W.
2,277m2	NETT AREA
94m2	HOUSE B
155m2	HOUSE/ APARTMENTS C
920m2	UNITS D
53m2	GARAGE E
1222m2	TOTAL COVERAGE
47.3%	GROSS COVERAGE
53.7%	NETT COVERAGE
264m2	LANDSCAPING= 11.6% NETT

9.5.4.2 Sloping Sites a maximum of 65% site coverage

BLUE AREA IS LOT 1 DP475539 -259 FRANKTON RD 268m2 & BUILDING A- NOT INCLUDED

FRANKTON RD (gravel)

LOT 2 DP475539 263 FRANKTON RD

LOT 1 DP10151 267 FRANKTON RD

440

435

430

425

27.96

28.14

28.33

4.5m SETBACK

2m SETBACK

CONSENTED HOUSE-B (IN CONSTRUCTION)

3 CAR PARK BASEMENT B=94m2

EXISTING CARPORT-A

EXISTING HOUSE-A (N.I.C.)

EXISTING GARAGE-E

TURNING AREA

E=53m2

PROPOSED UNITS-D

D=920m2

STORMWATER DRAIN TO NZS4404

PROPOSED APARTMENTS-C
2 PARKS IN BASEMENT-B

C=155m2

36.17

31.42

28.38

16.89

11.32

28.0

FRANKTON TRACK

-	**Massing Plan**
-	1:250@A3

The Montreux

FRANKTON RD, QUEENSTOWN

www.structuralintegrity.co.nz

Designer: Graham Roebeck
29/9/17
Original @A3

CONCEPT.

P1

L1	Floor Plan- Garden Level- 6 units
-	1:150@A3

The Montreux
FRANKTON RD, QUEENSTOWN

www.structuralintegrity.co.nz

Designer: Graham Roebeck
29/9/17
Original @A3

CONCEPT.

P2

L2	Floor Plan- 6 Units
-	1:150@A3

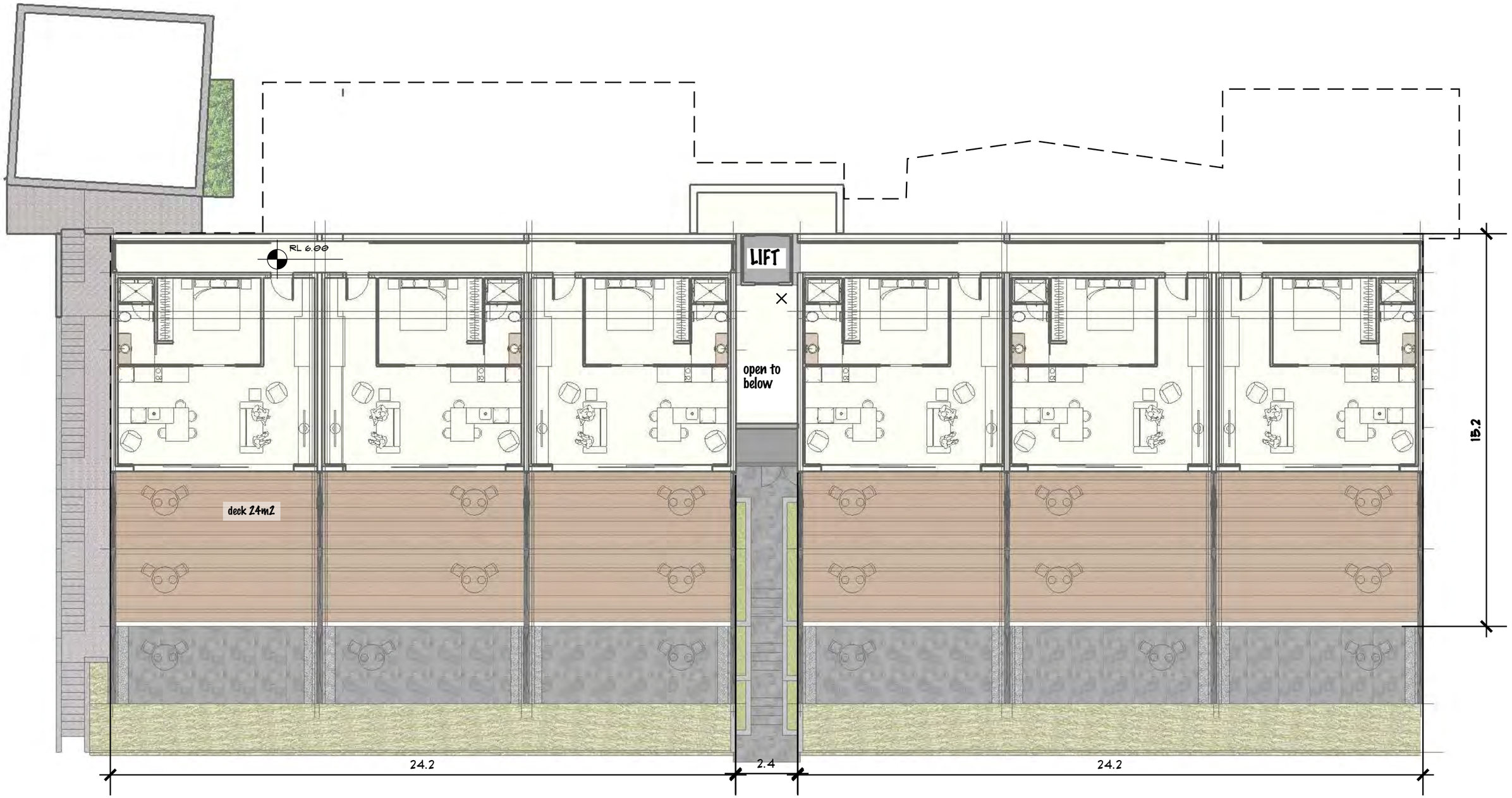
The Montreux
FRANKTON RD, QUEENSTOWN

www.structuralintegrity.co.nz

Designer: Graham Roebeck
29/9/17
Original @A3

CONCEPT.

P3



L3	Floor Plan- 6 Units
-	1:150@A3

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FRANKTON RD, QUEENSTOWN

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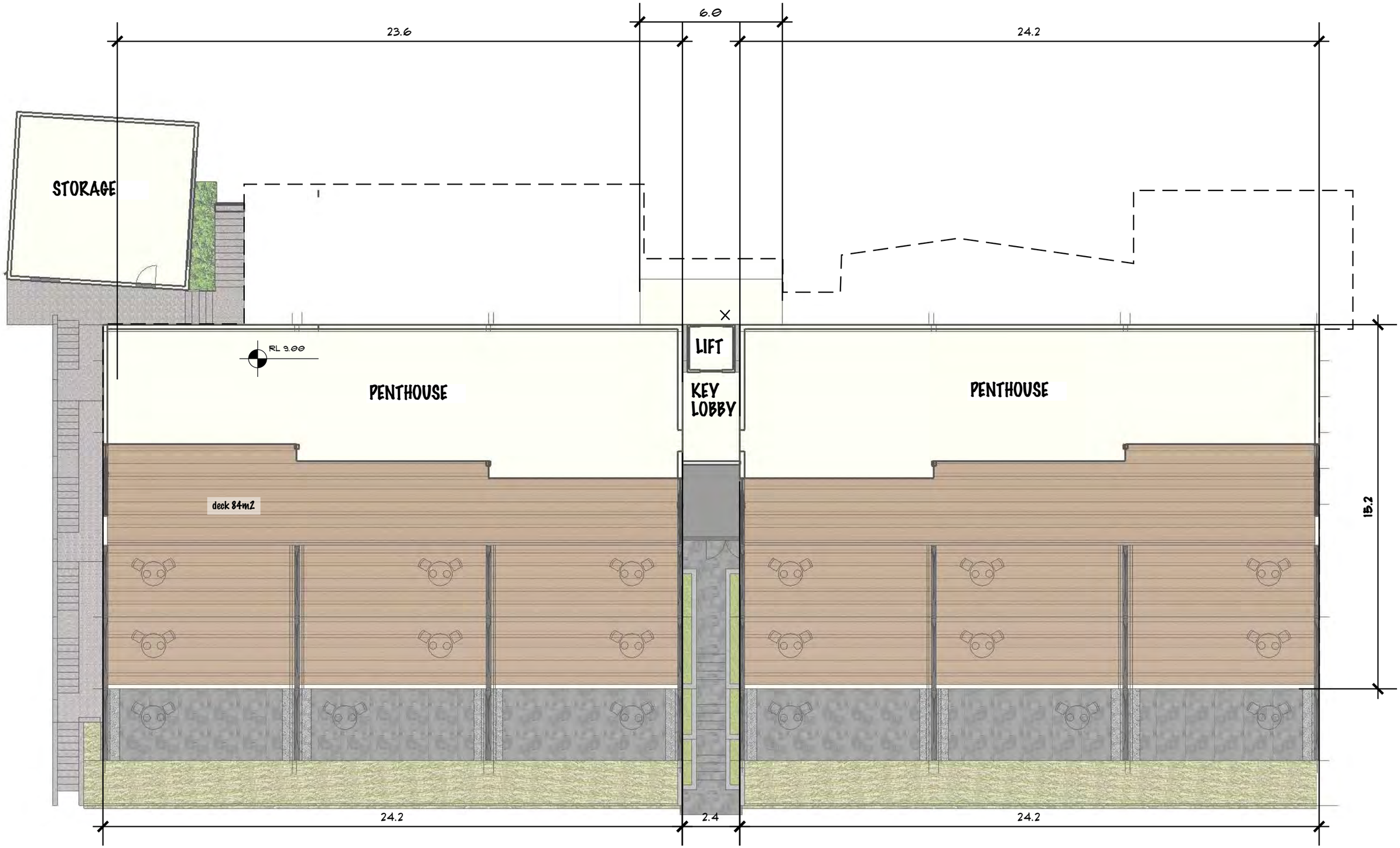
Designer: Graham Roebeck
29/9/17
Original @A3

CONCEPT.

P4



L4	Floor Plan- 2 Penthouse Aparments
-	1:150@A3

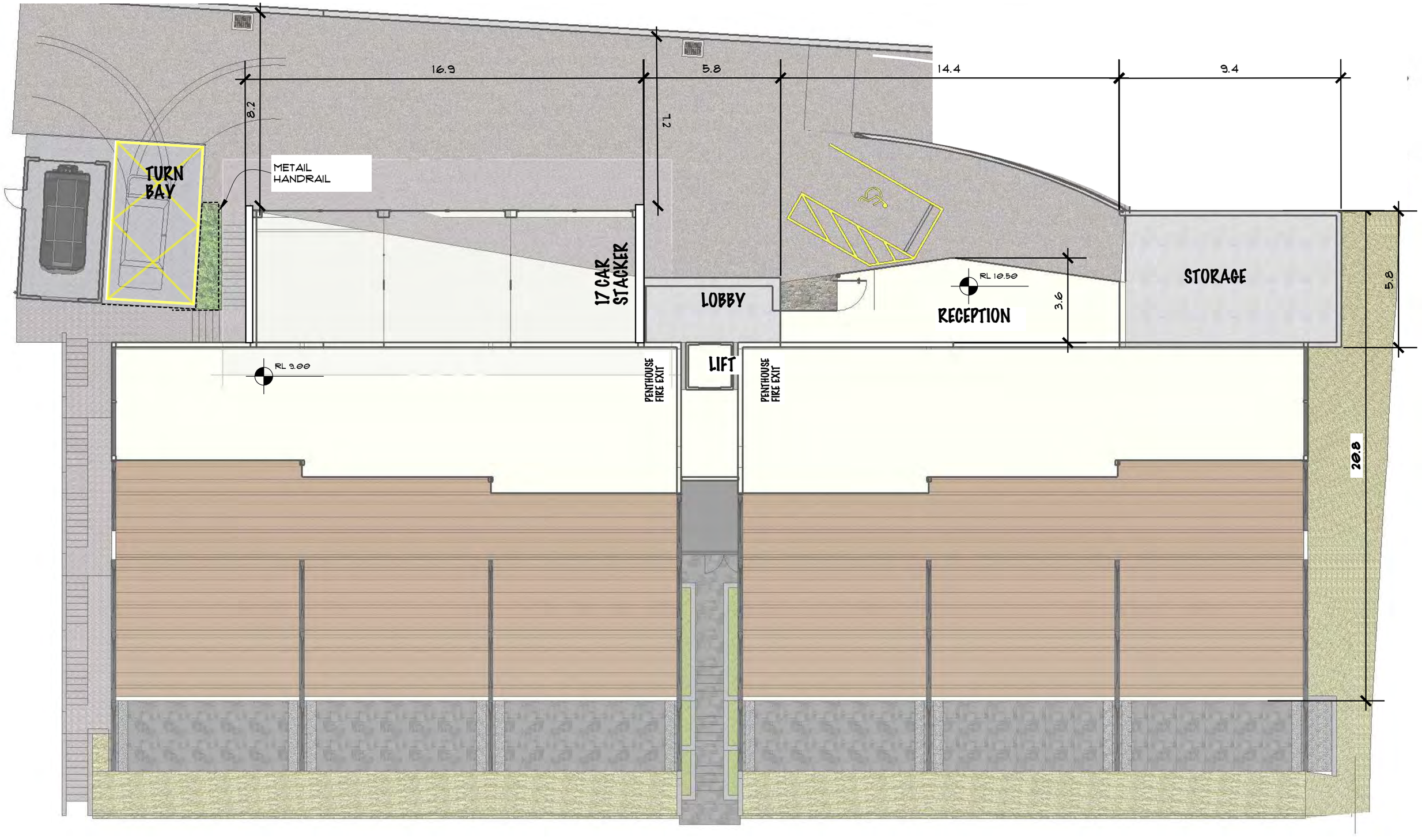
The Montreux
FRANKTON RD, QUEENSTOWN

www.structuralintegrity.co.nz

Designer: Graham Roebeck
29/9/17
Original @A3

CONCEPT.

P5



L5	Plan
-	1:150@A3

The Montreux
FRANKTON RD, QUEENSTOWN

www.structuralintegrity.co.nz

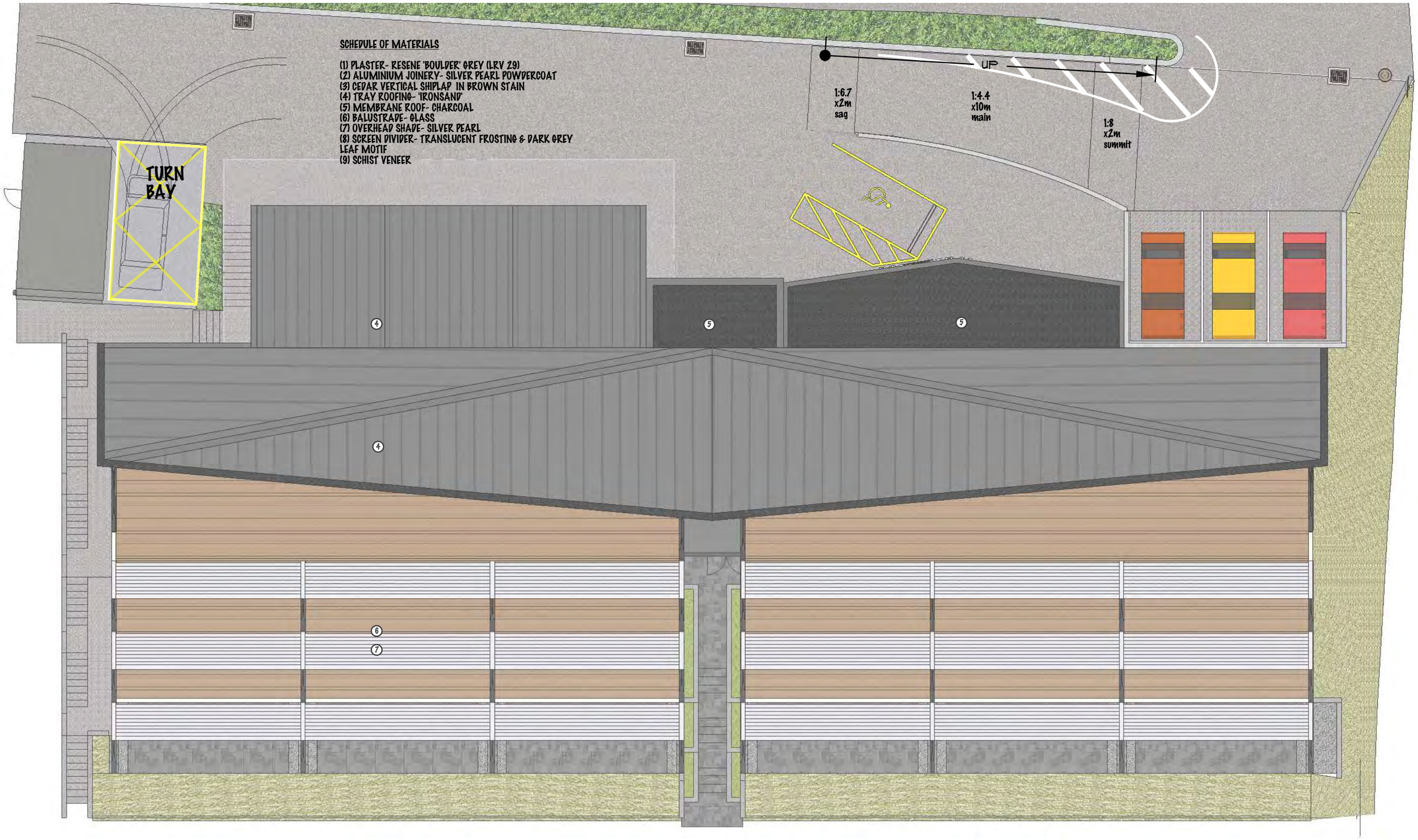
Designer: Graham Roebeck
29/9/17
Original @A3

CONCEPT.

P6

SCHEDULE OF MATERIALS

(1) PLASTER- RESENE 'BOULDER' GREY (LRV 29)
(2) ALUMINIUM JOINERY- SILVER PEARL POWDERCOAT
(3) CEDAR VERTICAL SHIPLAP IN BROWN STAIN
(4) TRAY ROOFING- 'IRONSAND'
(5) MEMBRANE ROOF- CHARCOAL
(6) BALUSTRADE- GLASS
(7) OVERHEAD SHADE- SILVER PEARL
(8) SCREEN DIVIDER- TRANSLUCENT FROSTING & DARK GREY LEAF MOTIF
(9) SCHIST VENEER



L6	Roof Plan
-	1:150@A3

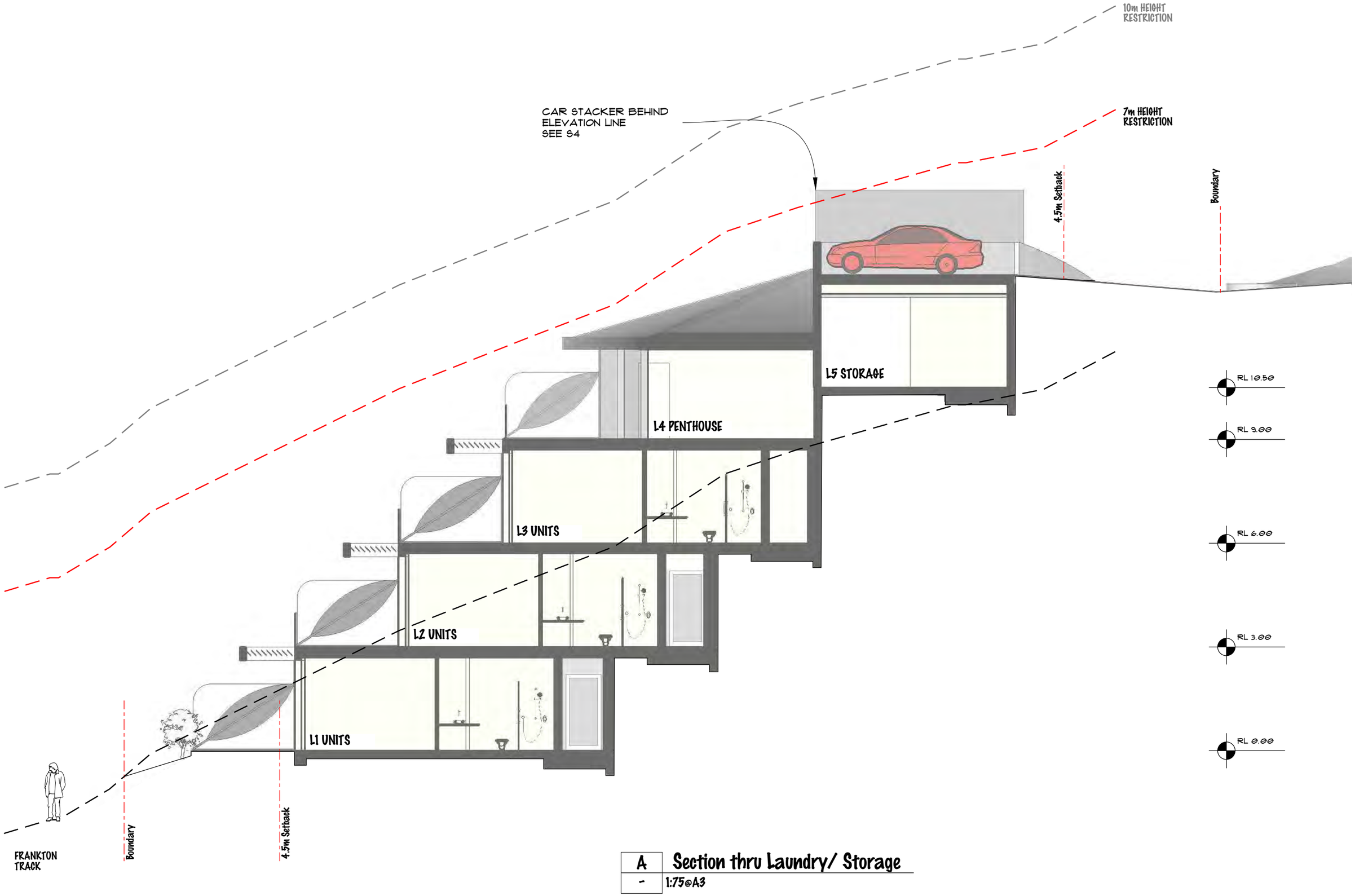
The Montreux
FRANKTON RD, QUEENSTOWN

www.structuralintegrity.co.nz

Designer: Graham Roebeck
29/9/17
Original @A3

CONCEPT.

P7



A	Section thru Laundry/ Storage
-	1:75@A3

The Montreux
FRANKTON RD, QUEENSTOWN

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Designer: Graham Roebeck
29/9/17
Original @A3

CONCEPT.

S1

B	Section thru Office
-	1:100@A3

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Designer: Graham Roebeck
29/9/17
Original @A3

CONCEPT.

S2

C	Section thru Lift
-	1:100@A3

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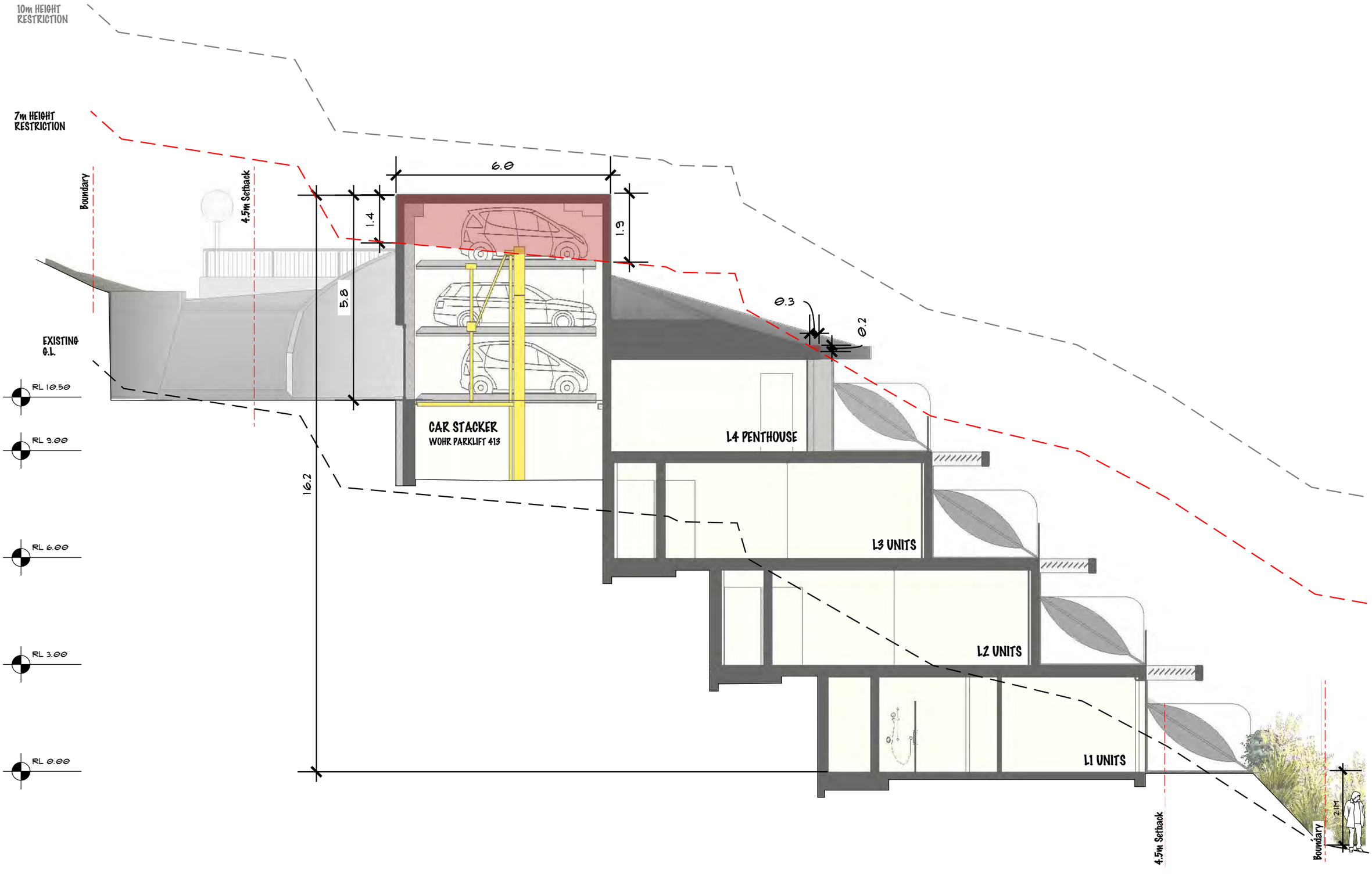
Designer: Graham Roebeck
29/9/17
Original @A3

CONCEPT.

S3



D	Section thru Car Stacker
-	1:100@A3

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FRANKTON RD, QUEENSTOWN

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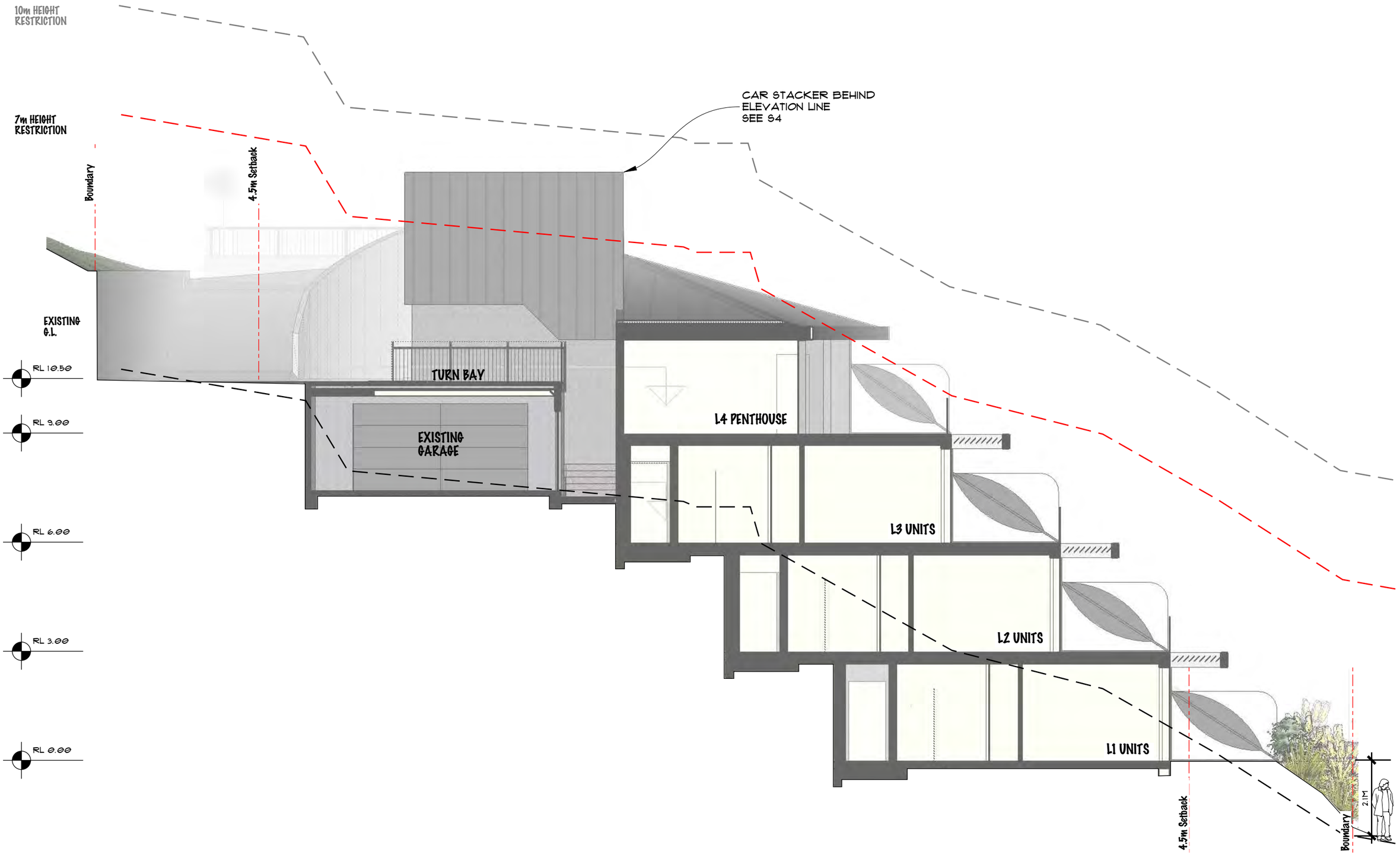
Designer: Graham Roebeck
29/9/17
Original @A3

CONCEPT.

S4



E	Section thru Existing Garage
-	1:100@A3

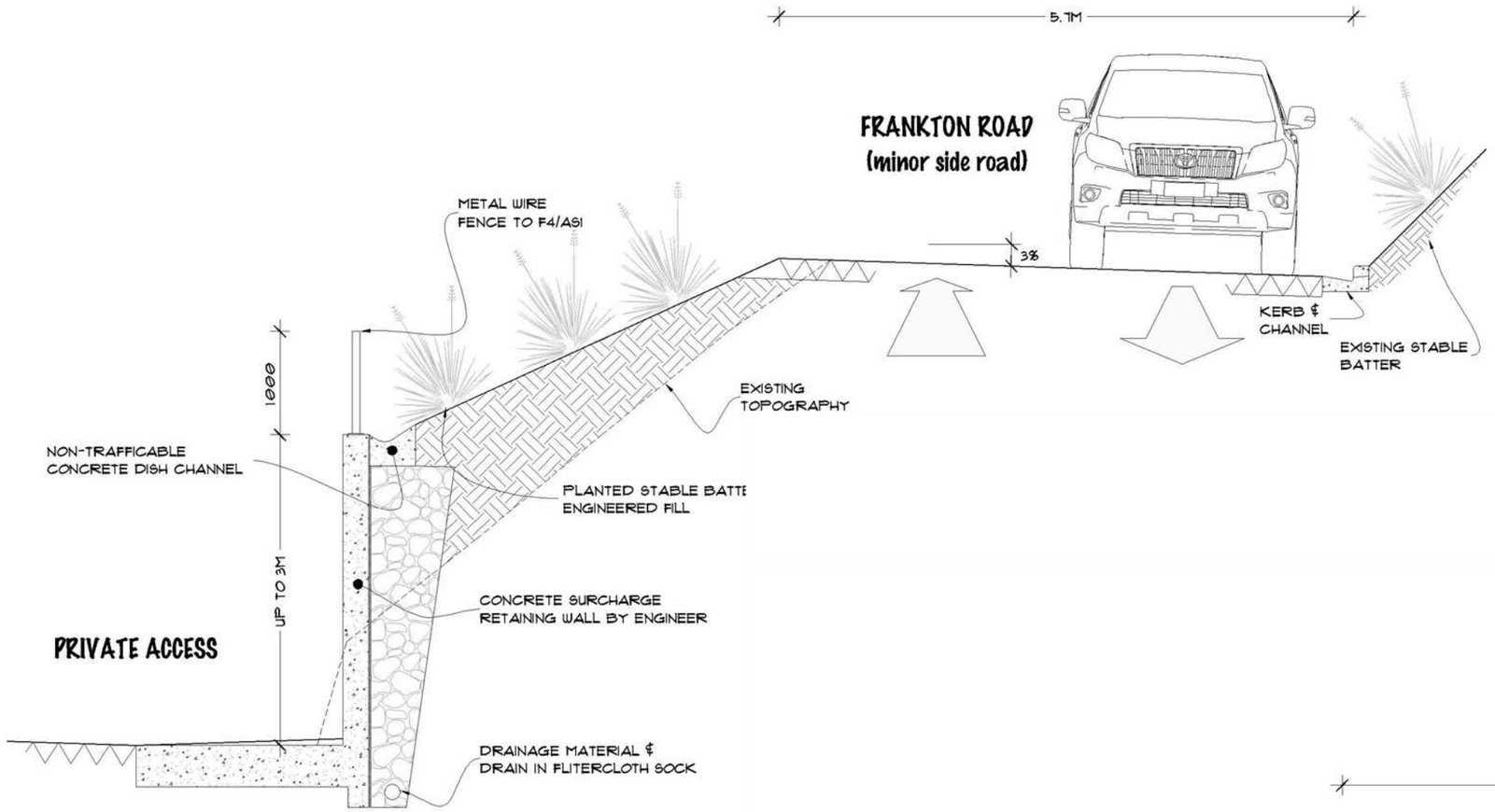
The Montreux
FRANKTON RD, QUEENSTOWN

www.structuralintegrity.co.nz

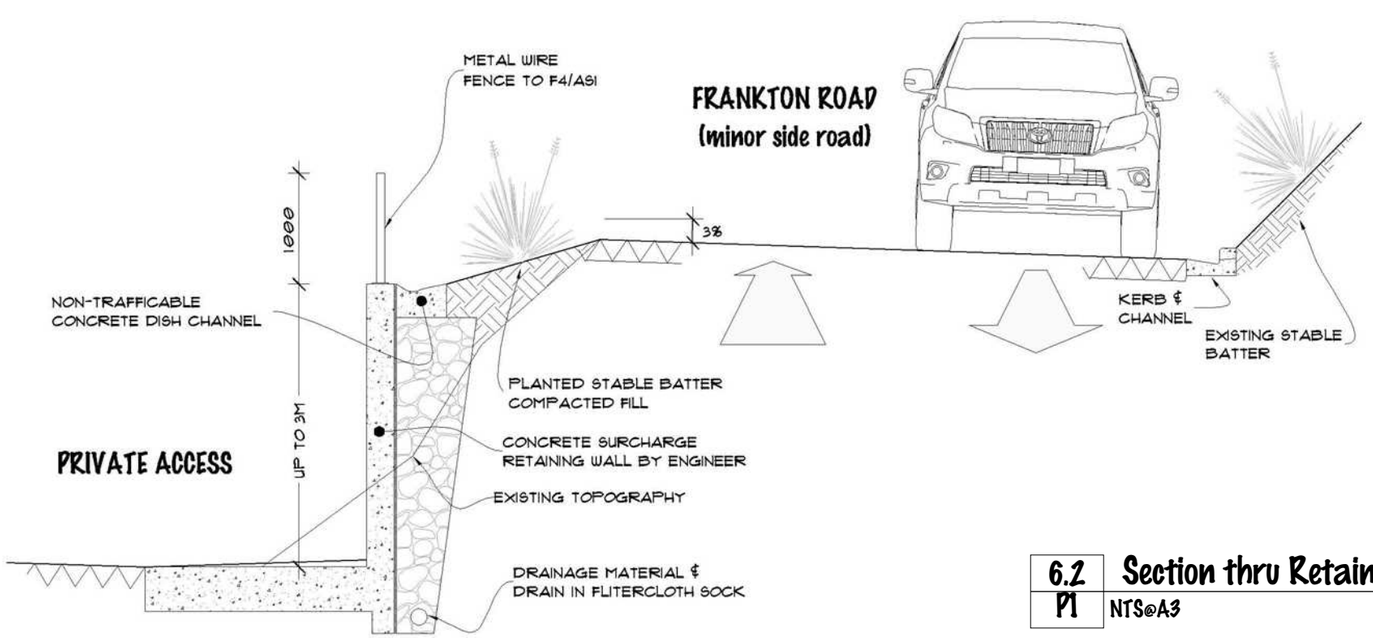
Designer: Graham Roebeck
29/9/17
Original @A3

CONCEPT.

S5



6.1	Section thru Retaining Wall
P1	NTS@A3



6.2	Section thru Retaining Wall
P1	NTS@A3

S South Elevation

\- 1:150@A3

SCHEDULE OF MATERIALS

(1) PLASTER- RESENE 'BOULDER' GREY (LRV 29)
(2) ALUMINIUM JOINERY- SILVER PEARL POWDERCOAT
(3) CEDAR VERTICAL SHIPLAP IN BROWN STAIN
(4) TRAY ROOFING- 'IRONSAND'
(5) MEMBRANE ROOF- CHARCOAL
(6) BALUSTRADE- GLASS
(7) OVERHEAD SHADE- SILVER PEARL
(8) SCREEN DIVIDER- TRANSLUCENT FROSTING & DARK GREY LEAF MOTIF
(9) SCHIST VENEER

N North Elevation

\- 1:150@A3

The Montreux

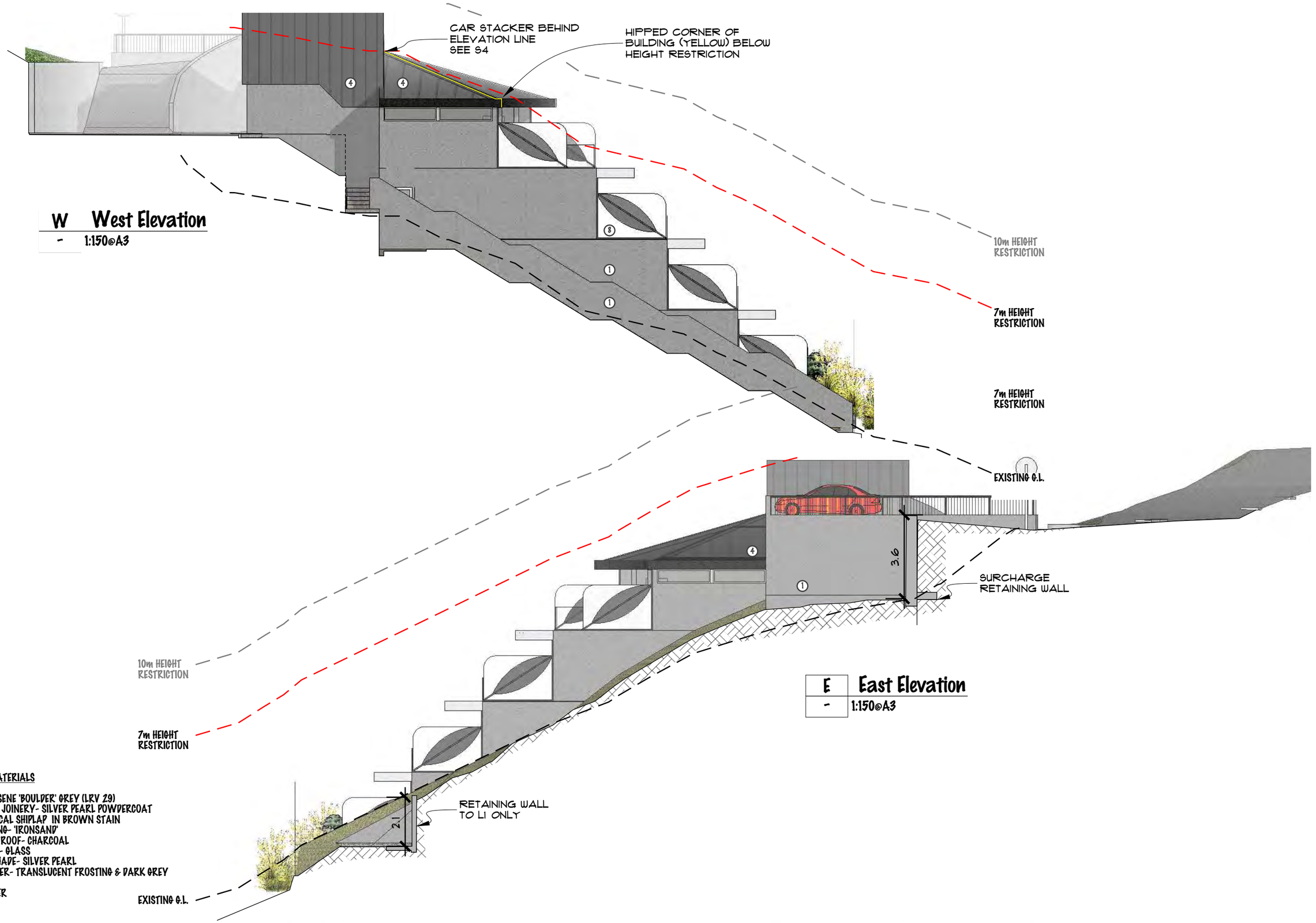
FRANKTON RD, QUEENSTOWN

www.structuralintegrity.co.nz

Designer: Graham Roebeck
29/9/17
Original @A3

CONCEPT.

E1



W West Elevation
\- 1:150@A3

E East Elevation
\- 1:150@A3

SCHEDULE OF MATERIALS

(1) PLASTER- RESENE 'BOULDER' GREY (LRV 29)
(2) ALUMINIUM JOINERY- SILVER PEARL POWDERCOAT
(3) CEDAR VERTICAL SHIPLAP IN BROWN STAIN
(4) TRAY ROOFING- 'IRONSAND'
(5) MEMBRANE ROOF- CHARCOAL
(6) BALUSTRADE- GLASS
(7) OVERHEAD SHADE- SILVER PEARL
(8) SCREEN DIVIDER- TRANSLUCENT FROSTING & DARK GREY LEAF MOTIF
(9) SCHIST VENEER

The Montreux
FRANKTON RD, QUEENSTOWN

www.structuralintegrity.co.nz

Designer: Graham Roebeck
29/9/17
Original @A3

CONCEPT.

E2

Planting Legend

Trees

- Ribbonwood - *Plagianthus regius*
- Lancewood - *Pseudopanax crassifolius*
- Cabbage Tree - *Cordyline australis*

Shrubs and grasses

- Toetoe - *Austroderia richardi*
- Swamp Flax - *Phormium tenax*
- Mountain Flax - *Phormium cookianum*
- Mountain Astelia - *Astelia nervosa*
- Red Tussock - *Chinochloa rubra*
- Corokia Hedge - *Corokia 'frosted chocolate'*

patch

Landscape - Reference : PA17162 IS02

0 1 2 5m
SCALE = 1:100 AT A1

The Montreux
Landscape Plan - 19 December 2017

Planting Schedule

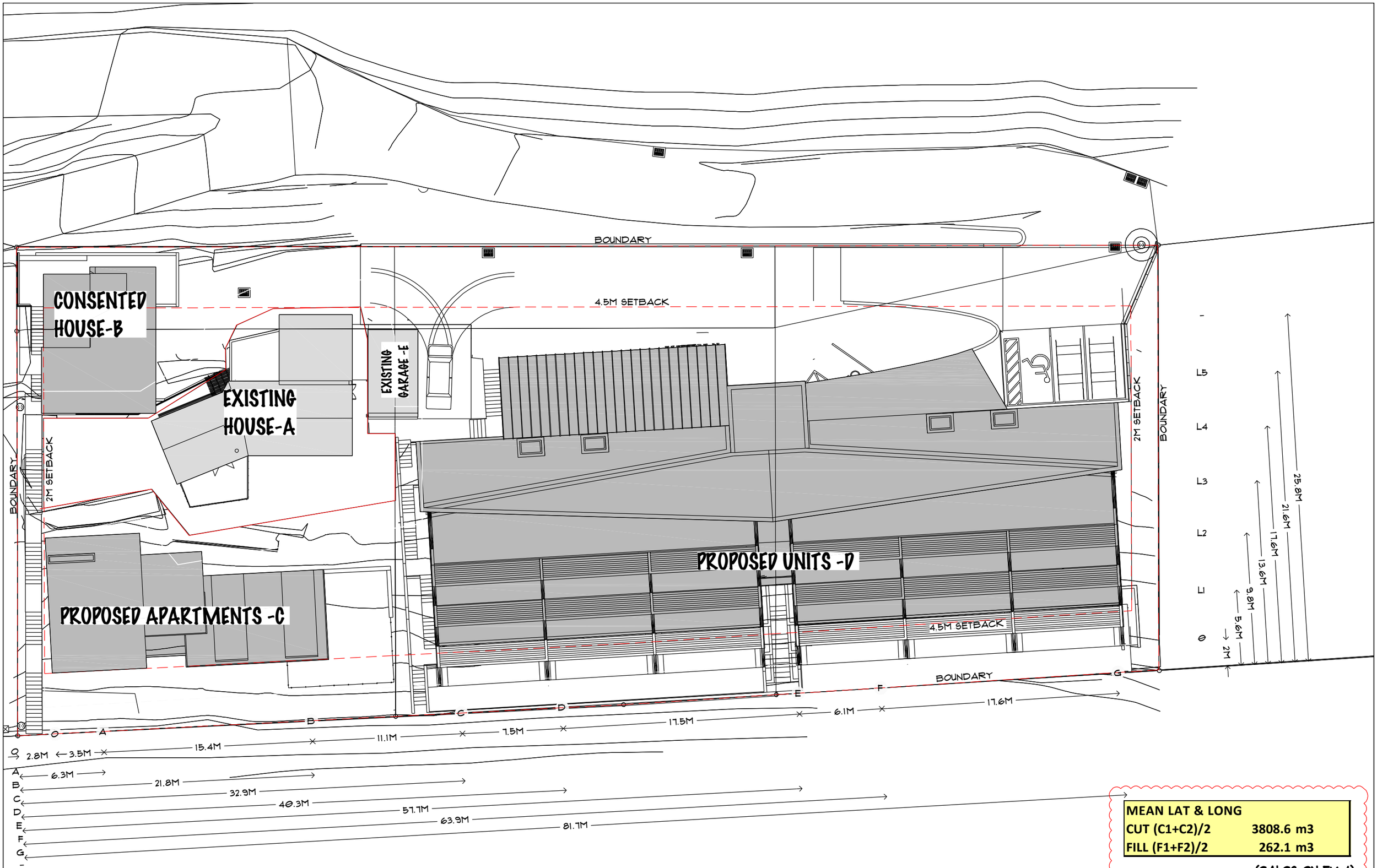
Code	Botanical Name	Common Name	Grade	Spacing	Quantity
Pr	*Plagianthus regius*	Ribbonwood	2L	1.2 m	12
Pc	*Pseudopanax crassifolius*	Lancewood	2L	800 mm	23
Ca	*Cordyline australis*	Cabbage Tree	2L	1.5 m	14
Ar	*Austroderia richardi*	Toetoe	2L	1.5 m	18
Sf	*Phormium tenax*	Swamp Flax	2L	1.5 m	23
Mf	*Phormium cookianum*	Mountain Flax	2L	1.2 m	14
An	*Asteila nervosa*	Mountain Astelia	2L	1 m	18
Cr	*Chinochloa rubra*	Red Tussock	2L	1 m	78
Cfc	*Corokia 'frosted choclotate'*	Corokia	2L	400 mm	38

Landscape - Reference : PA17162 IS02

SCALE = 1:100 AT A1

The Montreux

Planting Plan - 19 December 2017



MEAN LAT & LONG	
CUT (C1+C2)/2	3808.6 m3
FILL (F1+F2)/2	262.1 m3

(CALCS ON EV 4)

STRUCTURAL Integrity Limited

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P.O. Box 2078 Queenstown 9439
New Zealand Ph (03) 442 9455
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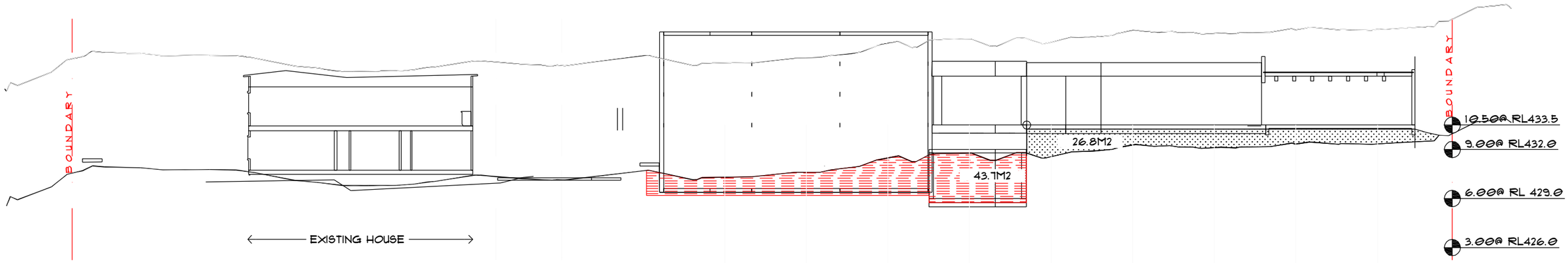
The Montreux Ltd
263 FRANKTON RD
JOB NO:15.214

Earthworks Volumes
Plan View

DRAWN:	DATE:	SCALE:	DWG NO:
G.L.R.	8/12/17	1:250/A3	EV1

HISTORY

REVISION:



DATUM 421.00																		
EXISTING G.L.									430.30	430.61	431.39	431.80	434.01	434.73	434.57	434.79	434.79	
DESIGN LEVEL									429.19	429.19	429.19	428.75	435.70	435.70	435.70	435.70	435.70	
DEPTH OF CUT/FILL									-1.11	-1.42	-2.30	-3.05	+1.69	+0.97	+1.13	+0.91	+0.91	
CHAINAGE	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85

Level 5

-43.7m3 + 26.8m3

DATUM 421.00																		
EXISTING G.L.							430.04	430.42	429.19	429.50	429.81	431.00	430.54	430.34	430.26	430.00	431.08	
DESIGN LEVEL							428.55	428.55	428.55	428.55	428.55	422.55	428.55	428.55	428.55	428.55	428.55	
DEPTH OF CUT/FILL							-1.49	-1.87	-0.64	-0.95	-1.26	-8.50	-1.99	-1.79	-1.71	-1.45	-2.53	
CHAINAGE	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85

Level 4

-100.8m3

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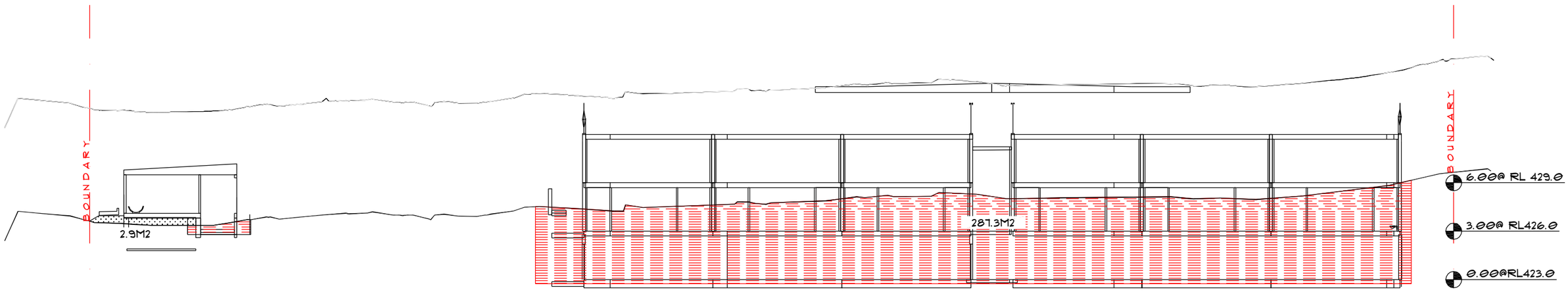
263 FRANKTON RD
JOB NO:15.214

Earthworks Volumes
Longitudinal Sections

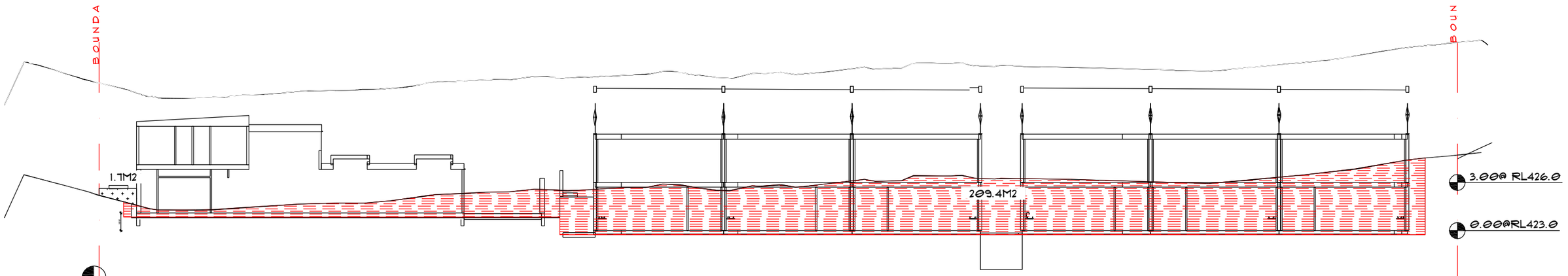
DRAWN: G.L.R.
DATE: 29/11/17
SCALE: 1:250/A3
DWG NO: EV2
HISTORY
REVISION:



DATUM 421.00																	
EXISTING G.L.		426.37	426.70				427.41	427.49	427.68	427.85	428.15	428.29	428.06	428.11	428.06	428.17	428.77
DESIGN LEVEL		426.85	425.80				422.75	422.75	422.75	422.75	422.75	422.75	422.75	422.75	422.75	422.75	422.75
DEPTH OF CUT/FILL		+0.48	-0.9				-4.66	-4.74	-4.93	-5.10	-5.40	-5.54	-5.31	-5.36	-5.31	-5.42	-6.12
CHAINAGE	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85

Level 3

-287.3m3 + 2.98m3



DATUM 421.00																	
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DESIGN LEVEL		423.85	423.85	423.85	423.85	423.85	422.75	422.75	422.75	422.75	422.75	422.75	422.75	422.75	422.75	422.75	422.75
DEPTH OF CUT/FILL		-.043	-0.65	-0.86	-1.27	-1.56	-2.78	-3.13	-2.90	-3.13	-3.38	-3.49	-3.45	-3.31	-3.27	-3.67	-4.40
CHAINAGE	-	-	- -	--	- -	--	- -	--	- -	--	- -	--	- -	- -	- -	--	- -	--

Level 2

-209.4 +1.7m3

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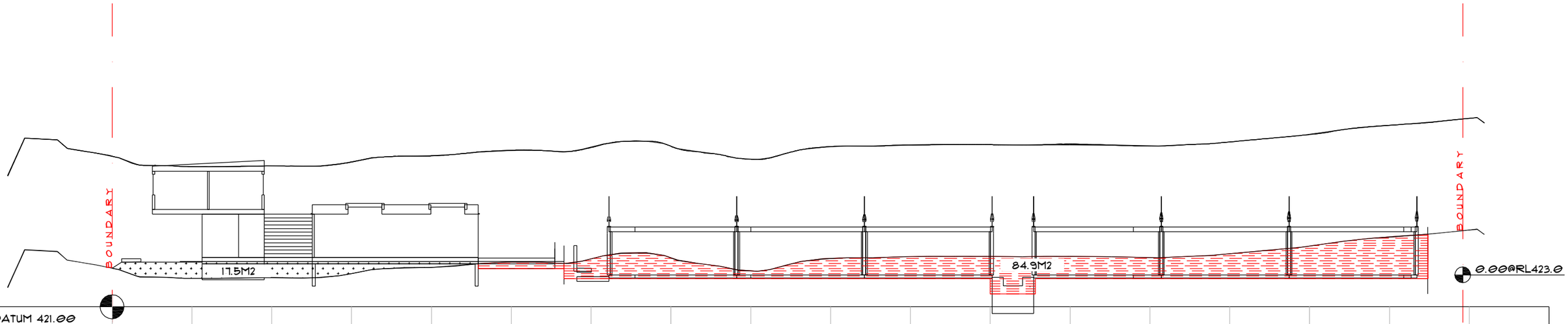
263 FRANKTON RD
JOB NO:15.214

Earthworks Volumes
Longitudinal Sections

DRAWN:	DATE:	SCALE:	DWG NO:
G.L.R.	29/11/17	1:250/A3	EV3

HISTORY

REVISION:



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DESIGN LEVEL		423.85	423.85	423.85	423.85	423.40	422.75	422.75	422.75	422.75	422.75	421.80	422.75	422.75	422.75	422.75	422.75
DEPTH OF CUT/FILL		+1.07	+1.12	+0.78	+0.39	-0.40	-1.25	-1.32	-0.51	-1.28	-1.39	-1.41	-1.40	-1.33	-1.58	-2.06	-2.62
CHAINAGE																	

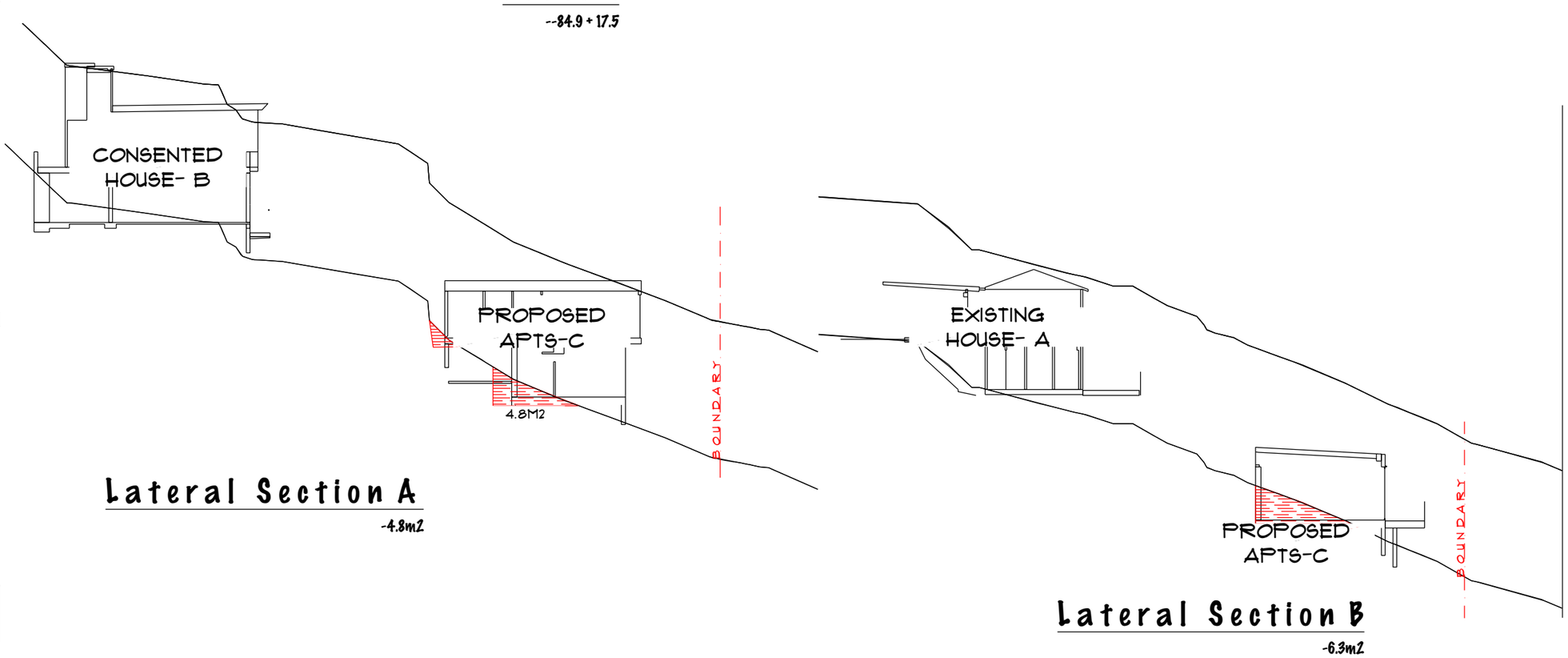
Level 1

--84.9 + 17.5

LATERAL				
Reference	Cut	Fill		Chain
O				**2.8**
A	4.8			6.3
B	6.3			21.8
C	57.1	3.9		32.9
D	56.4	10.9		40.3
E	102.2	2.3		57.7
F	62.4	4.5		63.9
G	78.1	12.2		81.7
"-"				**82.1**
Total m2	367.3	33.8	Total distance	79.3 (d1)
Average m2	**52.5** *(a1)*	**4.8** *(b1)*		
Cut = a1*d1	**4161.0 m3 (C1)**			
Fill=b1*d1	**382.9 m3 (F1)**			

LONGITUDINAL				
Reference	Cut	Fill		Chain
O				2.0
L1	84.9	17.5		5.6
L2	209.4			9.8
L3	287.3	2.9		13.6
L4	100.8	0.0		17.6
L5	43.7	26.8		21.6
				25.8
Total m2	726.1	29.7		
Average m2	145.2 *(a2)*	5.9 *(b2)*	Total distance	23.8 (d2)
Cut = a2*d2	**3456.2 m3 (C2)**			
Fill=b2*d2	**141.4 m3 (F2)**			

MEAN LAT & LONG	
CUT (C1+C2)/2	3808.6 m3
FILL (F1+F2)/2	262.1 m3



Lateral Section A

-4.8m2

Lateral Section B

-6.3m2

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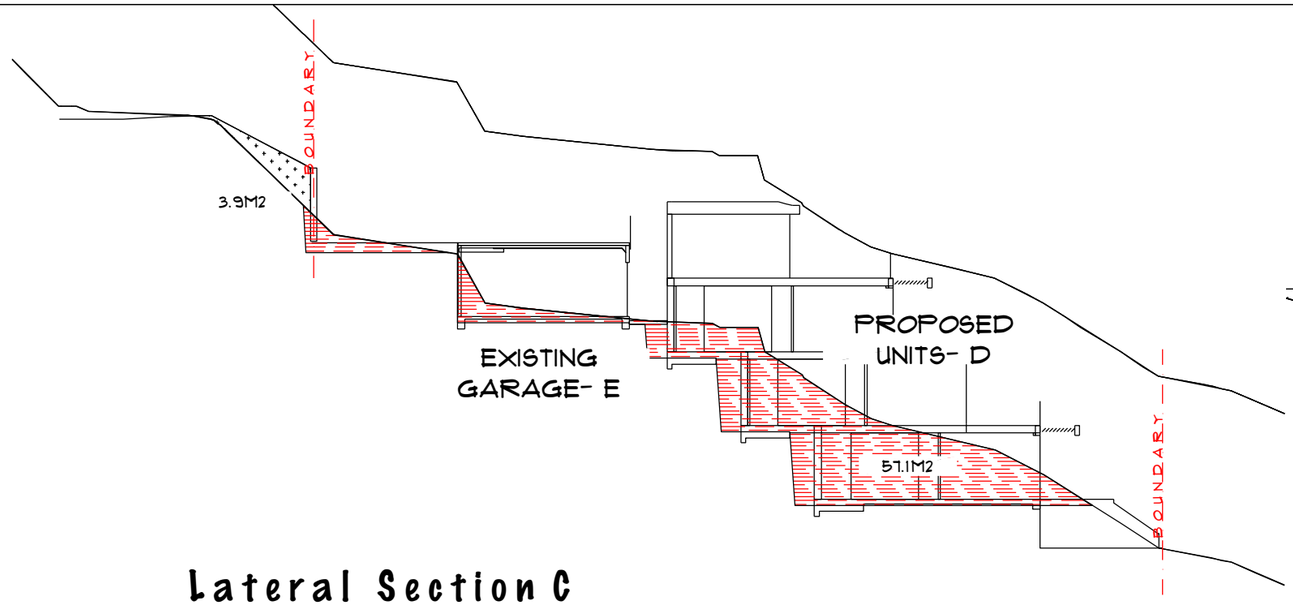
JOB NO:15.214

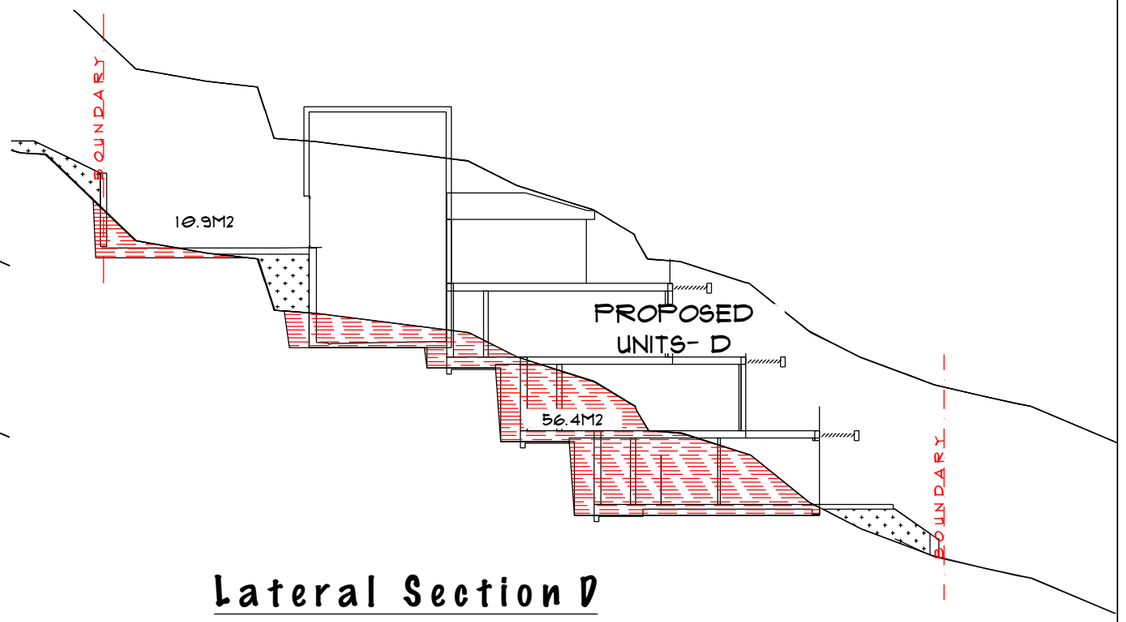
Earthworks Volumes
Longitudinal Sections

DRAWN:	DATE:	SCALE:	DWG NO:
G.L.R.	8/12/17	1:250/A3	EV4
HISTORY			REVISION:



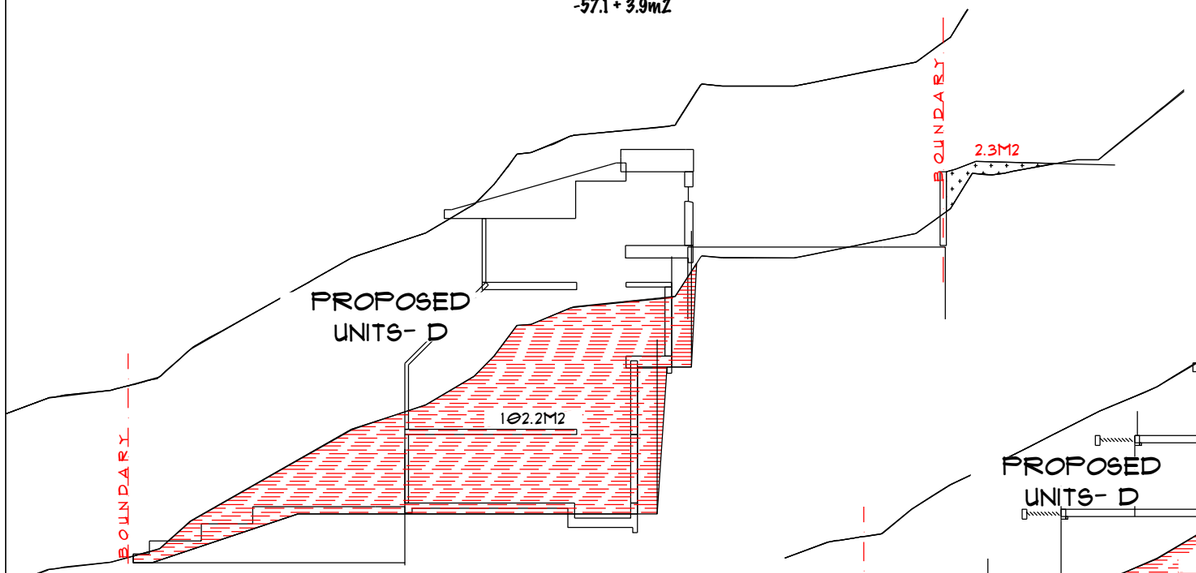
Lateral Section C

-57.1 + 3.9m2



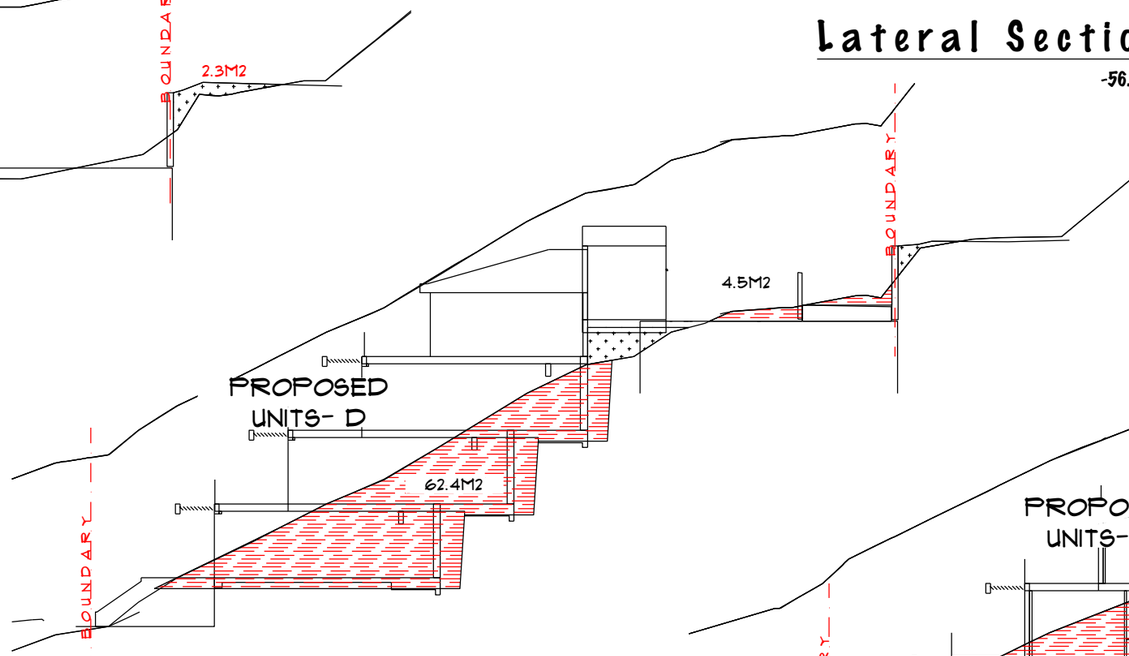
Lateral Section D

-56.4+10.9m2



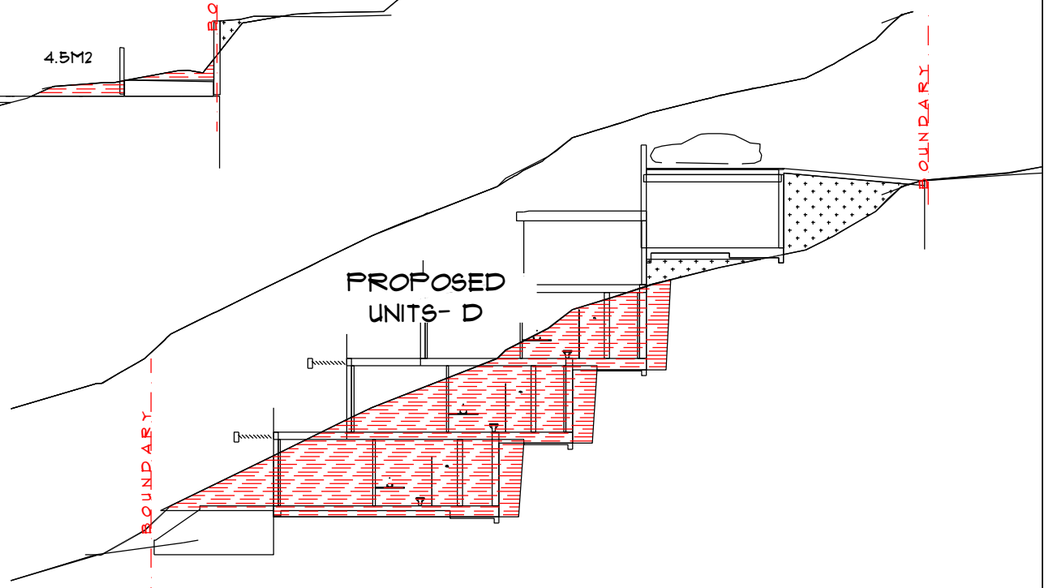
Lateral Section E

-102.2 + 2.3M2



Lateral Section F

-62.4 + 4.5m2



Lateral Section G

-78.1 + 12.2m2

STRUCTURAL Integrity. Limited	Structural Integrity Limited P.O. Box 2078 Queenstown 9439 New Zealand Ph (03) 442 9455 www.structuralintegrity.co.nz	The Montreux Ltd 263 FRANKTON RD JOB NO:15.214	Earthworks Volumes Longitudinal Sections	DRAWN: G.L.R. / DATE: 29/11/17 / SCALE: 1:250/A3 / DWG NO: EV5 HISTORY / REVISION:

Geotechnical Report for Resource Consent

263-267 Frankton Rd,

Queenstown

Report prepared for:

The Montreux Ltd

Report prepared by:

GeoSolve Ltd

Distribution:

The Montreux Ltd

GeoSolve Limited (File)

September 2017

GeoSolve Ref: 170671

GEOTECHNICAL WATER RESOURCES PAVEMENTS

Table of Contents

1 Introduction

1.1 General

This report presents the results of geotechnical assessment undertaken by GeoSolve Ltd to determine the subsoil conditions and provide geotechnical inputs for a proposed apartment building development at 263 and 267 Frankton Road, Queenstown. This report has been completed for the purpose of resource consent. Further assessment will be required to support the detailed design of the project.

Photo 1 – Proposed Development Site, looking along the lower area of the site.

This assessment has been undertaken for The Montreux Limited in accordance with GeoSolve Ltd proposal dated 21 August 2017, which outlines the scope of work and conditions of engagement.

1.2 Development

We understand the proposed development comprises a multi storey apartment building. The development will also include improvement of the access road, car-parking and landscaping on the upslope side of the building.

The site is moderately sloping and excavations benched into the hillside will be required to form the required building platforms. Cuts depths will vary from approximately 3-6 m for the general building and up to approximately 9 m where a central lift well is proposed. Excavations of up to 6 m in depth will be required close to the site boundaries, and 2.0 m set-backs are indicated in some locations.

We understand the current unsealed access road, which runs parallel to Frankton Road, will be widened as part of the development. To accommodate this widening a retaining wall will need to be constructed on the downslope side of the road. Retained heights of up to 3.0m are expected. The type of retaining wall has not been finalised and several design options are likely to be technically feasible.

The proposed site layout and approximate cut depths are shown on the figures provided in Appendix A.

2 Site Description

2.1 General

The subject property is located on the downslope side of Frankton Road, 2 km west of central Queenstown, as shown in Figure 2.1 below.

The property is accessed directly from Frankton Road via an unsealed access road and is present on the slopes between the road and Lake Wakatipu. The Frankton walking track runs along the south eastern boundary. A large sewer main runs along the upslope side of the track.

The site is currently partially developed, with an existing dwelling present at number 263. A 1.8 m high timber crib wall is present directly beneath this building. Elsewhere no structures are present and the site has a cover of shrubs and grass.

The property is bounded on the north east and south west boundaries by developed residential or visitor accommodation buildings.

Frankton Road (SH6A) is present approximately 30 m upslope of the north western boundary, and is elevated approximately 10 -12m above the site level.

2.2 Topography and Surface Drainage

The building site has been surveyed and the site topography is shown in Figures 1a and the cross-sections 2a, 2b and 2c, Appendix A.

The site topography falls to the south east at approximately 20-25°, although is locally steeper where minor earthworks have been completed. There is a height difference of approximately 15 m across the site. The Frankton walking track forms a level bench immediately along the downslope edge of the site, this bench also accommodates the sewer main. The ground surface continues to fall at 15-20° from the track to Lake Wakatipu. The lower extent of the site is approximately 10 m in height above Lake Wakatipu which is approximately 20 m distant. The observable part of the lake bed is shallow, <10° slope, for approximately 15m, before dropping steeply.

The slopes above the site, and downslope of Frankton Road, are very steep (35-80°) and are sub-vertical in places. Schist bedrock and glacial outwash soils are exposed in some locations.

The slopes fall to the south east and are naturally free draining. No spring flows or watercourses are present within the site boundary. On the access road above the site ponding water was observed.

3 Geotechnical Investigations

An engineering geological site appraisal has been undertaken for the development. No specific investigations have been completed however existing test pit data (Tonkin & Taylor 2008) for the site has been reviewed and incorporated into this report. 7 test pits were completed across the site to depths of 4.0 m.

GeoSolve Ltd visited the subject property during September 2017, to complete a geotechnical site inspection.

Test pit locations and logs are contained in Appendices A and B respectively.

4 Subsurface Conditions

4.1 Geological Setting

The site is located in the Wakatipu basin, a feature formed predominantly by glacial advances. Published references indicate the last glacial event occurred in the region between 10,000 and 20,000 years ago. Glaciations have left deposits of glacial till, glacial outwash and lake sediment over ice-scoured bedrock. Post-glacial times have been dominated by the erosion of the bedrock and glacial sediments, with deposition of alluvial gravel by local watercourses, and lacustrine sediments, during periods of high lake levels.

Active fault traces were not observed at the site nor in the immediate vicinity, and the closest major active fault is the Nevis-Cardrona Fault system, 20km to the east. However, significant seismic risk exists in this region from potentially strong ground shaking, associated with the rupture of the Alpine Fault, located 80 km northwest from Queenstown along the West Coast of the South Island. There is a high probability that an earthquake with an expected magnitude of over M_W 8 will occur along the Alpine Fault in the next 50 years.

4.2 Stratigraphy

An engineering geological model for the site is shown in Figures 2a, 2b and 2c, Appendix A.

The subsurface material observed during site investigation typically comprised:

- 0.1 - 0.2 m of Topsoil, overlying:
- 0 0 - 0.9 m of Fill (TP 6 and 7 only), overlying:
- 0.0 -0.3 m of Colluvium (TP1 and 5 only), overlying;
- 0.0 – 1.5 m of Alluvial Gravel, overlying;
- 0.0 – 3.1 m + of Glacial Till (TP 1 and 5 only), overlying;
- Schist bedrock.

Topsoil was observed at the surface of all test pits to depths of between 0.2 and 0.3 m. This comprises a locally gravelly organic silt.

Fill was observed at shallow depths in test pits TP6 and TP7 only. This fill generally comprised excavated schist rock and was described as ‘medium dense, sub angular to sub rounded, sandy gravelly COBBLES with boulders. The fill is associated with shallow earthworks undertaken to construct the access roads.

Colluvium deposits, derived from the outwash and till, were observed in test pits TP1 to TP5 and typically comprised ‘loose to medium dense, brownish orange, silty sandy GRAVEL with cobbles and rare boulders. Gravels and cobbles are angular to sub angular.’

Alluvial gravel was only observed in test pits TP1, TP2, TP4 and TP5. These deposits were typically described as ‘medium dense, greyish yellow, silty sandy GRAVEL. Gravel is sub rounded to round and bedded.’

Glacial till was observed on all test pits with the exception of T6 and 7. The glacial till comprised dense to very dense, yellowish grey, silty, very sandy GRAVEL with regular cobbles and occasional boulders up to 0.4m in diameter. Gravel, cobbles and boulders are sub rounded to rounded'

Schist bedrock was not observed within the site boundary, however is present a short distance upslope on the access road. Typically schist directly underlies glacial till and is inferred to be present at depths of between 5 and 10m across the site. The observed foliation orientation in the schist outcrop was 16°/220° (dip/dip direction), and so will be oblique to the main cut.

Full details of the observed stratigraphy can be found within the test pit logs contained in Appendix B

4.3 Groundwater

No groundwater seepage was observed in any of the test pits during investigations. The regional groundwater is expected to lie at depths greater than the proposed excavations and at a similar level to Lake Wakatipu, RL 310 m.

Perched groundwater is commonly encountered in excavations completed in sloping Queenstown sites and may occur in more permeable lenses within the glacial materials, or on the contact between the soil and schist bedrock during times of high rainfall.

4.4 Slope Stability

No indications of slope instability were identified during the site inspection.

5 Engineering Considerations

5.1 General

The recommendations and opinions contained in this report are based upon ground investigation data obtained at discrete locations and historical information held on the GeoSolve database. The nature and continuity of subsoil conditions away from the investigation locations is inferred and cannot be guaranteed.

Further geotechnical investigation and assessment will be required to facilitate the detailed design of the project. Construction inspections will be required to confirm the ground model.

5.2 Geotechnical Parameters

Table 5.1 provides a summary of the recommended geotechnical design parameters for the soil materials expected to be encountered during construction of the proposed dwelling.

Table 5.1 – Recommended Geotechnical Design Parameters

Unit	Thickness (m)	Bulk Density γ (kN/m^3)	Effective Cohesion c´ (kPa)	Effective Friction ϕ´ (deg)	Elastic Modulus **E** (kPa)	Poissons Ratio ν
Topsoil, fill and Colluvium	Up to 1.0m	16	NA	NA	NA	NA
Outwash Gravel	Up to 1.0 m	18	0	31	20,000	0.3
Glacial Till	3.1m +	19	2	35	40,000	0.3
Schist Bedrock	Not proven	27	100+	30	100,000	0.25
Defect in schist	NA	NA	0 (along defect)	25 (along defect)	NA	0.2

5.3 Site Preparation

During the earthworks operations all topsoil, organic matter, fill and other unsuitable materials should be removed from the construction areas in accordance with the recommendations of NZS 4431:1989.

Owing to the moderately erodible nature of some of the soils present across the site, sediment control measures should be instigated during earthworks construction.

Water should not be allowed to pond or collect near or under a foundation slab. Positive grading of the subgrade should be undertaken to prevent water ingress or ponding.

All fill that is utilised as bearing for foundations should be placed and compacted in accordance with the recommendations of NZS 4431:1989 and certification provided to that effect. Outwash gravels and glacial till are well graded and granular and can be used as engineered fill. An earthfill specification can be provided on request.

We recommend topsoil stripping and subsequent earthworks be undertaken only when a suitable interval of fair weather is expected, or during the earthworks construction season.

5.4 Excavations

5.4.1 General

Deep excavations up to approximately 9 m in depth will be required to accommodate the proposed building. Cuts will be required close to site boundaries in some locations. The cuts are expected to be formed primarily in glacial soil at the surface however are likely to extend down into schist bedrock in some locations.

Due to the depth of the proposed cuts, and the proximity of the site boundaries, re-grading the excavations to a suitable temporary batter slopes to enable construction of a permanent retaining wall is unlikely to be feasible. Permanent or temporary cantilever retaining walls e.g. sheet pile, concrete bored pile or UC walls, can be utilised to facilitate excavation in this type of situation, possibly in combination with slope re-grading. The final retention/slope re-grade solution will be determined by the detailed design of the building, construction staging and site access.

5.4.2 Cut Slopes in Soil Materials

Recommendations for temporary and permanent slope batters in the soil materials are provided in Table 5.2 below. Slopes that are required to be steeper than those described below should be structurally retained or subject to specific geotechnical design.

Drainage measures, such as horizontal drains may be required if excessive groundwater seepages are encountered during excavation. This may be the case in excavations constructed near the eastern end of the house. The final design and location of all sub-soil drainage works should be confirmed during construction by a suitably qualified and experienced Geotechnical Engineer or Engineering Geologist.

Recommendations for batters in soil materials are provided in Table 5.2 below.

Table 5.2 – Recommended batters for permanent cuts in dry soil materials

Material Type	Maximum Batter for Permanent Cuts Less than 4 m High (horizontal to vertical)	Maximum Batter for Temporary Cuts Less than 4 m High (horizontal to vertical)
Topsoil, Fill, Colluvium (<1.5m depth)	2.5 : 1	1.5 : 1
Outwash Gravel	2.5 : 1	1 : 1
Glacial Till	1.5 : 1	0.5 : 1

If wet slopes are encountered, slope batter gradients of 3.0H:1.0V should be adopted, although this is provisional and should be assessed on a case by case basis.

5.4.3 Cut Slopes in Rock

Schist rock may be encountered at the base of the deepest cut slopes. The presence of schist and depth beneath the soil should be confirmed by drilling during the detailed design phase.

The stability of cut slopes in Schist rock is governed by the strength and orientation of defects in the rock mass. A staged excavation sequence together with the construction of artificial support measures, as required, should be adopted to enable the safe excavation of this material.

Based on previous local experience, Geosolve recommends cut slopes in Schist rock be formed no steeper than 0.25H : 1.0V or flatter.

To manage the risk of unfavourably orientated defects and potential slope instability, all excavations in schist rock should be completed in a staged manner with pilot cuts excavated in advance of each stage of the main excavation.

The pilot cuts should be supervised; controlled and logged by a Geotechnical consultant and comprise small “slots” which due to their size, location, and depth will not pose an instability risk to adjacent sites. Observations made in the pilot cuts should be used to confirm any necessary artificial rock support requirements prior to proceeding with the main excavation.

Measures to remediate unstable rock cuts include constructing the cut face to a flatter angle, the installation of rock bolts, and in some case, the installation of props. Allowance should be made in the construction program and budget for the staged excavation and removal of schist rock and the possible need to install artificial rock support measures such as props, rock bolts and/or shotcrete.

It is recommended the preferred rock support measures are determined in advance of the earthworks commencing. This will allow sufficient time for sub-contractors to be organised and design of the support measures to be completed. It will also avoid delay once the excavation works are underway.

5.5 Engineered Fill Slopes

All fill slopes less than 3 m in height should be constructed with a batter of 2:1 (horizontal to vertical) or flatter, if well drained. If the fill slopes directly support a building foundation then they should be subject to specific engineering design.

5.6 Ground Retention

Permanent ground retention will be required to support the proposed excavations. Due to the close proximity of the site boundaries to the proposed excavation, temporary retaining will be required to support the surrounding soil slopes. If site boundaries allow all temporary slopes for retaining wall construction should be battered as per the recommendations in Table 5.2. If this cannot be achieved retaining wall options such as concrete bored pile walls, or similar solution will be required.

All retaining walls should be designed by a chartered professional engineer using the geotechnical parameters recommended in Table 6.1 of this report. Due allowance should be made during the detailed design of all retaining walls for any additional loads upslope of the wall (i.e. surcharge due to backslope).

Groundwater was not identified in the test pits but has the potential to develop following completion of the earthworks, in particular as a result of heavy or prolonged rainfall. To ensure potential groundwater seeps and flows are properly controlled behind all permanent retaining walls, the following recommendations are provided:

- A minimum 0.3m width of durable free draining granular material should be placed behind all retaining structures;
- A heavy duty non-woven geotextile cloth, such as Bidim A14, should be installed between the natural ground surface and the free draining granular material to prevent siltation and blockage of the drainage media; and
- A heavy-duty (TNZ F/2 Class 500) perforated pipe should be installed within the drainage material at the base of all retaining structures to minimise the risk of excessive groundwater pressures developing. This drainage pipe should be connected to the permanent piped storm water system.

Other drainage options will be applicable if pile wall solutions are ultilised.

5.7 Groundwater Issues

The watertable is expected to lie below finished floor levels. Dewatering or other groundwater-related construction issues are therefore unlikely to be required.

During excavation interception of perched groundwater within the glacial till, or at the soil-rock contact, may occur and robust drainage measures will be required. All drainage should connect to a suitable permanent piped storm water system or outflow to an approved location.

5.8 Slope Stability

No existing slope instability was identified during inspection of the site or immediate surrounding areas. Lower slope stability factors may be present along the downslope edge of the platform and any specific foundation requirements should be assessed during the detailed design phase of the development.

All cuts should be subject to inspection during construction and if higher than outlined in Table 5.2 should be subject to specific design.

5.9 Settlement and Foundations

5.9.1 General

Topsoil, fill and colluvium materials will not be suitable for foundation bearing. All building foundations should bear on outwash gravels, glacial till or schist bedrock. Final foundation designs should be confirmed following further geotechnical investigation and assessment during the detailed design phase of the project.

All unsuitable materials identified in foundation excavations, particularly those softened by exposure to water, should be undercut and replaced with engineered fill during construction. Any fill that is utilised as bearing for foundations should be placed and compacted in accordance with NZS 4431:1989 and certification provided to that effect.

It is recommended the foundation excavations be inspected by a suitably qualified and experienced geotechnical specialist to confirm the conditions are in accordance with the assumptions and recommendations provided in this report.

Deepening of foundations may be required to prevent loading to the existing sewer main present along the south eastern boundary, and to address any local reductions in slope stability safety factors which may be present along the front edge of the building. Pile foundations or similar may be appropriate and should be considered at the detailed design phase.

5.9.2 Foundations on Soil Materials

Figure 5.1 summarises the recommended working stresses for shallow footings which bear upon alluvial gravels or glacial till. It should be noted the foundation working stresses presented on Figure 5.1 are governed by bearing capacity in the case of narrow footings and settlement in the case of wide footings.

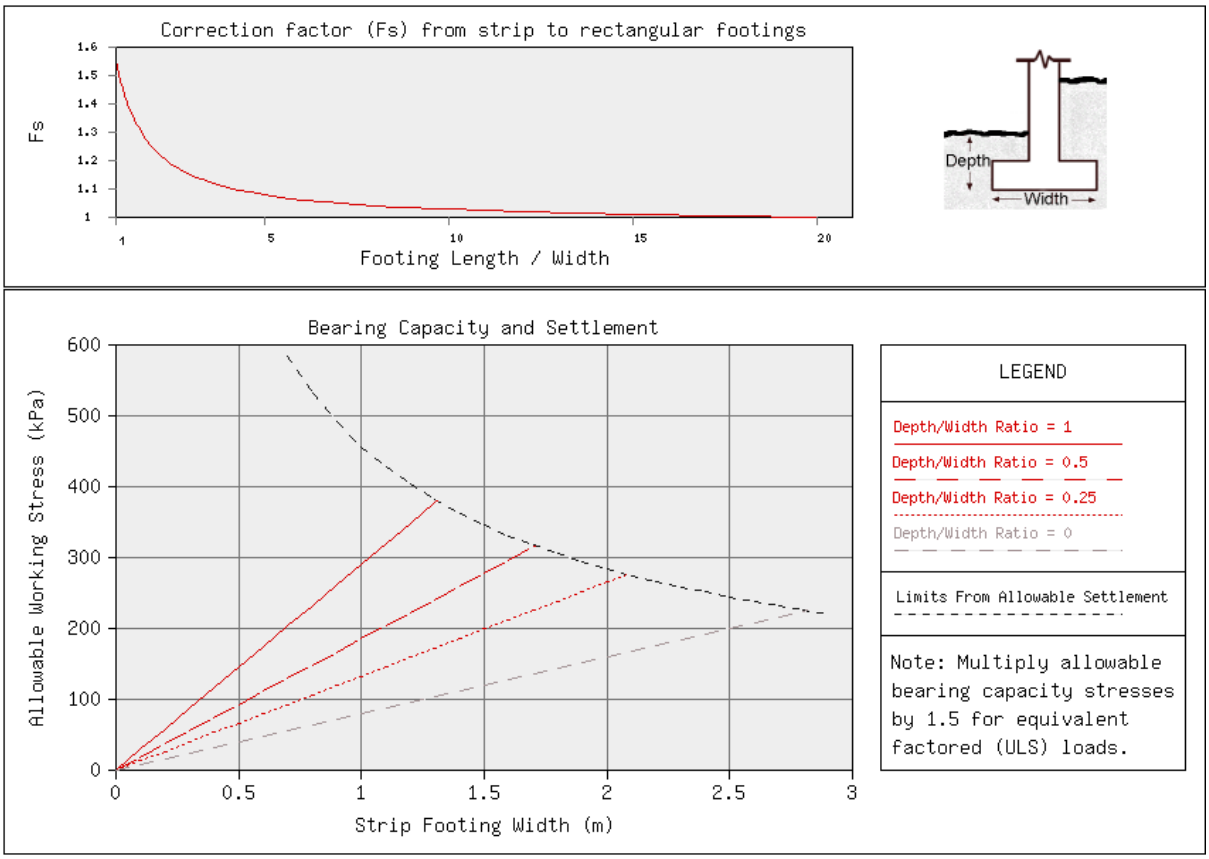


Figure 5.1 – Recommended bearing for shallow footings on Alluvial Gravel and Glacial till deposits

From Figure 5.1 it can be seen an allowable working stress of approximately 100 kPa is recommended for a 300 mm wide by 300 mm deep strip footing founded within alluvial gravel or glacial till. This corresponds to a factored (ULS) bearing capacity of approximately 150 kPa and an ultimate geotechnical bearing capacity of 300 kPa.

5.9.3 Foundations on Rock

For foundations on competent schist rock an allowable working stress of 300kPa is recommend for a 0.4 m wide by 0.4 m deep footing. This corresponds to a factored (ULS) geotechnical bearing capacity of approximately 450 kPa and an ultimate geotechnical bearing capacity of 900 kPa.

5.10 Accessway

The unsealed access way directly upslope of the site will be upgraded and widened as part of the project. To achieve the widening it is proposed to extend the current road width out over the existing downslope shoulder and retaining up to approximately 1.0 to 3.0 m in height will be required to ensure this area is stable. Several retaining options are likely to be feasible. The most suitable options will enable the road above to remain in use during construction and limit the amount of excavation required. Suitable options are expected to comprise cantilever walls, e.g. UC or timber pole. No excavation into the slope on the

upslope side of the access road is proposed and no adverse impact on the ground beneath SH6 should therefore result from this upgrade.

5.11 Site Subsoil Category

For detailed design purposes it is recommended the magnitude of seismic acceleration be estimated in accordance with the recommendations provided in NZS 1170.5:2004.

The site is considered to be Class C (Shallow soil site) in accordance with NZS 1170.5:2004 seismic provisions. The soil parameters for static conditions given above require no downgrading for seismic bearing. (The materials are not subject to liquefaction or other strength loss on cyclic loading).

6 Neighbouring Structures/Hazards

6.1 Natural Hazards

On the Queenstown Lakes District Council Hazard mapping the site is designated as liquefaction investigation category (LIC) 1 (p). This equates to a probably low risk of liquefaction, however further investigation is required to confirm this risk description.

The investigations carried out so far indicate that liquefaction risk is likely to be low for the site, although the data from the recommended deep investigations should be assessed to confirm this.

A regional wide seismic risk is present at the site, as discussed above in Section 4.1.1.

No other natural hazards have been identified at the site.

6.2 Other Hazards

Distances to adjoining structures: No adverse geotechnical implications apply for neighbouring properties during construction of the dwelling provided the above excavation considerations are noted. Detailed engineering assessment of the excavation and retaining methods and construction staging will be required to ensure the earthworks are suitably undertaken.

Services: A large sewer pipe is present at the surface adjacent to the down slope boundary of the site. The location of this pipe relative to the proposed building foundation should be determined. If required, the footing should be designed accordingly to prevent any additional loading to this pipe, e.g. deepening the footing to bear beneath the pipe level. Any temporary works/excavations close to the pipe will need to be carefully staged.

Aquifers: No aquifer resource will be adversely affected by the development.

Erosion and Sediment Control: The site presents some potential to generate silt runoff and this would naturally drain downslope to Frankton Track. Effective systems for erosion control are runoff diversion drains and contour drains, while for sediment control, options are earth bunds, silt fences, hay bales, vegetation buffer strips and sediment ponds. Only the least amount of subsoil should be exposed at any stage and surfacing established as soon as practical.

Noise: Typical excavation and construction machinery will be required, rock-breaking and/or blasting is likely to be required.

Dust: Regular dampening of soil materials with sprinklers should be effective if required.

Vibration: No vibration induced settlement is expected in these soil types. General excavation, rock breaking and or blasting can result in ground vibrations and should be controlled and/or monitored by approved methods and in line with best practice.

7 Further Geotechnical Assessment for Detailed Design

To enable detailed design of the building foundations and retaining, further geotechnical investigation and assessment should be completed for the detailed design/building consent phase of the project.

Borehole drilling should be completed in key locations to finalise the geological model for deeper parts of the proposed cut, e.g. the lift well, and cut locations in boundary areas. Drilling investigations along the front edge of the building are also recommended to confirm the thickness of the glacial soils and depth to bedrock in this area, and any specific foundation requirements. A geotechnical design report can then be completed.

8 Conclusions and Recommendations

- From a geotechnical perspective the proposed development is considered feasible from a geotechnical perspective provided the recommendations of this report are followed. Standard engineering solutions are expected to be available to address the expected geotechnical issues.
- Beneath the surficial layers of topsoil, colluvium and uncontrolled fill, the site is underlain by alluvial gravels and glacial till that extend to at least 4 m depth. Schist bedrock is expected to underlie these materials at relatively shallow depths and is exposed a short distance upslope from the development.
- There is a regional wide seismic risk at the site which should be considered for all future design. Further assessment with respect to liquefaction is considered necessary, although risks are likely to be low.
- Deep excavations are proposed in close proximity to site boundaries. Regrading to stable temporary or permanent batters will to be feasible in some locations and construction of in ground walls e.g. a concrete bored pile wall or similar, prior to excavation is expected to be required.
- The underlying alluvial gravel, glacial till and, if encountered, schist bedrock will provide good foundation bearing for foundations.
- Further geotechnical assessment and investigation should be completed at the detailed design phase of the project. This investigation should confirm the ground model at depth, particularly rock head level and its potential impact on retaining options for the lift well and other deep excavation areas. Local stability and foundation options should be confirmed for the downslope area of the site adjacent to Frankton track and the sewer main.

9 Applicability

This report has been prepared for the benefit of The Montreux Ltd with respect to the particular brief given to us and it may not be relied upon in other contexts or for any other purpose without our prior review and agreement.

Report prepared by:

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Paul Faulkner

Senior Engineering Geologist

Reviewed for GeoSolve Ltd by:

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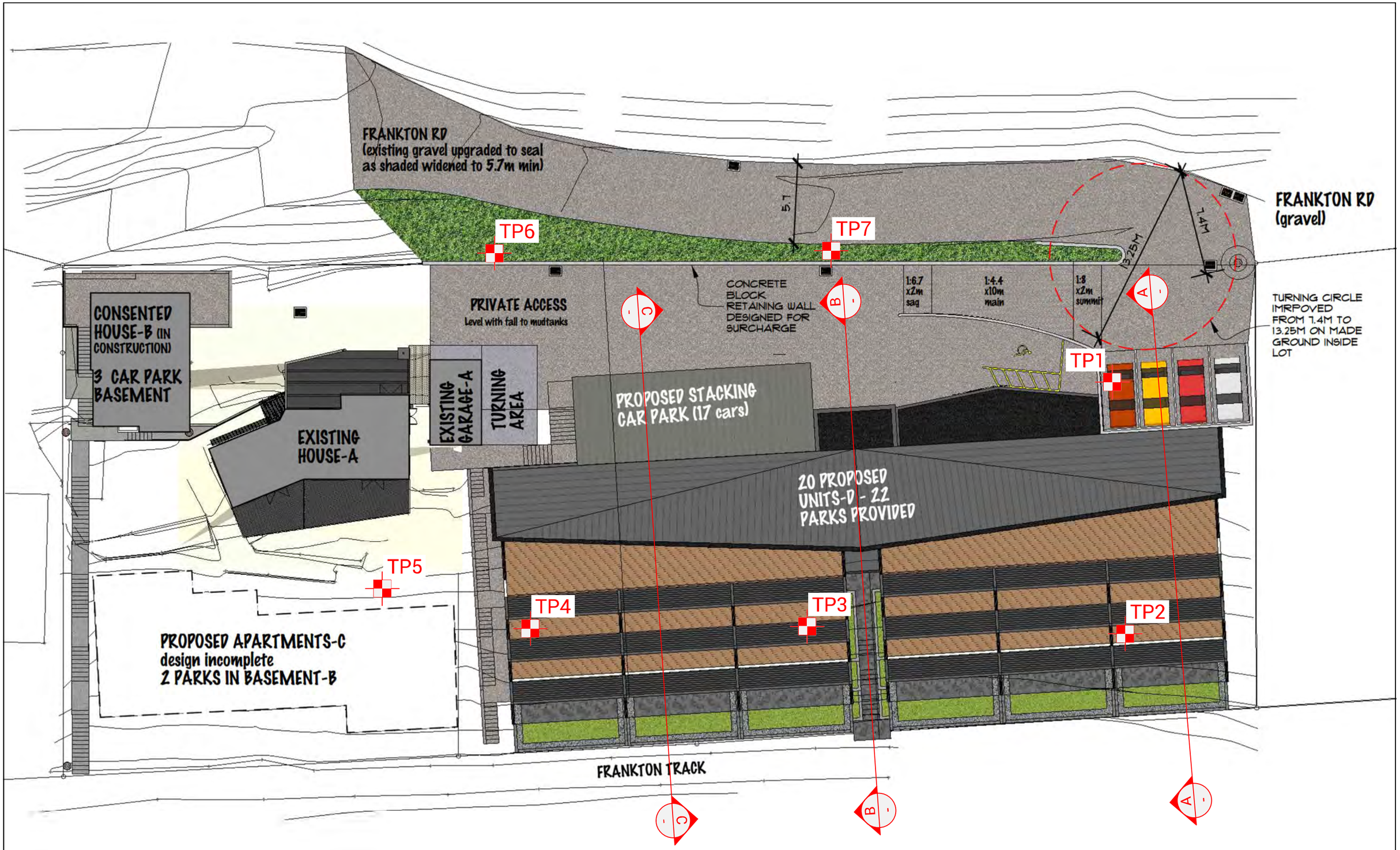
Colin Macdiarmid

Senior Geotechnical Engineer

Appendix A: Site Plan & Cross-section



APPROX SCALE 1:250

0 2.5 5.0 7.5 10.0 12.5 (m)

GEOSOLVE

Level 1, 70 MacAndrew Road, South Dunedin
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APPROVED		
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SCALES (AT A3 SIZE): 1:250		
PROJECT No: 170671		

The Montreux Ltd

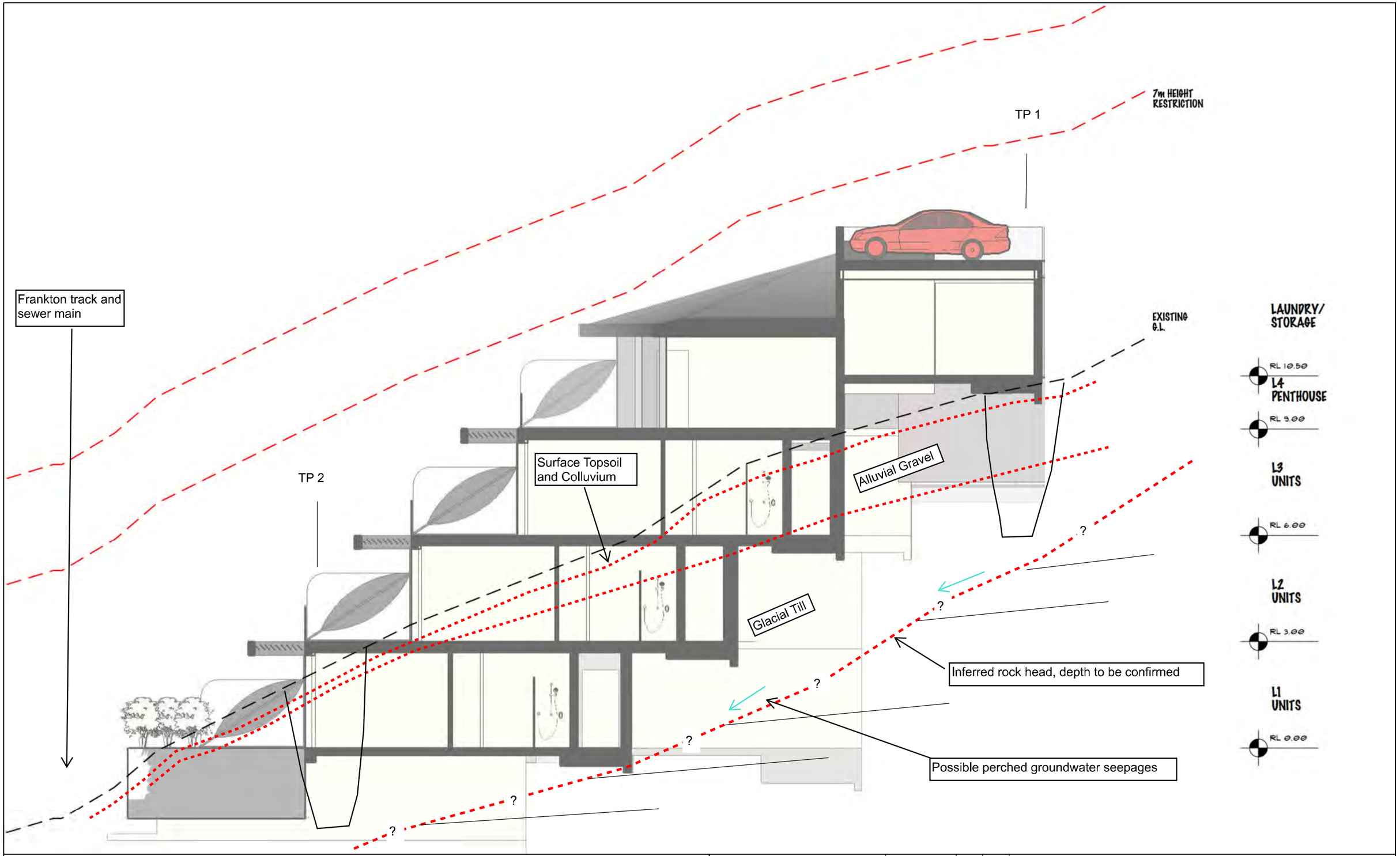
The Montreux Development, 267 Frankton Road

Geotechnical Report for Resource Consent

Investigation Plan

FIG No: Figure 1

REV. 0



APPROX SCALE 1:100

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SCALES (AT A3 SIZE): 1:100		
PROJECT No: 170671		

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The Montreux Development, 267 Frankton Road

Geotechnical Report for Resource Consent

Cross Section A

FIG No: Figure 2a

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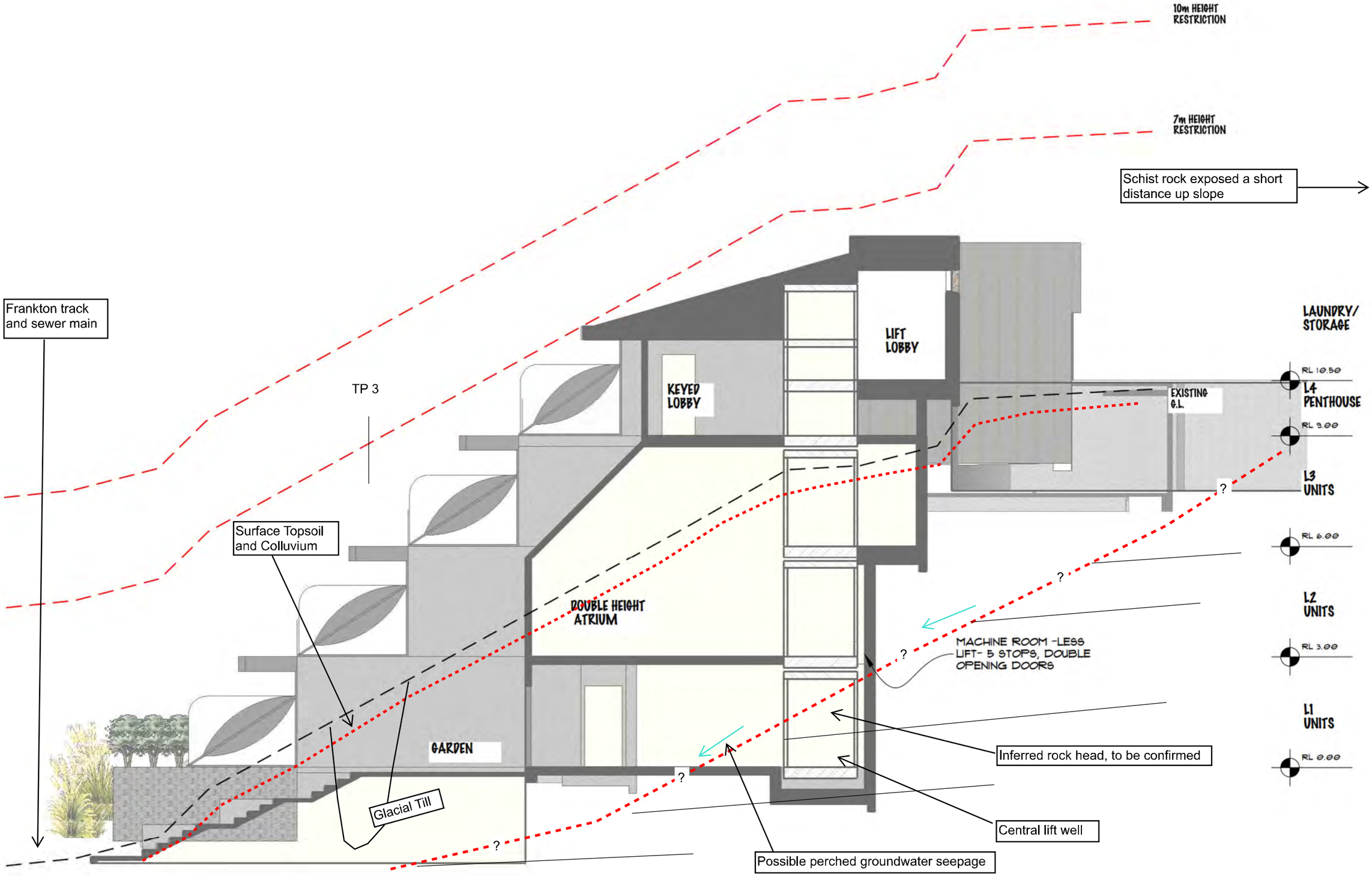

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PROJECT No: 170671		

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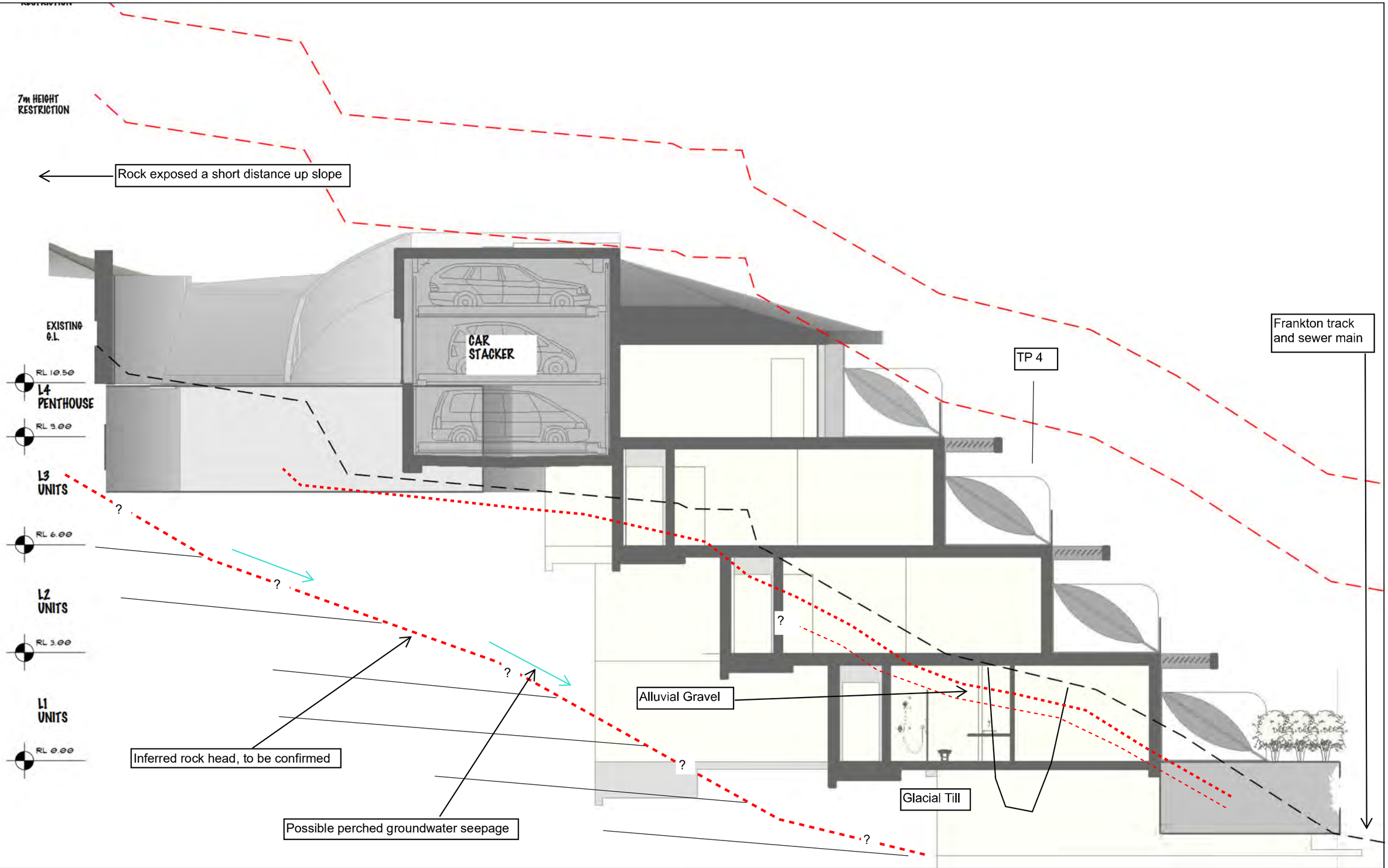
The Montreux Development, 267 Frankton Road

Geotechnical Report for Resource Consent

Cross Section B

FIG No: Figure 2b

REV. 0



APPROX SCALE 1:100

0 1 2 3 4 5 (m)

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CADFILE: 170671_SPf.dwg		
SCALES (AT A3 SIZE): 1:100		
PROJECT No: 170671	FIG No: Figure 2c	REV. 0

The Montreux Ltd

The Montreux Development, 267 Frankton Road

Geotechnical Report for Resource Consent

Cross Section C

Appendix B: Investigation Data

GeoSolve Ltd

EXCAVATION LOG

EXCAVATION NUMBER: **TP 1**

PROJECT: 259-267 Frankton Rd			Job Number: 170671
LOCATION: See Site Plan	Inclination:	Vertical	Direction:

EASTING:	mE	EQUIPMENT: 20T Excavator		OPERATOR: Randy	
NORTHING:	mN	INFOMAP NO.		COMPANY: Horrell Contracting	
ELEVATION:	m	DIMENSIONS:		HOLE STARTED: 5-May-08	
METHOD:		EXCAV. DATUM:		HOLE FINISHED: 5-May-08	

SCALA PENETRATION	GROUNDWATER / SEEPAGE	DEPTH (m)	GRAPHIC LOG	SOIL / ROCK CLASSIFICATION, PLASTICITY OR PARTICLE SIZE CHARACTERISTICS, COLOUR, WEATHERING, SECONDARY AND MINOR COMPONENTS	WATER CONTENT	GEOLOGICAL: SOIL / ROCK TYPE, ORIGIN, MINERAL COMPOSITION, DEFECTS, STRUCTURE, FORMATION
		0.2		Greyish brown, sandy gravelly SILT with rare cobbles and rootlets. Soft.	Moist	TOPSOIL
		0.5		Brownish orange, silty sandy GRAVEL with cobbles and rare boulders. Gravels and cobbles are angular to subangular. Loose to medium dense.	Moist	COLLUVIUM
		2.0		Greyish yellow, silty sandy GRAVEL. Gravel is subrounded to rounded. Medium dense. Bedded.	Dry	ALLUVIAL GRAVEL
	NO SEEPAGE	4.0		Yellowish grey, silty, very sandy GRAVEL with regular cobbles and occasional boulders. Gravel, cobbles and boulders are subrounded to rounded. Max boulder size 400mm. Very dense.	Dry, becoming moist from 3.0m	GLACIAL TILL

Total Depth = 4 m

COMMENT: Test pit dry on completion. Sides stable.

Logged By: PGF

Checked Date:

Sheet: 1 of 1

GeoSolve Ltd
EXCAVATION LOG

EXCAVATION NUMBER: **TP 2**

PROJECT: 259-267 Frankton Rd			Job Number: 170671
LOCATION: See Site Plan	Inclination:	Vertical	Direction:

EASTING:	mE	EQUIPMENT: 20T Excavator		OPERATOR: Randy	
NORTHING:	mN	INFOMAP NO.		COMPANY: Horrell Contracting	
ELEVATION:	m	DIMENSIONS:		HOLE STARTED: 5-May-08	
METHOD:		EXCAV. DATUM:		HOLE FINISHED: 5-May-08	

SCALA PENETRATION	GROUNDWATER / SEEPAGE	DEPTH (m)	GRAPHIC LOG	SOIL / ROCK CLASSIFICATION, PLASTICITY OR PARTICLE SIZE CHARACTERISTICS, COLOUR, WEATHERING, SECONDARY AND MINOR COMPONENTS	WATER CONTENT	GEOLOGICAL: SOIL / ROCK TYPE, ORIGIN, MINERAL COMPOSITION, DEFECTS, STRUCTURE, FORMATION
		0.2		Dark brown, sandy gravelly SILT with rootlets.	Moist	TOPSOIL
		0.4		Brownish orange, silty sandy GRAVEL with cobbles and rare boulders. Gravels and cobbles are angular to subangular. Loose to medium dense.	Moist	COLLUVIUM
		0.8		Greyish yellow, silty sandy GRAVEL. Gravel is subrounded to rounded. Medium dense. Bedded.	Dry	ALLUVIAL GRAVEL
	NO SEEPAGE	3.8		Yellowish grey, silty, very sandy GRAVEL with regular cobbles and occasional boulders. Gravel, cobbles and boulders are subrounded to rounded. Max boulder size 400mm. Very dense.	Dry, becoming moist from 3.0m	GLACIAL TILL

Total Depth = 3.8 m

COMMENT: Test pit dry on completion. Sides stable.

Logged By: PGF
Checked Date:
Sheet: 1 of 1

GeoSolve Ltd
EXCAVATION LOG

EXCAVATION NUMBER: **TP 3**

PROJECT: 259-267 Frankton Rd			Job Number: 170671
LOCATION: See Site Plan	Inclination:	Vertical	Direction:

EASTING:	mE	EQUIPMENT: 20T Excavator		OPERATOR: Randy	
NORTHING:	mN	INFOMAP NO.		COMPANY: Horrell Contracting	
ELEVATION:	m	DIMENSIONS:		HOLE STARTED: 5-May-08	
METHOD:		EXCAV. DATUM:		HOLE FINISHED: 5-May-08	

SCALA PENETRATION	GROUNDWATER / SEEPAGE	DEPTH (m)	GRAPHIC LOG	SOIL / ROCK CLASSIFICATION, PLASTICITY OR PARTICLE SIZE CHARACTERISTICS, COLOUR, WEATHERING, SECONDARY AND MINOR COMPONENTS	WATER CONTENT	GEOLOGICAL: SOIL / ROCK TYPE, ORIGIN, MINERAL COMPOSITION, DEFECTS, STRUCTURE, FORMATION
		0.2		Greyish brown, sandy gravelly SILT with rare cobbles and rootlets. Soft.	Moist	TOPSOIL
		0.4		Brownish orange, silty sandy GRAVEL with cobbles and rare boulders. Gravels and cobbles are angular to subangular. Loose to medium dense.	Moist	COLLUVIUM
	NO SEEPAGE	3.5		Yellowish grey, silty, very sandy GRAVEL with regular cobbles and occasional boulders. Gravel, cobbles and boulders are subrounded to rounded. Max boulder size 400mm. Very dense.	Dry, becoming moist from 1.5m	GLACIAL TILL

Total Depth = 3.5 m

COMMENT: Test pit dry on completion. Sides stable.	Logged By: PGF
	Checked Date:
	Sheet: 1 of 1

GeoSolve Ltd
EXCAVATION LOG

EXCAVATION NUMBER: **TP 4**

PROJECT: 259-267 Frankton Rd			Job Number: 170671
LOCATION: See Site Plan	Inclination:	Vertical	Direction:

EASTING:	mE	EQUIPMENT: 20T Excavator		OPERATOR: Randy	
NORTHING:	mN	INFOMAP NO.		COMPANY: Horrell Contracting	
ELEVATION:	m	DIMENSIONS:		HOLE STARTED: 5-May-08	
METHOD:		EXCAV. DATUM:		HOLE FINISHED: 5-May-08	

SCALA PENETRATION	GROUNDWATER / SEEPAGE	DEPTH (m)	GRAPHIC LOG	SOIL / ROCK CLASSIFICATION, PLASTICITY OR PARTICLE SIZE CHARACTERISTICS, COLOUR, WEATHERING, SECONDARY AND MINOR COMPONENTS	WATER CONTENT	GEOLOGICAL: SOIL / ROCK TYPE, ORIGIN, MINERAL COMPOSITION, DEFECTS, STRUCTURE, FORMATION
		0.2		Greyish brown, sandy gravelly SILT with rare cobbles and rootlets. Soft.	Moist	TOPSOIL
		0.4		Brownish orange, silty sandy GRAVEL with cobbles and rare boulders. Gravels and cobbles are angular to subangular. Loose to medium dense.	Moist	COLLUVIUM
		0.7		Greyish yellow, silty sandy GRAVEL. Gravel is subrounded to rounded. Medium dense. Bedded.	Dry	ALLUVIAL GRAVEL
	NO SEEPAGE	3.6		Yellowish grey, silty, very sandy GRAVEL with regular cobbles and occasional boulders. Gravel, cobbles and boulders are subrounded to rounded. Max boulder size 400mm. Very dense.	Dry, becoming moist from 3.0m	GLACIAL TILL

Total Depth = 3.6 m

COMMENT:	Logged By: PGF
	Checked Date:
	Sheet: 1 of 1

GeoSolve Ltd
EXCAVATION LOG

EXCAVATION NUMBER: **TP 5**

PROJECT: 259-267 Frankton Rd			Job Number: 170671
LOCATION: See Site Plan	Inclination:	Vertical	Direction:

EASTING:	mE	EQUIPMENT: 20T Excavator		OPERATOR: Randy	
NORTHING:	mN	INFOMAP NO.		COMPANY: Horrell Contracting	
ELEVATION:	m	DIMENSIONS:		HOLE STARTED: 5-May-08	
METHOD:		EXCAV. DATUM:		HOLE FINISHED: 5-May-08	

SCALA PENETRATION	GROUNDWATER / SEEPAGE	DEPTH (m)	GRAPHIC LOG	SOIL / ROCK CLASSIFICATION, PLASTICITY OR PARTICLE SIZE CHARACTERISTICS, COLOUR, WEATHERING, SECONDARY AND MINOR COMPONENTS	WATER CONTENT	GEOLOGICAL: SOIL / ROCK TYPE, ORIGIN, MINERAL COMPOSITION, DEFECTS, STRUCTURE, FORMATION
		0.2		Greyish brown, sandy gravelly SILT with rare cobbles and rootlets. Soft.	Moist	TOPSOIL
		0.4		Brownish orange, silty sandy GRAVEL with cobbles and rare boulders. Gravels and cobbles are angular to subangular. Loose to medium dense.	Moist	COLLUVIUM
		0.7		Greyish yellow, silty sandy GRAVEL. Gravel is subrounded to rounded. Medium dense. Bedded.	Dry	ALLUVIAL GRAVEL
	NO SEEPAGE	3.6		Yellowish grey, silty, very sandy GRAVEL with regular cobbles and occasional boulders. Gravel, cobbles and boulders are subrounded to rounded. Max boulder size 400mm. Very dense.	Dry, becoming moist from 3.0m	GLACIAL TILL

Total Depth = 3.6 m

COMMENT:	Logged By: PGF
	Checked Date:
	Sheet: 1 of 1

GeoSolve Ltd

EXCAVATION LOG

EXCAVATION NUMBER: TP 6

PROJECT: 259-267 Frankton Rd			Job Number: 170671
LOCATION: See Site Plan	Inclination:	Vertical	Direction:

EASTING:	mE	EQUIPMENT: 20T Excavator		OPERATOR: Randy	
NORTHING:	mN	INFOMAP NO.		COMPANY: Horrell Contracting	
ELEVATION:	m	DIMENSIONS:		HOLE STARTED: 6-May-08	
METHOD:		EXCAV. DATUM:		HOLE FINISHED: 6-May-08	

SCALA PENETRATION	GROUNDWATER / SEEPAGE	DEPTH (m)	GRAPHIC LOG	SOIL / ROCK CLASSIFICATION, PLASTICITY OR PARTICLE SIZE CHARACTERISTICS, COLOUR, WEATHERING, SECONDARY AND MINOR COMPONENTS	WATER CONTENT	GEOLOGICAL: SOIL / ROCK TYPE, ORIGIN, MINERAL COMPOSITION, DEFECTS, STRUCTURE, FORMATION
		0.1		Dark brown, sandy gravelly SILT with rootlets.	Moist	TOPSOIL
	NO SEEPAGE	1.0		Brownish grey, sandy gravelly COBBLES with boulders. Gravels, cobbles and boulders are subangular to subrounded. Medium dense.	Dry	SCHIST FILL (made ground)

Total Depth = 1 m

COMMENT:	Logged By: PGF
	Checked Date:
	Sheet: 1 of 1

GeoSolve Ltd

EXCAVATION LOG

EXCAVATION NUMBER: TP 7

PROJECT: 259-267 Frankton Rd			Job Number: 170671
LOCATION: See Site Plan	Inclination:	Vertical	Direction:

EASTING:	mE	EQUIPMENT: 20T Excavator		OPERATOR: Randy	
NORTHING:	mN	INFOMAP NO.		COMPANY: Horrell Contracting	
ELEVATION:	m	DIMENSIONS:		HOLE STARTED: 6-May-08	
METHOD:		EXCAV. DATUM:		HOLE FINISHED: 6-May-08	

SCALA PENETRATION	GROUNDWATER / SEEPAGE	DEPTH (m)	GRAPHIC LOG	SOIL / ROCK CLASSIFICATION, PLASTICITY OR PARTICLE SIZE CHARACTERISTICS, COLOUR, WEATHERING, SECONDARY AND MINOR COMPONENTS	WATER CONTENT	GEOLOGICAL: SOIL / ROCK TYPE, ORIGIN, MINERAL COMPOSITION, DEFECTS, STRUCTURE, FORMATION
		0.1		Dark brown, sandy gravelly SILT with rootlets.	Moist	TOPSOIL
	NO SEEPAGE	1.0		Brownish grey, sandy gravelly COBBLES with boulders. Gravels, cobbles and boulders are subangular to subrounded. Medium dense.	Dry	SCHIST FILL (made ground)

Total Depth = 1 m

COMMENT:	Logged By: PGF
	Checked Date:
	Sheet: 1 of 1

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CCL Ref: 14319-120118-shewan.doc

12 January 2018

Donald Shewan

By e-mail only: Donald.shewan@gmail.com

Dear Donald

The Montreux, Frankton Road: Parking and Access Assessment

Further to our e-mails and conversations, we have carried out a review of the proposed development of visitor apartment units at 259, 263 and 267 Frankton Road, Queenstown.

Our review of the site is based on the drawings received by e-mail on 29 November 2017 and 22 December 2017 (Structural Integrity drawings numbered M1 and P6 to P8) and emails received on 21 and 22 December 2017.

Overview

The site is located on the southern side of Frankton Road, approximately 4.1km southwest of Frankton and 1.7km east of Queenstown town centre. Access is achieved from the west and north of the site, via Frankton Road, which in this location is formed as a driveway but in practice is within the legal road reserve of State Highway 6A. The site is zoned as High Density Residential Sub-zone A.

Figure 1: General Site Location

The proposal is for 20 visitor accommodation units, 18 of which are one-bedroom units and two are penthouses. Each room has its own cooking facilities, meaning that it falls within the "*unit type accommodation*" definition of the District Plan. However we also understand that the units could be used for residential purposes, and our assessment is based upon both possibilities.

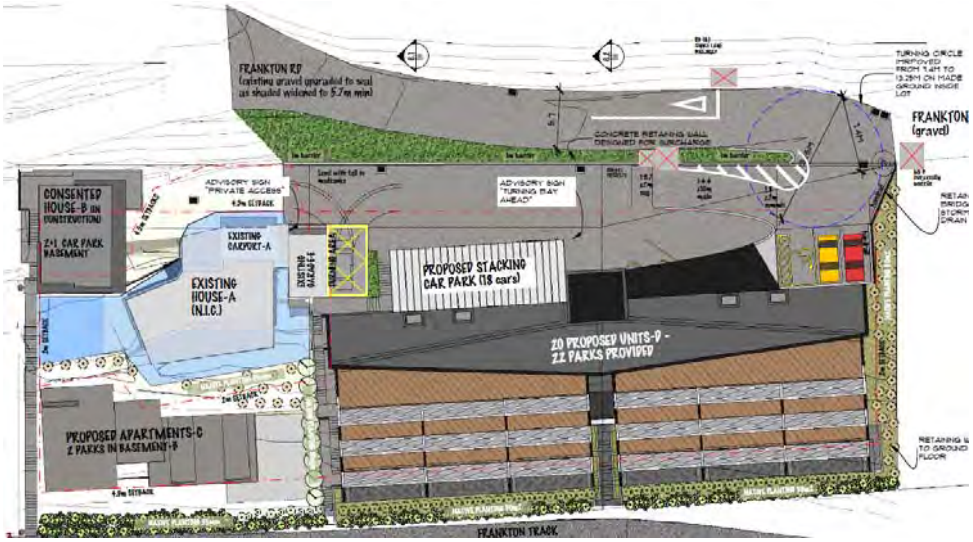

Figure 2: Overall Site Plan (Extract from Structural Integrity Drawing M1)

A total of 24 car parking spaces are shown on the plans. Three spaces are shown within an area towards the east of the site, which includes one space for mobility parking. Three spaces are shown just east of the building entrance and again, one of these spaces is provided for the mobility impaired. Eighteen spaces are proposed to be provided within a car stacker, towards the west of the main building.

We note that the prevailing roading situation is unusual in this location. The site has frontage onto Frankton Road, which is (technically) a state highway. However, the highway carriageway itself is located further to the north and the section of Frankton Road where access is achieved is formed as a driveway rather than as a roadway. It is presently unsealed and narrow (between 3m and 5m wide), and serves a small number of residences.

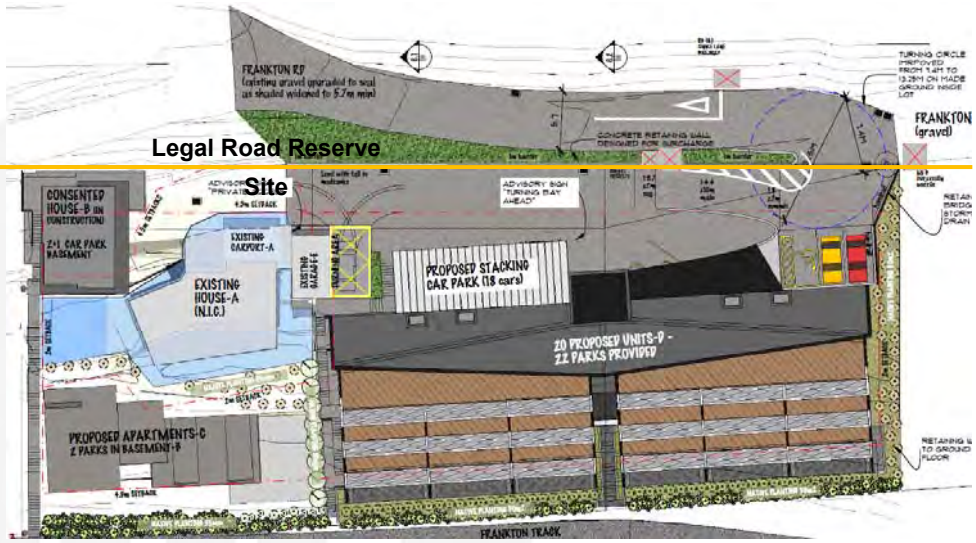

Figure 3: Location of Legal Road Reserve

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 a parking ratio for visitor accommodation units of 1 parking space per unit up to 15 units, and 1 parking space per 2 units thereafter. One space per 10 units is required

for staff. Hence for the 20 units proposed 18 spaces are required for guests plus 2 spaces for staff, meaning that 20 spaces are required and 24 are shown.

In the event that the units were used for residential activity, as the site is within High Density Residential Sub-zone A, one parking space per unit is required. Thus for 20 units, 20 parking spaces are again required.

One coach parking space is required under the District Plan for this size number of visitor accommodation units. The size of the site and the topography mean that a coach could not enter the site and therefore provision will be required to be made off-site or discussions held with the Council about some form of formal way of preventing coach parties from staying at the facility. We understand that a condition of consent is to be offered that no bookings from coach parties will be accepted.

Site Standard 14.2.4.1iv: Location and Availability of Parking Spaces

Six of the car parking spaces are provided in a standard 'row+aisle' formation and will therefore all be independently accessible as required.

However 18 spaces are provided within a car stacker, in a configuration of three spaces high and six spaces wide. From the plans provided and our discussions, we understand that the system proposed is one where each 'column' of car parks can move up and down independently of the others. There is a void beneath each column of spaces and significant head-room above. This means that by lowering the bottom and central parking spaces into the void, the vehicle in the top space of the column can be retrieved. Conversely, the vehicle on the lower space can be retrieved by elevating the central and upper parking spaces into the headroom above. This means that there is no need for any vehicles to be moved or unparked in order to retrieve a particular car.

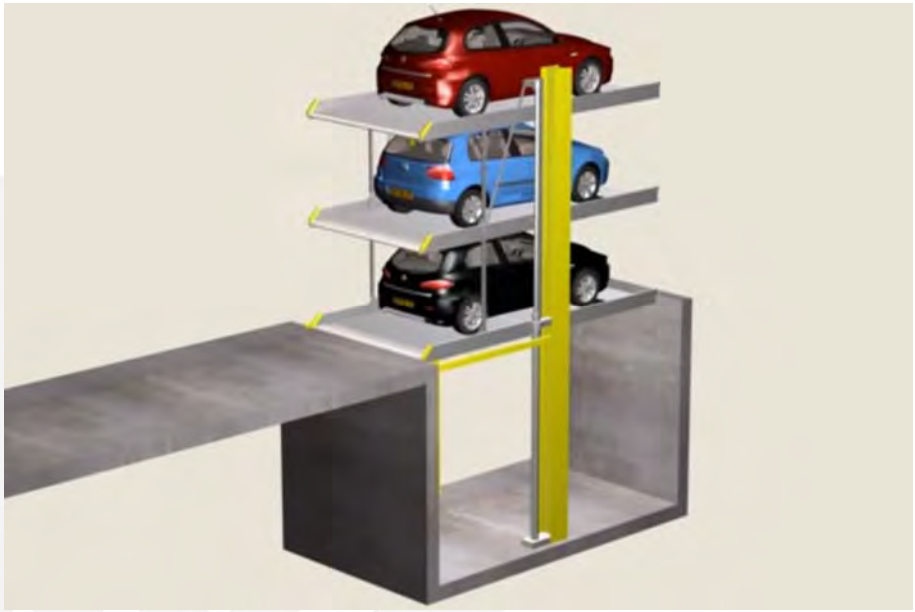

Figure 4: Three Cars Parked, Car on Lower Space can be Retrieved

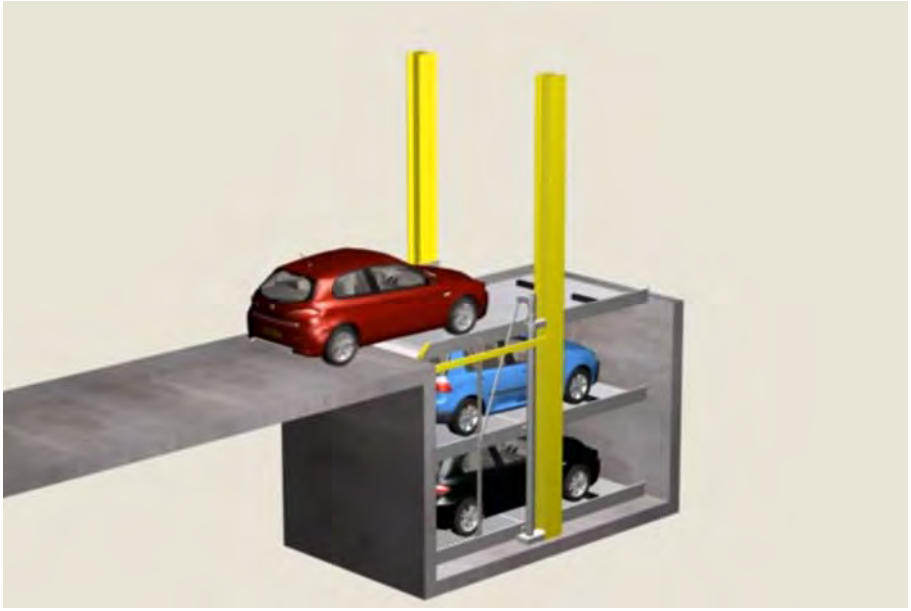

Figure 5: Three Cars Parked, Car on Upper Space can be Retrieved

Overall, the stacker means that cars can be independently accessed and this meets the underlying principles of the Site Standard.

Site Standard 14.2.4.1v: Size of Parking Spaces

If the apartments are used for residential purposes, then this Site Standard does not apply (as the issues are addressed through Site Standard 14.2.4.1x as discussed below). However if they are used for visitor accommodation, then the parking spaces must be able to accommodate a Class 2 user (people unfamiliar with the car parking layout).

The spaces available for the car stackers are shown on the plans as being 2.7m wide, 5.6m long and have an aisle of 7m to 8m width. This meets, and exceeds, the requirements for Class 2 users. However in the event that the area available was reduced due to the stacker hydraulics or other parts of the stacker structure then compliance may not be achieved. The provision of further details concerning the stackers will address any concerns that the Council may have in this regard.

In respect of the headroom available in the stackers, from the information provided we understand that the six spaces on the upper level will be 2.4m high (and therefore able to accommodate vehicles that are 2.3m high, plus 0.1m clearance). The spaces on the central and lower levels will be 1.75m high, and therefore able to accommodate vehicles that are 1.65m high, plus 0.1m clearance.

Under this Site Standard, it is a requirement that the 'design vehicle' set out in Appendix 7 of the District Plan is accommodated. This vehicle is shown as being 1.5m in height. The headroom available in each of the stacked parking spaces exceeds this provision.

The two standard spaces towards the immediate east of the main building entrance are shown as being provided at 45 degrees to the aisle. The spaces are not marked which means that accurate measurement is not possible, but we confirm that the area available can accommodate two spaces of 5.0m length and 2.5m width, as illustrated below.

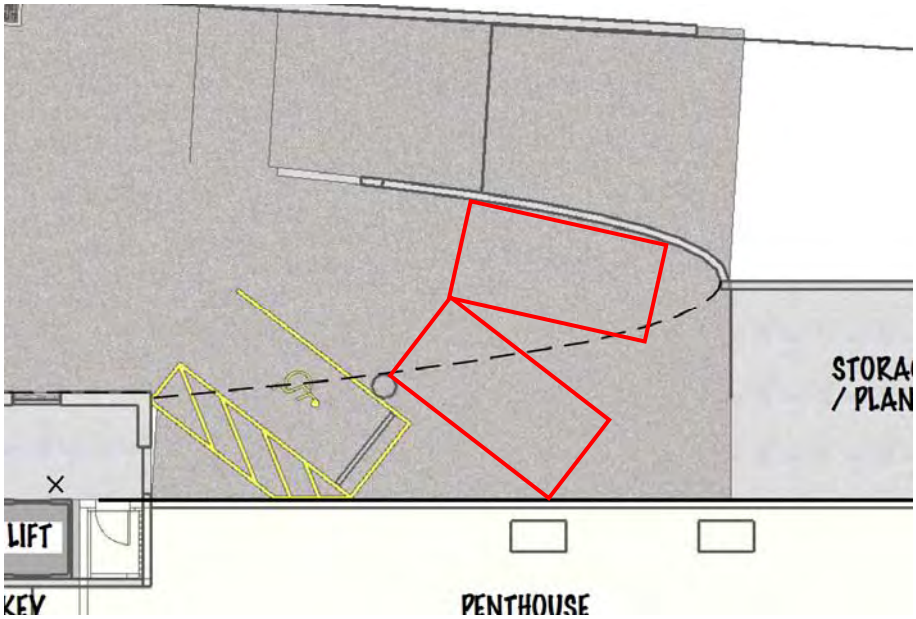

Figure 6: Two Parking Spaces East of Building Entrance

The headroom above these two spaces is 2.4m.

The two standard spaces towards the east of the site are each 2.5m wide (with the easternmost space being widened by a further 0.3m due to being next to a wall) and 5.5m long. The aisle width is more than 8m, and thus the dimensions meet the requirements of the District Plan. We note that there are no overhead obstructions to these two spaces.

The disabled parking space just east of the building entrance is 3.5m wide, 5.6m long and has an aisle of more than 8m. This width is less than required under the District Plan, and we also note that the angle of the space means that the full width is not provided over the last 1.5m of the space. However the width of 3.5m does meet Standard NZS4121:2001 ('Design for Access and Mobility – Buildings and Associated Facilities'), and the absence of the additional width will not affect the ability of the disabled person to fully open their door.

The disabled parking space towards the east of the site is 3.6m wide, 5m long and has an aisle of 6.8m. The aisle does not meet the District Plan requirement for 8m, but is in accordance with Standard AS/NZS2890.1:2004 ('Parking Facilities Part 1: Off-Street Parking') which sets out that an aisle of 6.2m is appropriate for such spaces.

Site Standard 14.2.4.1vi: Parking Area and Access Design

This Site Standard requires the access to comply with Standard NZS4404:2004 ('*Land Development and Subdivision Infrastructure*'), but this standard was updated in 2010 and the Council's Subdivision Code (with which all new development is expected to comply) uses the more recent version. One particular change between the two versions of the Standard was a change in the road widths, with the latter promulgating reduced widths to provide better urban design outcomes. As a result, complying with the Council's Subdivision Code results in non-compliance with this Site Standard, and vice versa.

Overall, we consider that the more appropriate approach is for compliance to be achieved with the Subdivision Code, and have adopted this within our assessment.

For a development of this size and nature, we consider that a carriageway width of 5.5m-5.7m is appropriate under the Subdivision Code. The plans show that the formation of Frankton Road

leading to the site, and which forms the means of access, will be 5.7m wide, and will meet this requirement. The gradient varies from 1 in 8 to 1 in 31, and a gradient of 1 in 8 (12.5%) is set out in the Subdivision Code as being appropriate for a road carrying up to 2,000 vehicles per day. In view of the size of the proposed development and the prevailing traffic flows, the traffic volume will be considerably lower than this.

The curve in the access towards the northeast is noted to have a diameter of 13.25m. The 'design vehicle' of the District Plan has a turning circle diameter of 13.24m (allowing for 0.3m clearance to obstructions), and therefore the vehicle will be able to turn at this curve providing that it is travelling at a crawl. However the arrangement necessarily means that only one traffic lane is provided in this location (as a vehicle cannot traverse the inner radius without needing to undertake a reverse movement). We note that formal signage has been provided to indicate to drivers that a single lane is provided, with drivers entering the development being provided with a formal location in which to wait. There is also a convex mirror located at the apex of the curve to ensure that drivers are able to see any oncoming vehicles. We also note that hatch markings have been provided to guide drivers towards the outer edge of the curve and thus ensure that they are able to undertake the manoeuvre without needing to carry out a reverse movement.

Overall, the small size of the development means that there is little chance that one vehicle will encounter another on the access. Assuming an average speed on the one-lane section of 10km/h, then a vehicle will take 16 seconds to travel from one end to the other. Allowing for the proposed 20 units, plus other seven car parking spaces towards the west, this means that vehicles would be on the ramp for a total of 7.2 minutes in the busiest hour, that is, there would be no vehicles on the ramp for 88% of the time. We calculate that the potential for vehicles to meet is 1 in 282, or put another way, on average there would be three incidences per year of a driver wishing to travel in one direction on the ramp and having to wait for an oncoming driver.

We therefore consider that the access will operate satisfactorily. Nevertheless, because the full 5.7m width of the carriageway is not available over the full length of the access, this represents a non-compliance with the District Plan.

No space is available for a footpath on the access. However the low traffic flows mean that pedestrians are able to share the traffic lane.

The access ramp into the site tapers from around 5.3m to 3.9m. The narrower section is appropriate, as it is nominally a 3.0m ramp with 0.3m widening on each side (as there are walls on either side) and this complies with Standard AS/NZS2890.1:2004 ('*Parking Facilities Part 1: Off-Street Car Parking')*

Site Standard 14.2.4.1vii: Gradient of Car Parks

The parking spaces are provided within or on structures and therefore we do not anticipate that there will be any difficulties in achieving the appropriate gradients.

Site Standard 14.2.4.1viii: Car Spaces for People with Disabilities

Under the District Plan, a car park with 11 to 50 spaces requires one space to be provided for disabled drivers. Two such spaces are shown, towards the east of the building entrance and the east of the site. The dimensions of these are set out above.

Site Standard 14.2.4.1ix: Reverse Manoeuvring

Under this Site Standard, all spaces must be accessible with no more than one reverse movement, and no vehicle can reverse onto the frontage road.

The parking spaces within the stacker are accessed using a private access and with a wide aisle, and hence a driver can move directly into a space, and then undertake reverse movement upon exiting.

Drivers using the three spaces towards the east of the site are able to directly drive into each space. However upon exiting the spaces there is insufficient area for the vehicles to be positioned in a way that aligns with the outer radius of the curve, which then means that there is insufficient area to drive out of the site without a second reverse movement. That is, for these three spaces, two reverse movements are required rather than one. Given that the movements take place at the curve, we consider it is important that drivers using these spaces are aware of the limitations, and therefore, they should be regular users of the car park. If the development is used for residential purposes then this will be achieved, but if used for visitor accommodation then we consider that these spaces should be reserved for staff use only. An additional benefit of this being staff parking is that vehicles will not be exiting the spaces at peak times (since staff will be required to be working at times of peak visitor arrivals) which further minimises the potential for vehicles to meet.

A person parking in any of the three spaces to the immediate east of the building entrance must turn before entering the space, and must reverse from it, meaning that two reverse movements are required rather than one. These spaces are located well within the site and so the additional reversing movements required will not adversely affect any passing traffic. Further, a turning area has been provided to facilitate the reverse movement. Accordingly, we do not consider that the arrangement will result in any adverse safety or efficiency effects arising.

Site Standard 14.2.4.1x: Residential Parking Spaces

Residential parking spaces are of smaller size and/or have a lesser aisle width compared to the requirements for Class 2 users. Since the layout meets the requirements for Class 2 users, it will also meet the requirements for residential parking.

Site Standard 14.2.4.1xi: Queuing

Queuing space is measured from the edge of the road boundary to the point where conflict with a vehicle within the site may arise. With 24 spaces provided, a distance of 12m is required whereas in practice no queuing space is provided (as any vehicles exiting the three car parks to the east of the site would result in any incoming vehicles having to wait within the road reserve).

As noted previously, the situation is unusual because the accessway / frontage road is lightly trafficked and serves very limited development. As such, there is minimal through traffic on the road and thus a greatly reduced potential for vehicles to encounter others. Accordingly, we do not consider that the arrangement will result in any adverse safety or efficiency effects arising.

Site Standard 14.2.4.1xiii: Loading Areas

No loading facilities are required in this land use zoning.

Site Standard 14.2.4.1xiv: Surface of Parking and Loading Areas

The areas used by vehicles will be appropriately surfaced.

Site Standard 14.2.4.1xvii: Illumination

The areas used by vehicles will be appropriately illuminated.

District Plan Part 14.2.4.2: Access

Site Standard 14.2.4.2i: Length of Vehicle Crossings

A vehicle crossing is defined as the formed and constructed entry/exit from the road carriageway and consequently in this case, the crossing is technically 9.4m wide (as can be seen from Figure 3) and therefore slightly exceeds the maximum permitted width of 9m. That said, much of the vehicle crossing is not usable because it requires the vehicle to turn more sharply than it is able to do and hence the effective width is in the order of 6m.

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 at the vehicle crossing.

Site Standard 14.2.4.2iii: Maximum Gradient for Vehicle Access

The plans provided show that the gradient for the internal ramp comprises a 1 in 6.7 transition grade at the bottom, a 1 in 4.4 main ramp, and a 1 in 8 transition at the summit.

The District Plan does not permit a ramp to be steeper than 1 in 5, and even then, only if it serves no more than two residential units. However for ramp design it is common to apply the overarching Standard AS/NZS2890.1:2004 (‘*Parking Facilities Part 1: Off-Street Car Parking’*). This notes that a ramp within a private car park may have a gradient of up to 1 in 4 provided that suitable transition grades are applied. This means that the proposed ramp meets this provision.

Site Standard 14.2.4.2iv: Minimum Sight Distances from Vehicle Access

At the point where the access meets Frankton Road, the speed of vehicles is extremely low. Assuming a 50km/h prevailing speed (which we consider is likely to be higher than in practice), then 80m sight distances are required in each direction and these are achieved.

Site Standard 14.2.4.2v: Maximum Number of Vehicle Crossings

There is only one access provided to the site under the proposed layout.

Site Standard 14.2.4.1vi: Distances of Vehicle Crossings from Intersections

The closest intersection is towards the west, where one formed part of an accessway within the legal road reserve of Frankton Road meets another. This is 55m from the site access, which significantly exceeds the minimum separation of 40m.

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 District Plan:

- Site Standard 14.2.4.1i (Minimum Parking Space Numbers): One coach parking space is required, but none is shown. However the topography of the site and its size means that a coach could not visit irrespective. We understand that a condition of consent is to be offered which will prohibit bookings from being accepted from coach parties.
- Site Standard 14.2.4.1v (Size of Parking Spaces): The dimensions of the disabled parking spaces do not meet the District Plan, but comply with overarching Standards;

- Site Standard 14.2.4.1vi (Parking Area and Access Design): The accessway width at the curve means that only a single traffic lane is provided in this location, but this has been managed through the installation of a lane markings, a mirror and signage. The low traffic flows mean that there is little chance of an incoming driver meeting an outgoing driver.
- Site Standard 14.2.4.1ix (Reverse Manoeuvring): The vehicles exiting the three spaces towards the east will require two reverse movements upon exit but this can be mitigated by ensuring that these spaces are used only by those familiar with the constraint. One additional reverse movement is also required to enter the three parking spaces just east of the building entrance, but these spaces are well within the site.
- Site Standard 14.2.4.1xi (Queuing): No queuing space is provided, but again, the unusual nature of the road frontage mitigates the potential for adverse effects.
- Site Standard 14.2.4.2i (Length of Vehicle Crossings): The length of the crossing is slightly greater than permitted, but as only part will be useable in practice, the effective length is less than measured; and
- Site Standard 14.2.4.2iii (Maximum Gradient for Vehicle Access): The internal ramp is steeper than the District Plan allows but meets the requirements of Standard AS/NZS2890.1:2004 ('*Parking Facilities Part 1: Off-Street Car Parking'*).

Additional Matters

The plans provided show that works are to be carried out on land which is within the legal road reserve of State Highway 6A. While we consider that they are highly beneficial for the access solution at the site (such as the sealing of the access and the provision of signage, mirrors and a formal place for incoming drivers to wait if necessary), the works will require the consent of the relevant landowner (NZTA) in order for them to be implemented.

Conclusions

On the basis of our review, and subject to a condition of consent regarding coach parking and the use of the easternmost standard parking spaces for staff only, we are able to support the proposed layout from a transportation perspective.

I trust that this is of assistance but 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

Issue 2
December 19, 2017

The Montreux – Infrastructure Feasibility Report

Prepared by: Civilised Ltd

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The Montreux – Infrastructure Feasibility Report

Report prepared For: Donald Shewan

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Report Reference: QS012
2017-12-19 Infrastructure Report.docx

Date: 19th December 2017

Issue	Details	Date
1	Draft for comment	12th December 2017
2	Issue following review	19th December 2017

Executive Summary

Mr Donald Shewan proposes to construct a new 20 unit Visitor Accommodation development on his land at 263 and 267 Frankton Road, Queenstown. Civilised Ltd have assessed the necessary development infrastructure in relation to:

- Water supply
- Wastewater disposal
- Stormwater runoff
- Power Supply and Telecommunications

Water supply for firefighting and potable use will be taken from the Queenstown Lakes District Council (QLDC) water mains running adjacent to the site within the Frankton Road reserve. All water supply connections will be provided with backflow prevention. While there are some fire hydrants in the vicinity of the development, the flows from these will need to be assessed and if required, further hydrants constructed as part of the development works. This work will be undertaken during the detailed design phase for the development. The water supply demands will be increased by the new development. It is assumed that the water supply network was designed in order to service the ultimate high density residential development on the site envisaged under the district plan. This development is consistent with the type of development envisaged.

Wastewater will be collected in a gravity pipe system and discharged to the QLDC network adjacent to the Frankton Track. The site is located within the catchment of the QLDC Frankton Beach Pump Station, and is serviced by 600 mm diameter pipe adjacent to the Frankton Track. The development will increase the wastewater flow from the site. It is assumed that the wastewater network was designed in order to service the ultimate high density residential development on the site envisaged under the district plan. This development is consistent with the type of development envisaged in the District Plan.

Stormwater will be collected in a gravity pipe system and discharged to the QLDC network that runs through the site. The QLDC reticulation ultimately discharges to Lake Wakatipu. The new development will result in an increase in runoff. QLDC require flow controls to limit the runoff to pre-development levels to maintain the current levels of service in the stormwater network. The increase in flow will be managed with a flow control device and on-site detention. Hardstand stormwater will be treated with submerged outlet sumps and oil and grit interceptor in order to meet Otago Regional Council water quality rules for discharge to surface water.

The service providers for power supply and telecommunications reticulation have confirmed that they are able to provide a suitable connection to the proposed development.

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1 Introduction

Mr Donald Shewan has engaged Civilised Limited (CL) to investigate and report on the feasibility of providing utility services and the necessary development infrastructure for the proposed visitor accommodation development on Frankton Road land in Queenstown.

This report considers the nature of the proposed development, the site conditions affecting the implementation of the necessary development infrastructure and describes the proposed implementation of the following elements;

- Water supply
- Wastewater drainage
- Stormwater drainage
- Power supply and Telecommunications

The report is to supplement and support the planning submissions made by Southern Planning Group Ltd on behalf of Mr Donald Shewan with regard to the application for consent to construct the development.

2 Description of Proposal

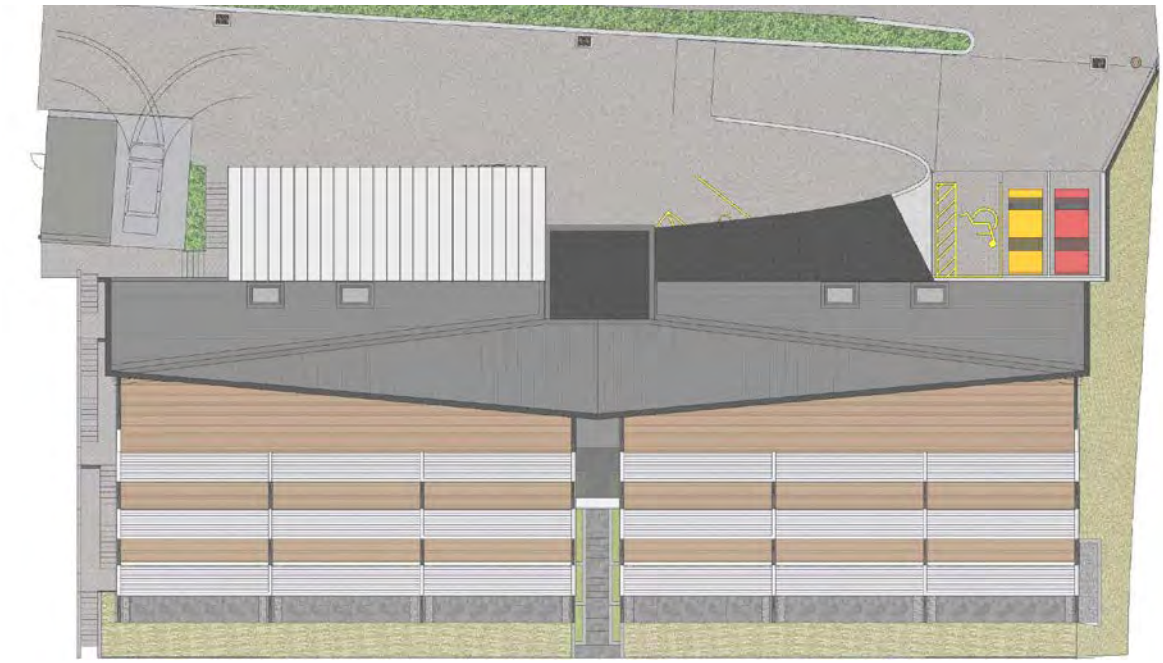
It is proposed to construct a new Visitor Accommodation development comprising 20 visitor accommodation units on land at 263-267 Frankton Road, Queenstown. The land is currently zoned High Density Residential under the Queenstown Lakes District Council (QLDC) District Plan.

The development will comprise 18 single bedroom visitor accommodation units and 2 larger penthouses (also to be used for visitor accommodation) and associated carparking. The drawings of the proposed development are included in Appendix A. The building is five storeys high.

The site for the development is currently occupied by two dwellings. One of these dwellings will be removed to allow the development to proceed. The other dwelling remains and further, already consented, development will occur in the vicinity of this dwelling. This further development includes the construction of a further dwelling and of two units. This aspect of the overall site development has been consented under RM140826 and is not considered further.

We note that this assessment of the necessary development infrastructure is limited to consideration of the scale of the development as it is currently proposed.

Figure 1: Proposed Development extents



3 Site Description

The proposed development is located on land overlooking the Frankton Arm of Lake Wakatipu and below Frankton Road. The site is adjacent to the Villa Del Lago apartments and is within the High Density Zone that runs below Frankton Road.

The street address for the underlying site of the development is numbers 263-267 Frankton Road.

As mentioned above, the development site will require the removal of one existing house (located at 263 Frankton Road). The remainder of the site is not occupied. The site is currently used as rental accommodation and vacant land.

Grades on the site can be described as flat to moderately sloping with some steeper slopes down towards the Frankton Track.

The subject site of the development is currently contained within various certificates of title:

- 263 Frankton Road, 655354 (Lot 2 DP 475539)
- 267 Frankton Road, OTB2/154 (Lot 7 DP 10151)

The elevation of the site varies between approximately RL 315 and approximately RL 340 above Mean Sea Level (MSL).

Figure 2: Aerial Photo of Site

The site has a south-easterly aspect.

The land receives approximately 750mm of rainfall per annum.

4 Water Supply

4.1 Existing Water Supply Reticulation

The site is within the scheme boundary for the QLDC water supply reticulation scheme. There is an existing pipe under the access road to the site that parallels Frankton Road. The existing water main is a 300mm diameter PVC pipeline.

4.2 Water Demand Assessment

The proposed development will increase demand on the water supply system. A potable water demand assessment has been undertaken and is tabulated below:

Table 1: Potable Water Supply Demand Assessment

Item	Number of People	Litres per day per person	Average Daily Flow	Peak Daily Flow
Visitor Accommodation (Single bedroom)	36 (2 per room)	250	9 m³/day	36 m³/day
Visitor Accommodation (Penthouses)	12 (6 per penthouse)	250	3 m³/day	12 m³/day
		Total	12 m³/day 0.14 l/s	48 m³/day 0.56 l/s

The potable water demand assessment has been undertaken in accordance with section 6.3.5.6 of the QLDC Code of Practice (QLDC COP). The peak daily flow figures include a peaking factor of 4.

4.3 Fire Fighting Water

The firefighting water demand will be made up of two components: the design flow for the sprinkler system and the flow for firefighting (using hydrants). Assuming an Ordinary Hazard (as defined in New Zealand Fire Service Firefighting Water Supplies Code of Practice SNZ PAS 4509:2008) the design flow for the sprinkler system within the development is likely to be of the order of 25 l/s. On top of that demand, fire hydrant flows must be met in accordance with New Zealand Fire Service Firefighting Water Supplies Code of Practice SNZ PAS 4509:2008. Assuming a fire water classification of FW3, 25 l/s must be available from a hydrant within 135 m with an additional 25 l/s within a distance of 270 m while maintaining a residual pressure in the main of 100 kPa. While there are some fire hydrants in the vicinity of the development, the flows from these will need to be assessed and if required, further hydrants constructed as part of the development works. This work will be undertaken during the detailed design phase for the development. QLDC have previously confirmed that FW3 flow rates can be provided to High Density zoned sites within the district.

4.4 Proposed Water Supply

It is envisaged that there will be water connections made to the water main in the street frontage of the property. There will likely be an independent feed for the sprinkler system (to be confirmed during the detailed design phase). A separate potable supply will be taken from the main. In order to ensure that the requirements of the New Zealand Building Code (NZBC) are met, the internal water supply system will be designed in accordance with NZBC G12/VM1.

All water feeds from the QLDC network will be installed with backflow prevention at the boundary of the site. The fire feeds will have backflow prevention in accordance with a high risk cross connection hazard. The potable feed will have backflow prevention in accordance with a medium risk connection hazard in accordance with section 3 of NZBC G12/AS1.

4.5 Impact on Existing Infrastructure

The development will result in additional water demands on the QLDC water supply system. It is assumed that the water supply is suitable for the development based on the zoning of the site in the QLDC District Plan. According to the QLDC District Plan Maps, the site is zoned 'high density residential'. This zone 'makes provision for the establishment of higher density residential and visitor accommodation activities'.

It is assumed that QLDC have undertaken an infrastructure capacity assessment based on the intensification that can be expected with the application of the underlying 'high density residential' zone.

5 Wastewater Disposal

5.1 Existing Wastewater Drainage Reticulation

The site is within the scheme boundary for the QLDC wastewater drainage reticulation scheme. There are existing wastewater laterals to the site from the gravity wastewater sewer main that runs alongside the Frankton Track below the site. The existing sewer main in the Frankton Track is a 600mm diameter concrete pipeline. This pipeline is the principle main from Queenstown to the Frankton Beach pump station.

The existing wastewater infrastructure that is affected by the proposed development is shown on the drawings included in Appendix B of this report.

5.2 Wastewater Drainage Demand Assessment

The proposed development will increase demand on the wastewater drainage system. A wastewater demand assessment has been undertaken and is tabulated below:

Table 2: Wastewater Drainage Demand Assessment

Item	Number of People	Litres per day per person	Average Daily Flow	Peak Flow
Visitor Accommodation (Single bedroom)	36 (2 per room)	250	9 m³/day	
Visitor Accommodation (Penthouses)	12 (6 per penthouse)	250	3 m³/day	
		Total	12 m³/day 0.14 l/s	0.35 l/s

The wastewater drainage demand assessment has been undertaken in accordance with section 5.3.5.1 of the QLDC COP with the daily demand per person substituted from industry usage figures. The peak flows were calculated using a diurnal peaking factor of 2.5. No dilution factor for infiltration has been applied due to the impervious nature of the development and because the reticulation will be constructed with reasonable separation to the ground water table.

5.3 Proposed Wastewater Drainage

It is envisaged that there will be a wastewater drainage connection to the existing sewer main adjacent to the Frankton Track. All wastewater drainage is expected to be by way of gravity reticulation within the site to the connection with existing QLDC infrastructure.

Subject to detailed design, he wastewater within the site will be collected by a network of 150mm pipes located within the building. The wastewater pipework will be designed and constructed in accordance with the NZBC G13/AS3 and discharge at a single point.

5.4 Impact on Existing Infrastructure

The development will result in additional wastewater drainage demands on the QLDC wastewater drainage reticulation. It is assumed that the existing drainage system is suitable for the development based on the zoning of the site in the QLDC District Plan. According to the QLDC District Plan Maps, the site is zoned ‘high density residential’. This zone ‘makes provision for the establishment of higher density residential and visitor accommodation activities’.

It is assumed that QLDC have undertaken an infrastructure capacity assessment based on the intensification that can be expected with the application of the underlying ‘high density residential’ zone.

6 Stormwater Disposal

6.1 Existing Stormwater Drainage Reticulation

The site is within the scheme boundary for the QLDC stormwater drainage reticulation scheme. There are existing pipes at both ends of the site. At the northeast end of the site, a QLDC owned 300mm stormwater drains from the access road down through the site and discharges below the Frankton Track below the site. There is also, at the southwest end of the site, a smaller private stormwater pipe that drains the existing dwelling at 259 Frankton Road.

Currently much of the existing site is pervious and consequently low intensity rainfall events will infiltrate into the ground. During heavier rainfall events, it is expected that runoff from the site will be in the form of sheet flows draining to the Frankton Track.

The existing stormwater infrastructure that is affected by the proposed development is shown on the drawing included in Appendix C of this report.

6.2 Stormwater Drainage Demand Assessment

The QLDC COP requires that post development stormwater runoff flows are limited to the pre-development flows for a 60 minute 5 year storm event (section 4.3.5).

Pre and post development stormwater runoff for the site was estimated using the Rational Method as described in section 2 of NZBC E1/VM1. Rainfall intensity figures were taken from the New Zealand National Institute of Water and Atmospheric Research (NIWA) High Intensity Rainfall Data System (HIRDS). An allowance for a temperature rise of 2° due to climate change has been allowed for in the rainfall intensities used.

We have analysed two predevelopment scenarios, one for the site with its current usage and one for the historic situation when there were more houses on the site. Calculations for the stormwater runoff are included in Appendix C. These give pre-development runoff figures for the site of 3.9 l/s as it is currently.

Post development runoff from the site will generally be greater than pre-development. This is due to the introduction of impervious areas across most of the site. Whilst there are significant areas of landscaping vegetation proposed for the development, these are primarily constructed garden areas built over parts of the lower floors, so water that infiltrates the garden areas will still need to be drained off site.

The calculations included in Appendix C include the post development runoff calculations for the critical storm duration of 10 minutes and fore various recurrence intervals are as tabled below.

Table 3: Post Development Stormwater Runoff

Average Recurrence Interval	Runoff (litres per second)
5 years	13.0
10 years	15.4
20 years	17.8
50 years	21.8
100 years	25.5

6.3 Proposed Stormwater Drainage

As the post development runoff is greater than the pre-development runoff for the 60 minute 5 year event, on site attenuation will be used to limit flows entering the QLDC stormwater drainage reticulation.

As detailed in table 4.1 of the QLDC COP, the level of service required for the stormwater drainage is for flows up to a 20 year event to be accommodated within the piped network. Calculations included

in Appendix C show that in order to attenuate flows to the existing pre-development level storage of 22.7 m^3 will be required. The level of attenuation will be determined in conjunction with the QLDC during the detailed design stage of the project.

Due to the sloping nature of the site and the building site coverage, it is considered that 'soft' solutions such as grassed basins and swales are inappropriate due to the lack of landscaped space and limited clearance from buildings. An underground concrete vault, oversized pipe sections and proprietary underground tank systems are options for attenuation storage on site.

6.4 Secondary Flow Paths

Rainfall events that cause stormwater flows to exceed the capacity of the stormwater network are expected to be conveyed down the sides of the proposed building.

Overland flow paths also need to be incorporated in the landscaping around the development to ensure that flows from areas above the site and flows exceeding the capacity of the piped stormwater system can run off the site without causing flooding damage to buildings.

6.5 Stormwater Treatment

The stormwater from the site will be discharged into the QLDC stormwater network and ultimately Lake Wakatipu.

Stormwater discharges from the QLDC network are authorised by the Otago Regional Council Regional Council's 'Water for Otago Regional Plan'. Stormwater discharge from a reticulated network to Lake Wakatipu is a permitted activity, subject to rules set out in section 12.B.1.8.

Vehicle parking and movement on the site has potential to produce stormwater that may contravene the discharge rules. Hydrocarbon leakage and sediment tracked in by vehicles may result in stormwater that contains 'oil and grease films' and 'floatable or suspended materials' that are specifically mentioned as contravening section 12.B.1.8.

Hydrocarbons will be captured using a treatment train approach of submerged outlet sumps, followed by an oil and grit interceptor prior to discharge to the QLDC network. The submerged outlet sumps, and oil and grit interceptor will also help to remove floatable detritus and suspended solids derived from the hardstand areas on the site.

6.6 Impact on Existing Infrastructure

The application of stormwater flow control attenuation will mitigate the increase in stormwater flows from the development site and avoid increasing the demand on the QLDC stormwater network.

The application of a treatment train stormwater treatment approach towards hydrocarbons, floatable and suspended solids will help QLDC maintain stormwater discharges in accordance with the rules specified in the Water for Otago Regional Plan. The introduction of a formal stormwater quality management regime is also an improvement to the pre-development case where there are no formal water quality measures in place.

7 Power Supply & Telecommunications

7.1 Power Reticulation

Aurora Energy Limited has been contacted regarding the proposed development. They have provided a letter confirming their ability to make an electricity supply available for this development. A copy of the confirmation from Aurora is included in Appendix D.

There is existing power reticulation infrastructure currently situated within the part of the site that services the existing dwellings. It is expected that the relocation or removal of these existing power supply lines will be considered and catered for as part of the development. The precise details for the relocation works will be confirmed during the detailed design phase of the project and in conjunction with Aurora.

7.2 Telecommunications Reticulation

Chorus have been contacted regarding the proposed development. They have confirmed their ability to make telecommunications connections available for this development. A copy of correspondence from Chorus is included in Appendix E.

8 Limitations

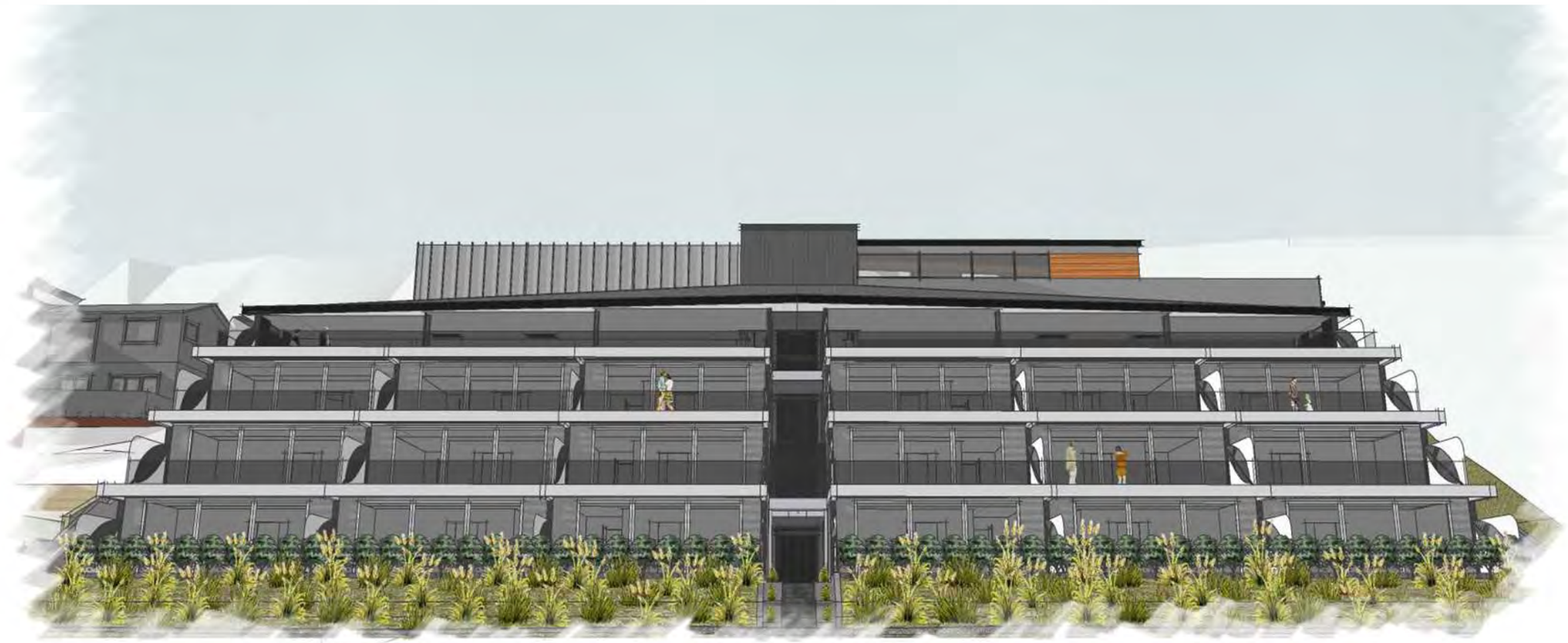
This report has been written for the particular brief to Civilised Ltd from their client and no responsibility is accepted for the use of the report for any other purpose, or in any other context or by any third party without prior review and agreement.

In addition, this report contains information and recommendations based on information obtained from a variety of methods and sources including inspection, sampling or testing at specific times and locations with limited site coverage and by third parties as outlined in this report. This report does not purport to completely describe all site characteristics and properties and it must be appreciated that the actual conditions encountered throughout the site may vary, particularly where ground conditions and continuity have been inferred between test locations. If conditions at the site are subsequently found to differ significantly from those described and/or anticipated in this report, Civilised Ltd must be notified to advise and provide further interpretation.

Appendix A

Development Drawings

SW perspective
- nts



S perspective
- nts

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Original @A3

CONCEPT.

i

N	perspective
-	nts

SE	perspective
-	nts

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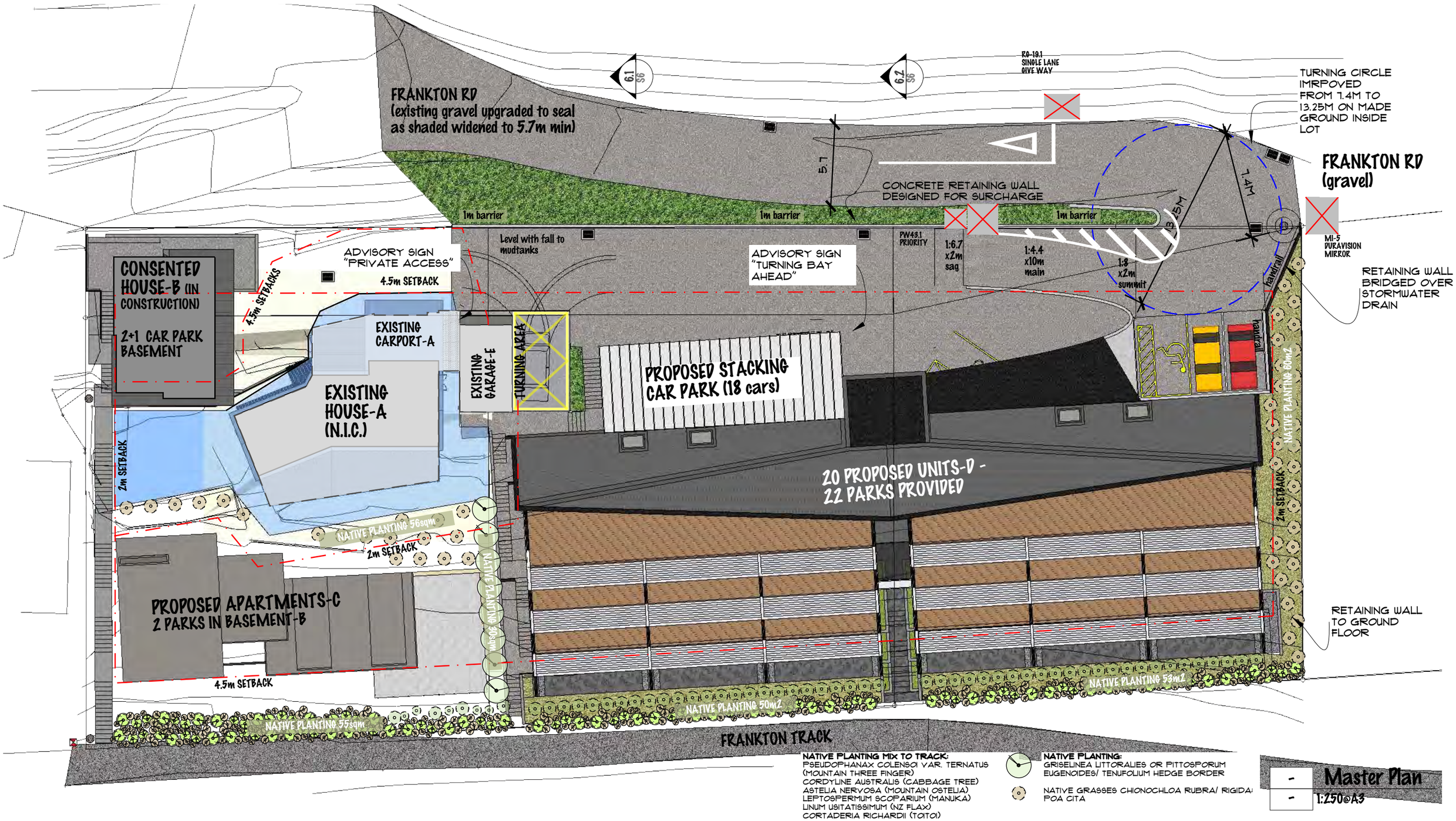
ii



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M1

SITE COVERAGE

1,670m2	263 FRANKTON RD
916m2	267 FRANKTON RD
2,586m2	GROSS AREA
309m2	LESS R.O.W.
2,277m2	NETT AREA
94m2	HOUSE B
155m2	HOUSE/ APARTMENTS C
920m2	UNITS D
53m2	GARAGE E
1222m2	TOTAL COVERAGE
47.3%	GROSS COVERAGE
53.7%	NETT COVERAGE
264m2	LANDSCAPING= 11.6% NETT

9.5.4.2 Sloping Sites a maximum of 65% site coverage

BLUE AREA IS LOT 1 DP475539 -259 FRANKTON RD 268m2 & BUILDING A- NOT INCLUDED

440

440

FRANKTON RD (gravel)

LOT 2 DP475539 263 FRANKTON RD

LOT 1 DP10151 267 FRANKTON RD

27.96

28.14

28.33

435

435

4.5m SETBACK

CONSENTED HOUSE-B (IN CONSTRUCTION)

3 CAR PARK BASEMENT B=94m2

EXISTING CARPORT-A

EXISTING GARAGE-E

TURNING AREA

E=53m2

EXISTING HOUSE-A (N.I.C.)

PROPOSED UNITS-D

D=920m2

STORMWATER DRAIN TO NZS4404

430

2m SETBACK

430

2m SETBACK

31.42

STORMWATER DRAIN TO NZS4404

425

36.17

PROPOSED APARTMENTS-C
2 PARKS IN BASEMENT-B

C=155m2

425

4.5m SETBACK

28.38

16.89

11.32

28.0

FRANKTON TRACK

-	Massing Plan
-	1:250@A3

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P1

L1	Floor Plan- Garden Level- 6 units
-	1:150@A3

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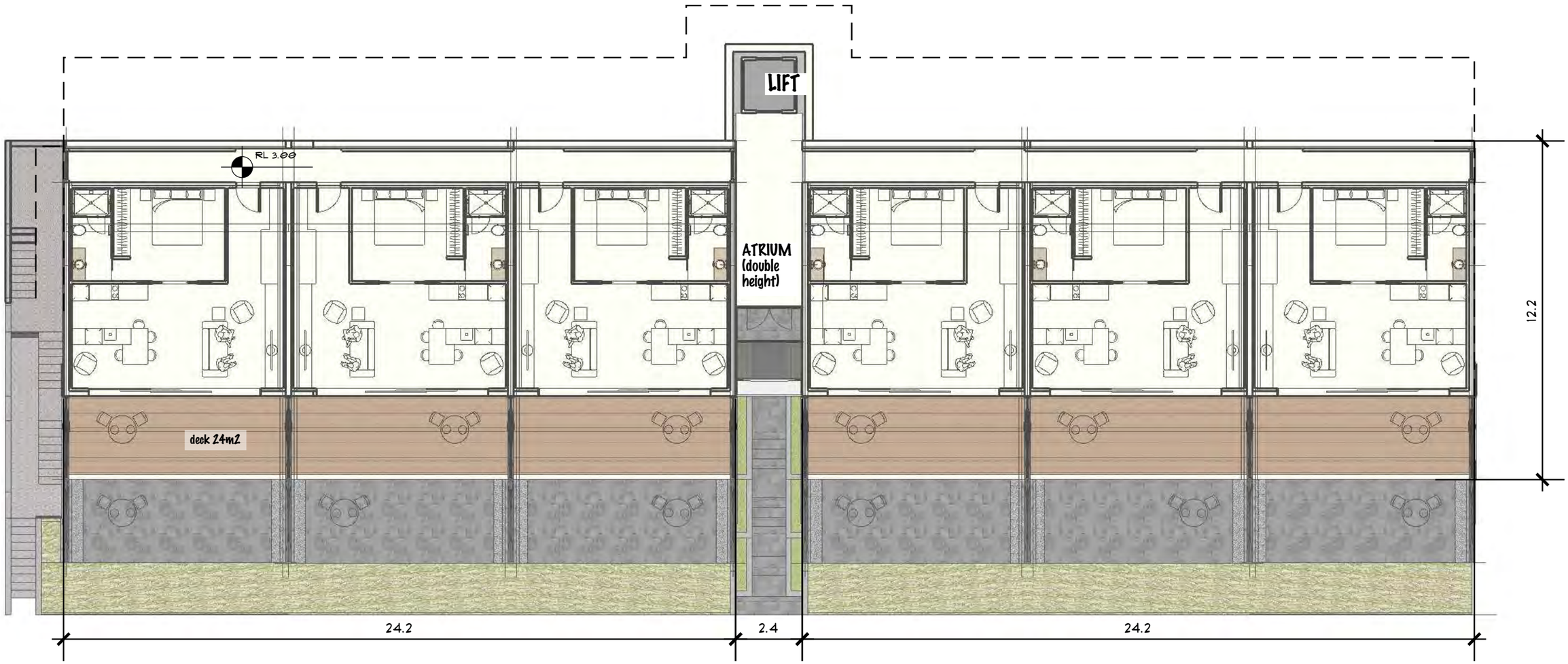
P2



L2	Floor Plan- 6 Units
-	1:150@A3

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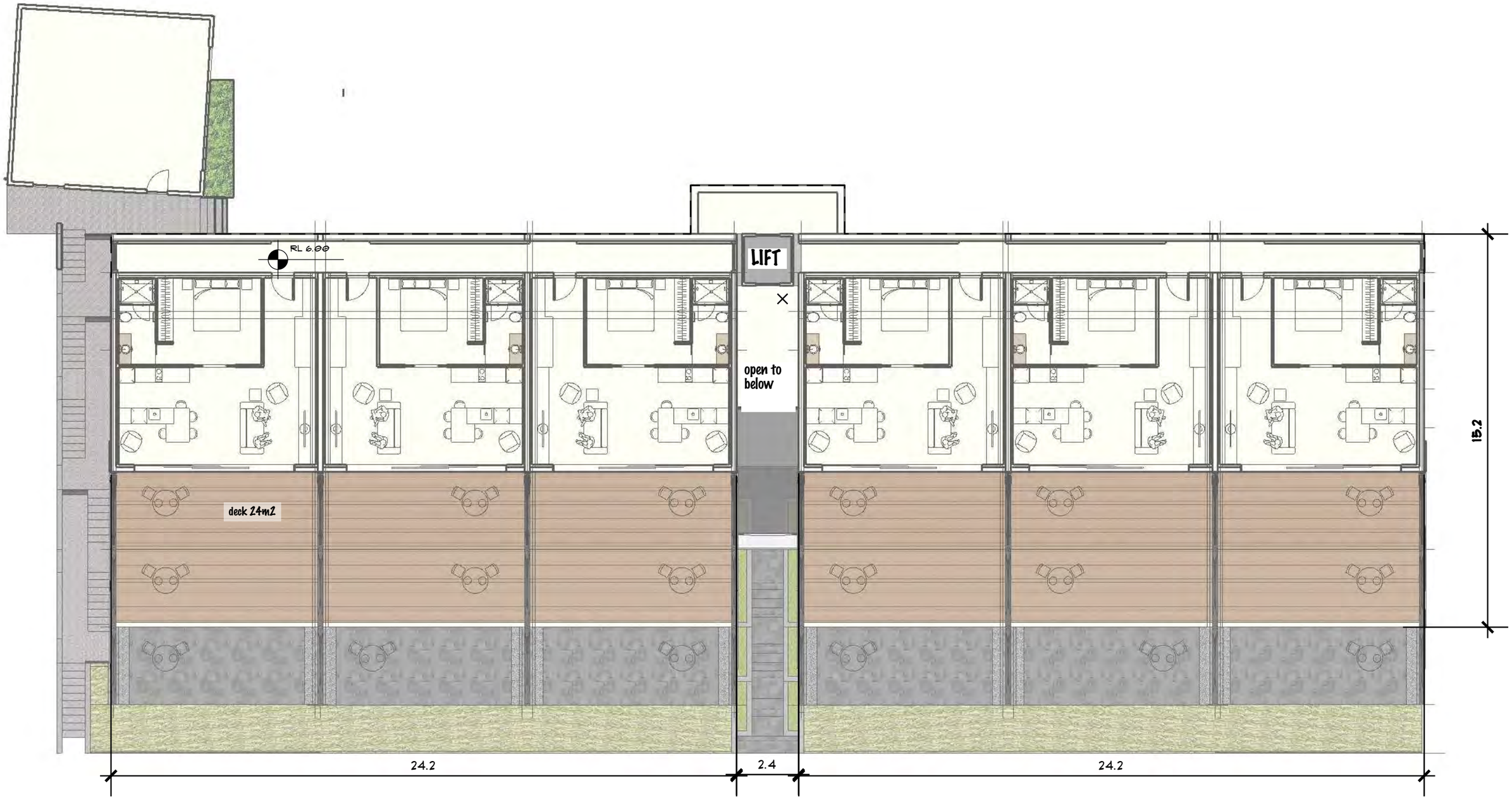
P3



L3	Floor Plan- 6 Units
-	1:150@A3

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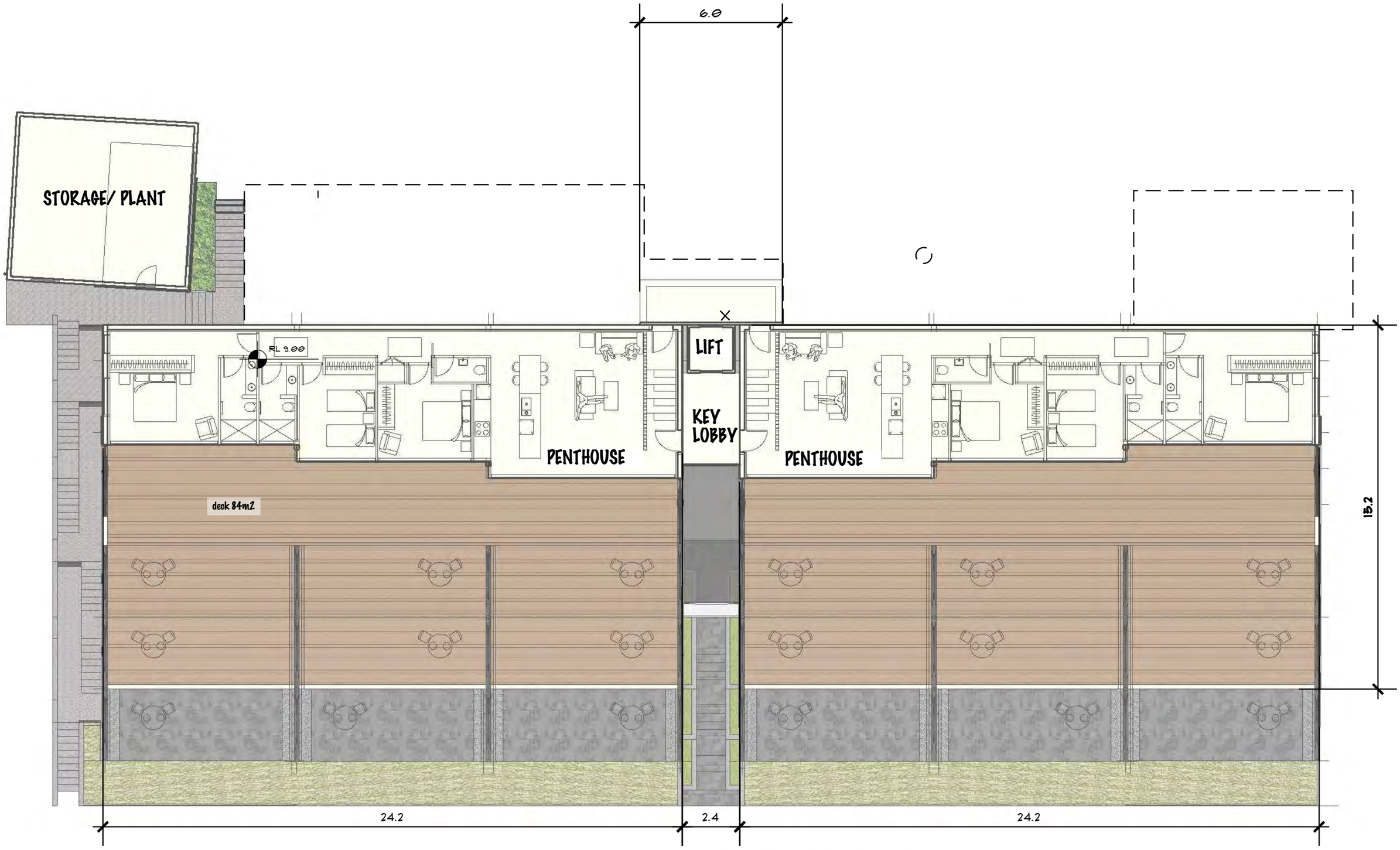
P4



L4	Floor Plan- 2 Penthouse Aparments
-	1:150@A3

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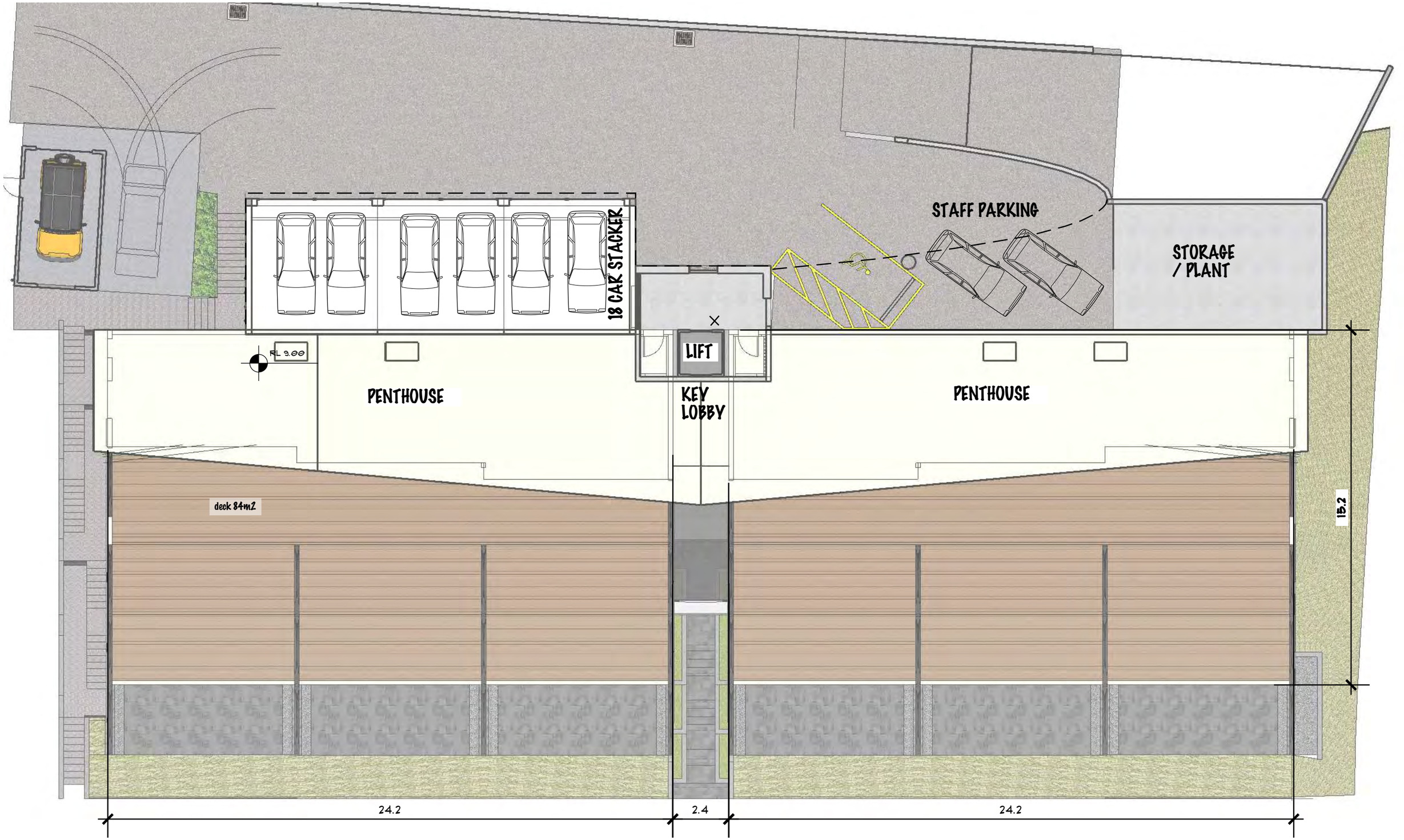
P5



L5 Ground Floor Plan

\- 1:150@A3

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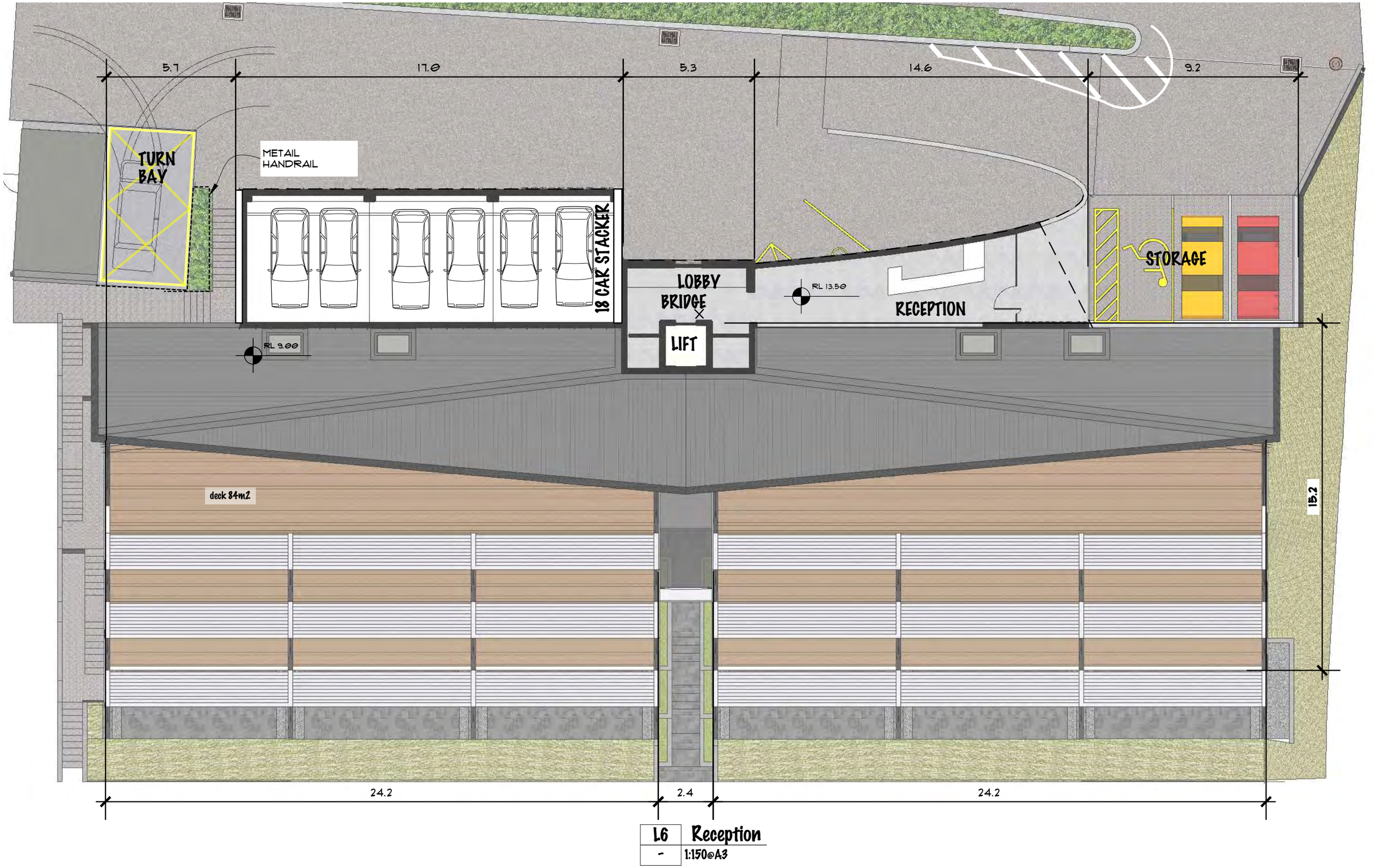
P6



L6	Reception
-	1:150@A3

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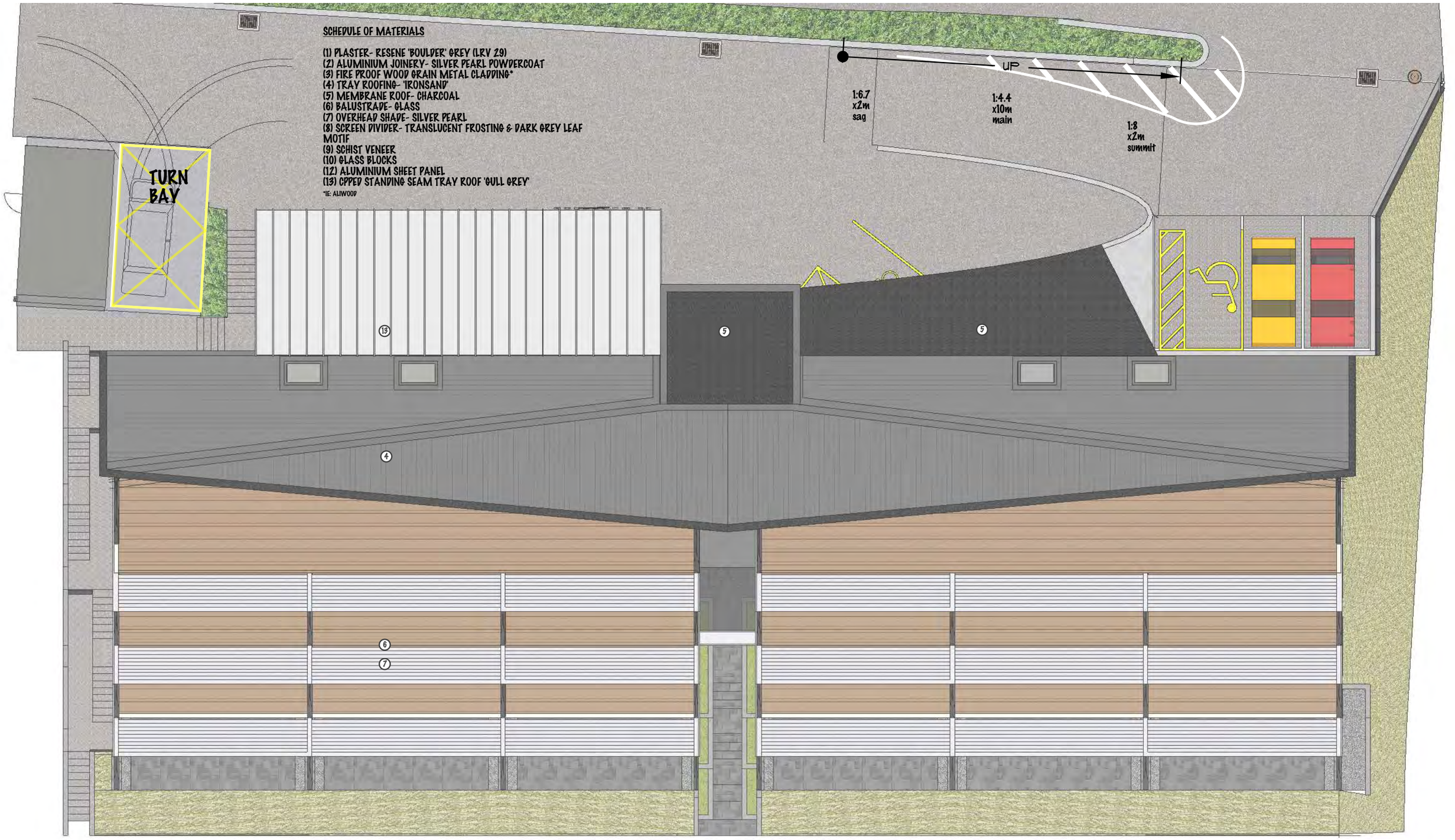
P7



-	Roof Plan
-	1:150@A3

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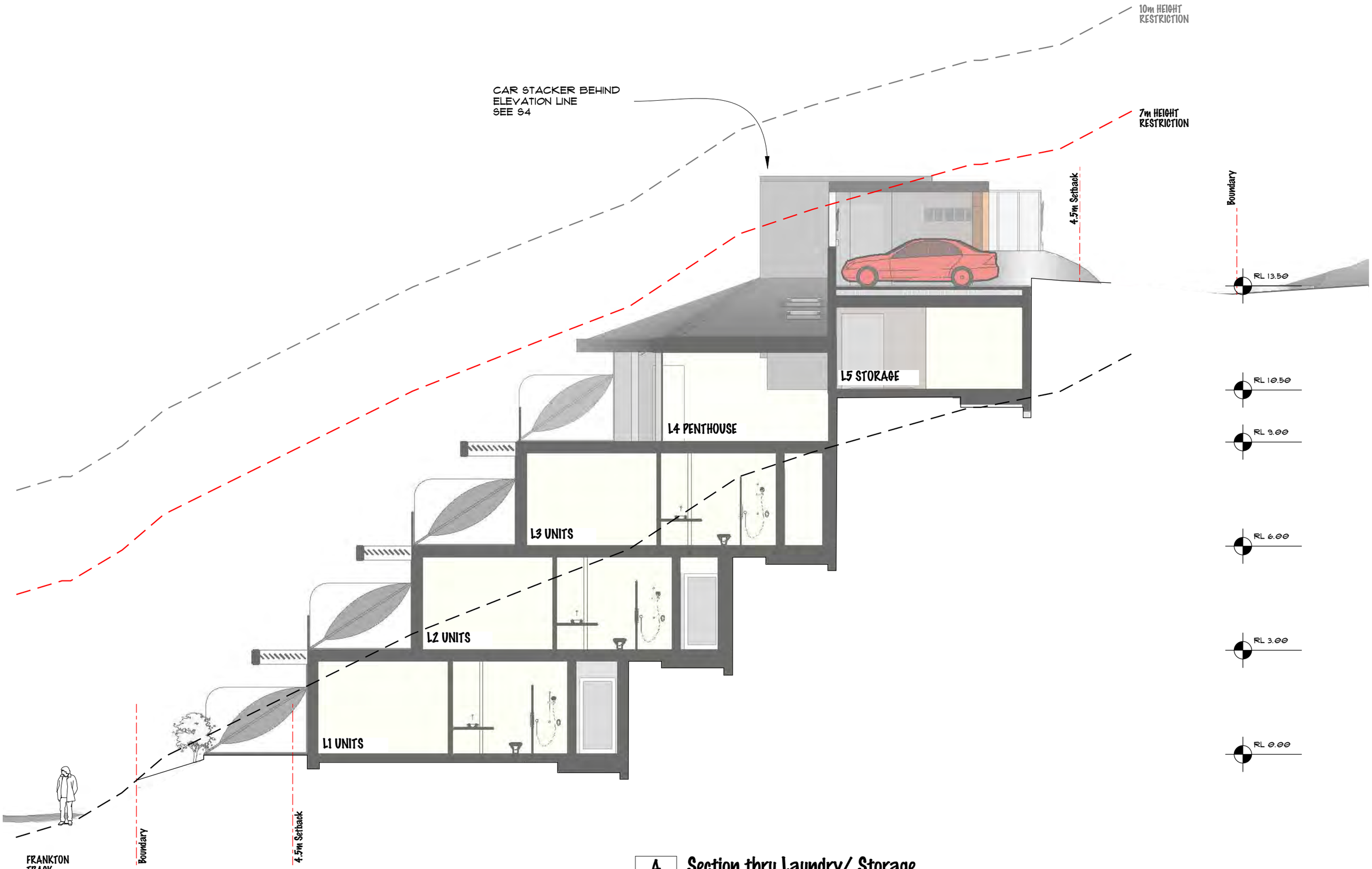
P8



A	Section thru Laundry/ Storage
-	1:75@A3

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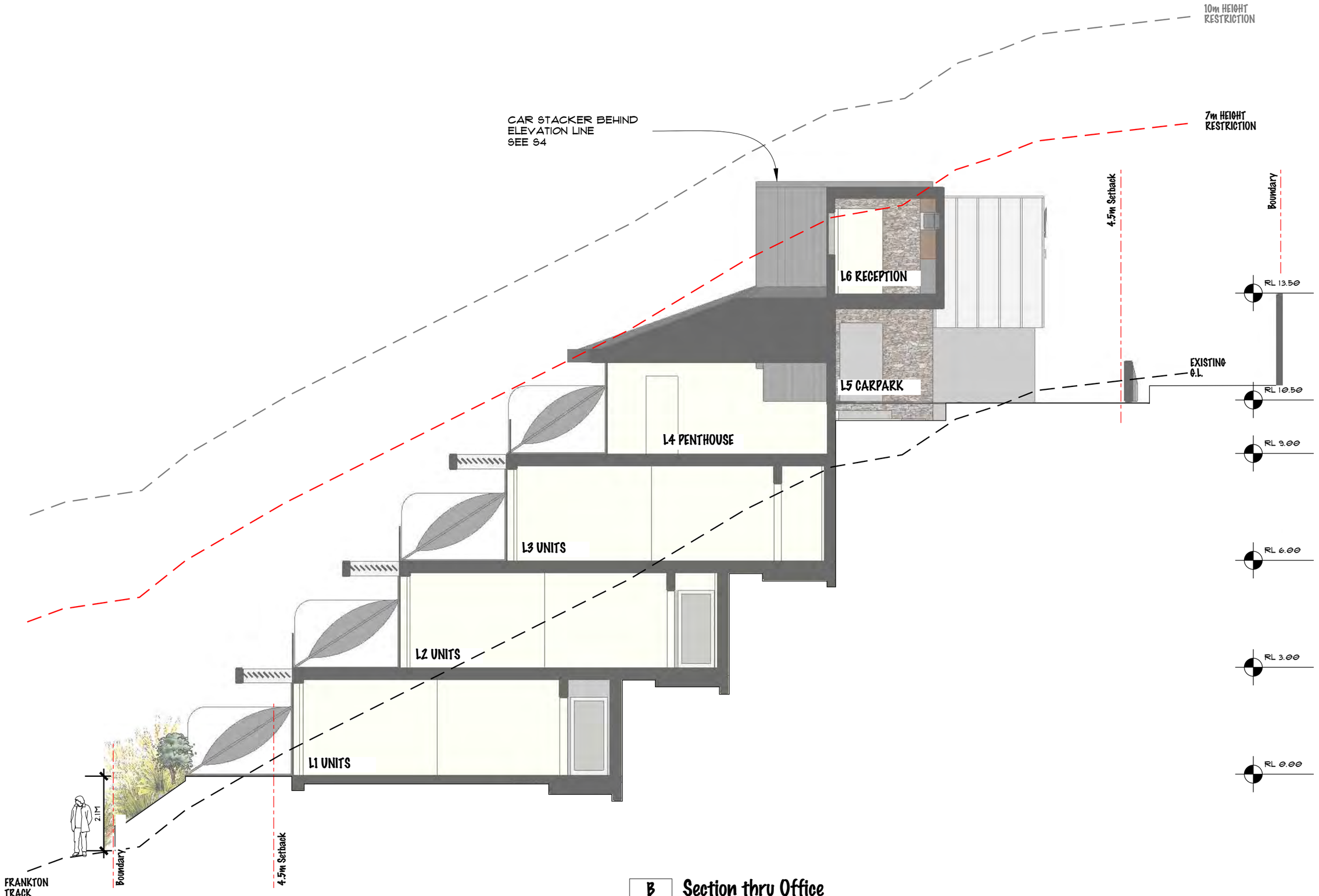
CONCEPT.

S1



B	Section thru Office
-	1:100@A3

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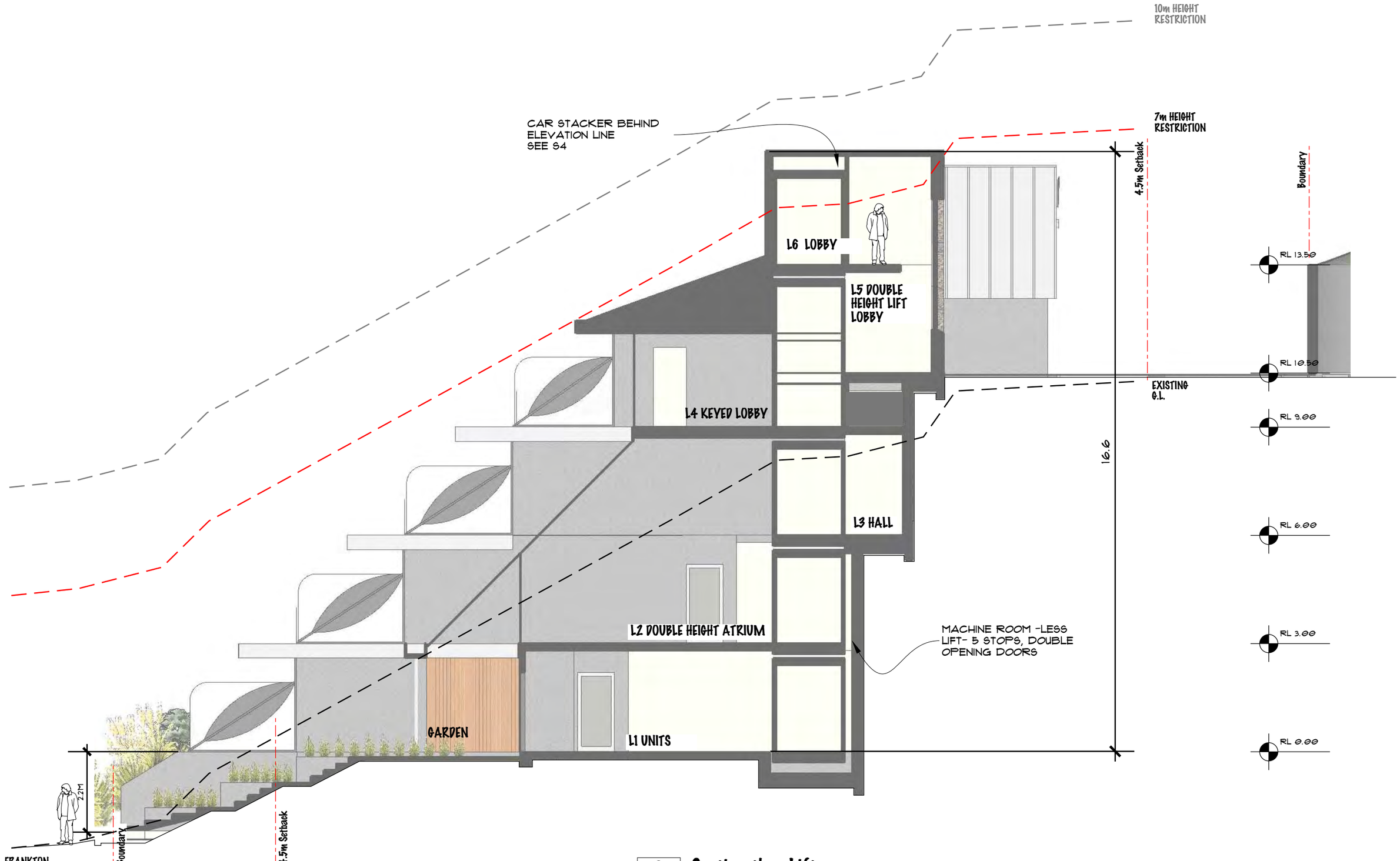
CONCEPT.

S2



C	Section thru Lift
-	1:100@A3

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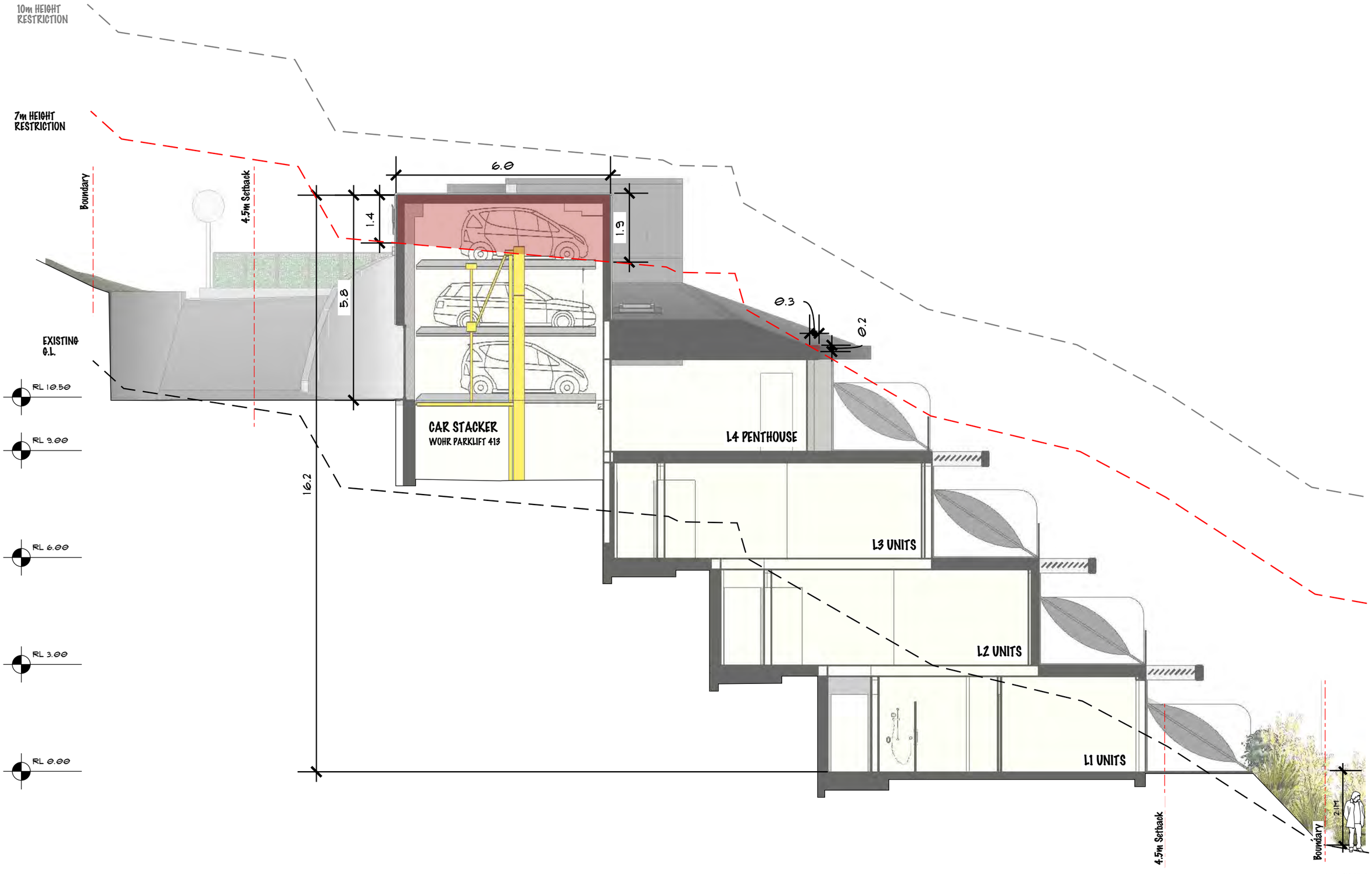
CONCEPT.

S3



D	Section thru Car Stacker
-	1:100@A3

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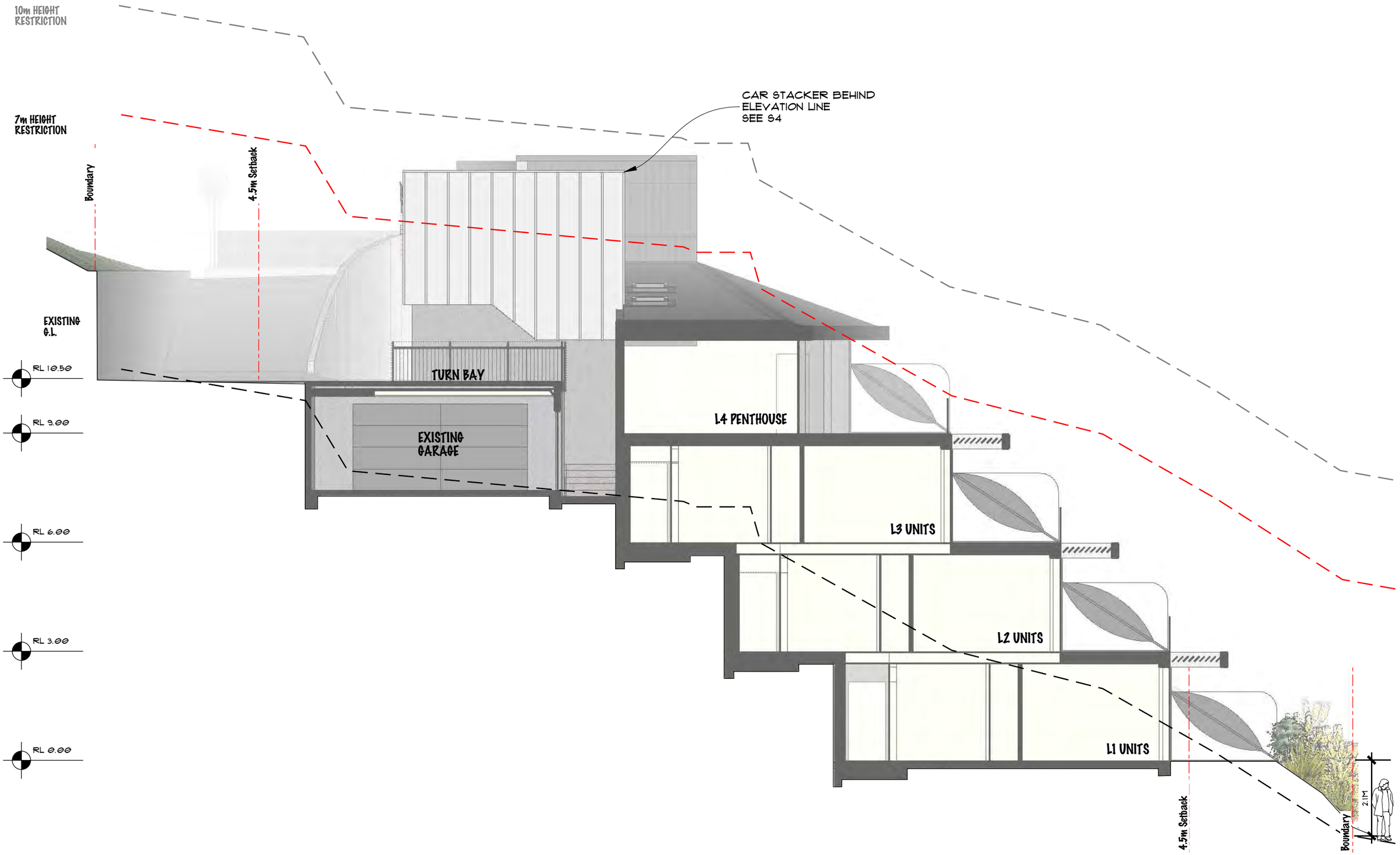
CONCEPT.

S4



E	Section thru Existing Garage
-	1:100@A3

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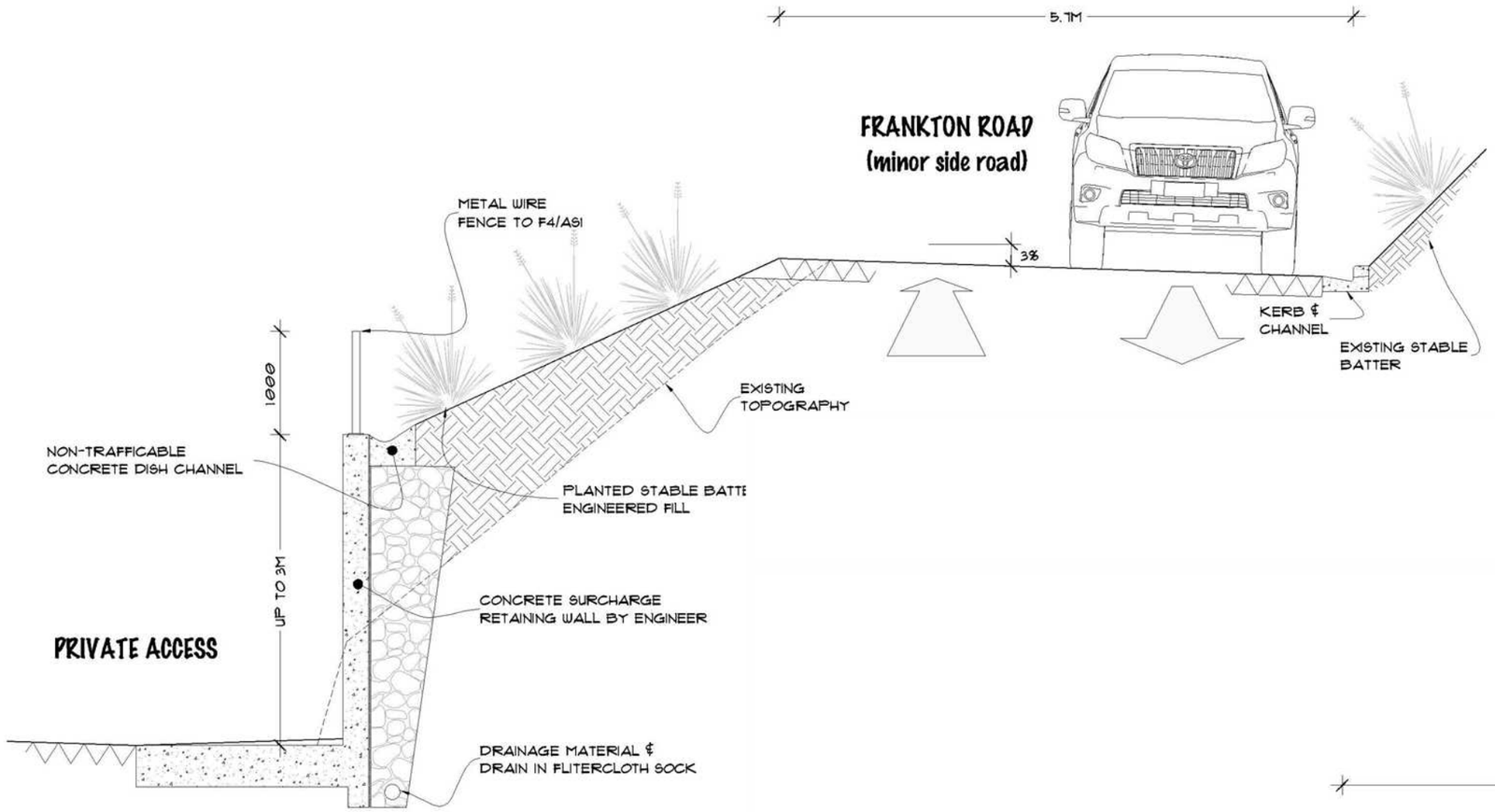
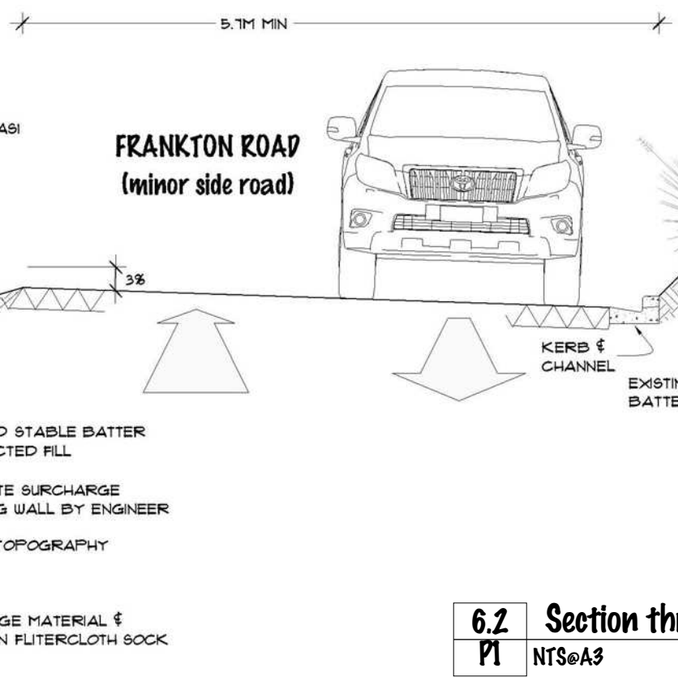
CONCEPT.

S5

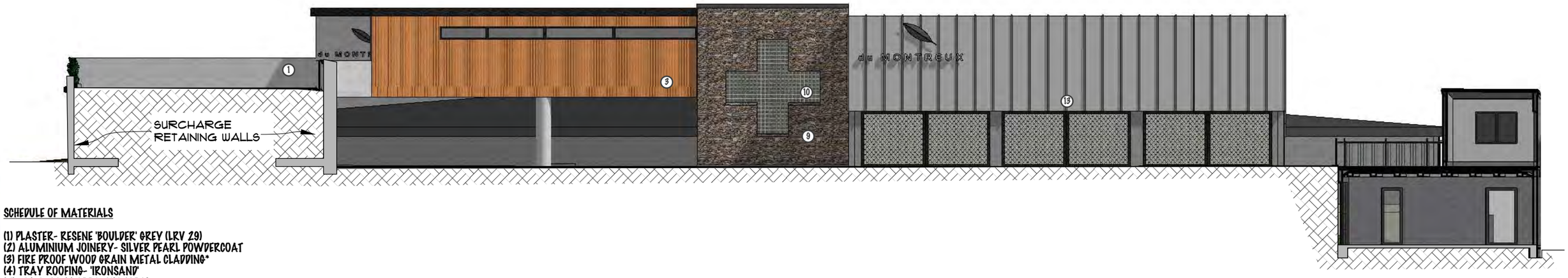


6.1	Section thru Retaining Wall
P1	NTS@A3



6.2	Section thru Retaining Wall
P1	NTS@A3

S South Elevation
- 1:150@A3



SCHEDULE OF MATERIALS

(1) PLASTER- RESENE 'BOULDER' GREY (LRV 29)
(2) ALUMINIUM JOINERY- SILVER PEARL POWDERCOAT
(3) FIRE PROOF WOOD GRAIN METAL CLADDING*
(4) TRAY ROOFING- 'IRONSAND'
(5) MEMBRANE ROOF- CHARCOAL
(6) BALUSTRADE- GLASS
(7) OVERHEAD SHADE- SILVER PEARL
(8) SCREEN DIVIDER- TRANSLUCENT FROSTING & DARK GREY LEAF MOTIF
(9) SCHIST VENEER
(10) GLASS BLOCKS
(12) ALUMINIUM SHEET PANEL
(13) CPPED STANDING SEAM TRAY ROOF 'GULL GREY'

*IE: ALIWOOD

N North Elevation
- 1:150@A3

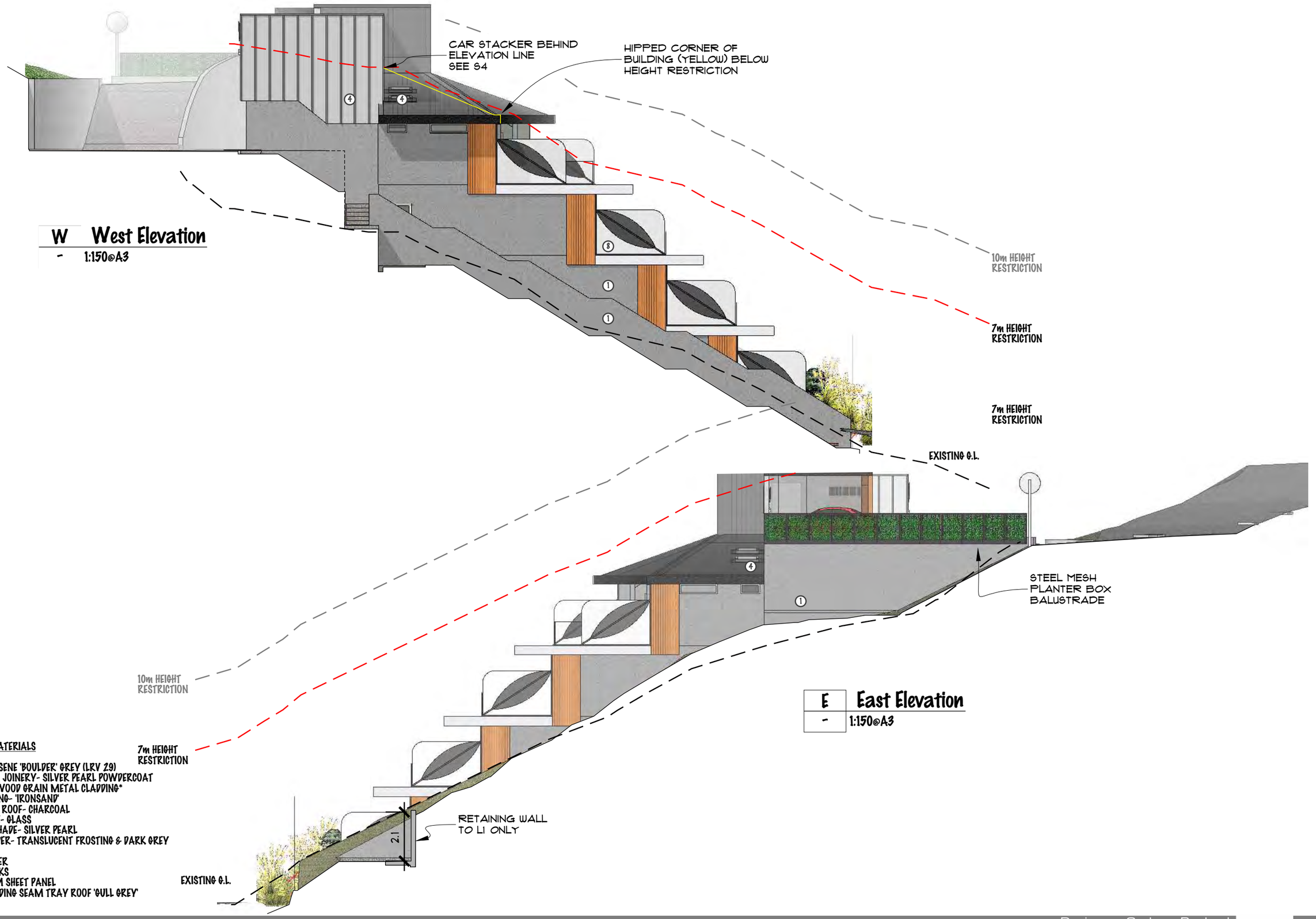
The Montreux
FRANKTON RD, QUEENSTOWN

www.structuralintegrity.co.nz

Designer: Graham Roebeck
23/11/17
Original @A3

CONCEPT.

E1



W West Elevation
\- 1:150@A3

E East Elevation
\- 1:150@A3

SCHEDULE OF MATERIALS

(1) PLASTER- RESENE 'BOULDER' GREY (LRV 29)
(2) ALUMINIUM JOINERY- SILVER PEARL POWDERCOAT
(3) FIRE PROOF WOOD GRAIN METAL CLADDING*
(4) TRAY ROOFING- 'IRONSAND'
(5) MEMBRANE ROOF- CHARCOAL
(6) BALUSTRADE- GLASS
(7) OVERHEAD SHADE- SILVER PEARL
(8) SCREEN DIVIDER- TRANSLUCENT FROSTING & DARK GREY LEAF MOTIF
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(10) GLASS BLOCKS
(12) ALUMINIUM SHEET PANEL
(13) CPPED STANDING SEAM TRAY ROOF 'GULL GREY'

*IE: ALIWOOD

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FRANKTON RD, QUEENSTOWN

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Designer: Graham Roebeck
23/11/17
Original @A3

CONCEPT.

E2

Appendix B

Wastewater Infrastructure Information

REV	DATE	DESCRIPTION	APPROVED
A	12/12/2017	Initial Issue	JFM

CONSULTANT

Civilised Ltd

CIVILISED LTD
PO BOX 1461
QUEENSTOWN 9348

T: 027 223 3036
E: john@mccartneys.nz

JFM	12/12/2017
DESIGN	DATE
JFM	12/12/2017
DRAWN	DATE
JFM	12/12/2017
CHECKED	DATE

CLIENT

DONALD
SHEWAN

PROJECT/LOCATION

THE MONTREUX
263 & 267 FRANKTON ROAD, QUEENSTOWN

TITLE

WASTEWATER DRAINAGE INFRASTRUCTURE

CONTRACT NUMBER	-
SCALE (AT A3)	1:500
DRAWING NUMBER	QS012-F-510
REVISION	A

Appendix C

Stormwater Infrastructure Information

REV	DATE	DESCRIPTION	APPROVED
A	12/12/2017	Initial Issue	JFM

CONSULTANT

Civilised Ltd

CIVILISED LTD
PO BOX 1461
QUEENSTOWN 9348

T: 027 223 3036
E: john@mccartneys.nz

JFM	12/12/2017
DESIGN	DATE
JFM	12/12/2017
DRAWN	DATE
JFM	12/12/2017
CHECKED	DATE

CLIENT

DONALD
SHEWAN

PROJECT/LOCATION

THE MONTREUX
263 & 267 FRANKTON ROAD, QUEENSTOWN

TITLE

STORMWATER DRAINAGE INFRASTRUCTURE

CONTRACT NUMBER: -

SCALE (AT A3): 1:500

DRAWING NUMBER: QS012-F-610

REVISION: A

Runoff From the Existing Site

Existing layout of the site is largely undeveloped with one house (at 263 Frankton Road).

Catchment	Area	Runoff Coefficient	C.A	Comment
Roof	126	0.9	113.4	Measured from Aerial Photo
Hardstanding	292	0.85	248.2	Measured from Aerial Photo
Lanscaping	1459	0.35	510.65	
Total	**1877**		**872.25**	

Weighted average of the runoff coefficient:
C = 0.46

Existing runoff from the site for a 5 year storm event and assuming a time to concentration of 60 minutes.

Peak runoff 3.9 l/s

Runoff From the Proposed Development

Catchment	Area	Runoff Coefficient	C.A	Comment
Roof/Hardstanding	1701	0.9	1530.9	Measured from drawings
Landscaping	176	0.35	61.6	Measured from drawings
Total	**1877**		**1592.5**	

Weighted average of the runoff coefficient:

C = 0.85

Runoff from the site post development for various ARI events for a time of concentration of 10 minutes is:

Peak runoff	13.0 l/s	5 year ARI
	15.4 l/s	10 year ARI
	17.8 l/s	20 year ARI
	21.8 l/s	50 year ARI
	25.5 l/s	100 year ARI

Volume of storage to attenuate flows to predevelopment levels.

The predevelopment flow for a 5 year event is:

3.9 l/s

The required level of service for stormwater drainage to leave site in the piped reticualtion is for a 20 year event (as per the QLDC COP Table 4.1)

Minutes	**10**	**20**	**30**	**60**	**120**	**360**	**720**	**1440**	**2880**	**4320**
Volume of runoff from site (m^3)	10.7	17.2	22.6	36.1	51.0	87.9	124.2	175.8	214.0	229.3
Volume of flow through attenuator (m^3)	2.4	4.7	7.1	14.1	28.3	84.8	169.6	339.1	678.3	1017.4
Volume of storage required (m^3)	**8.3**	**12.5**	**15.5**	**22.0**	**22.7**	**3.1**	**-45.4**	**-163.3**	**-464.2**	**-788.1**

Therefore the amount of storage is determined by the 2 hour event and is required to be at least 22.7m^3

HIRDS Data

Using NIWA's High Intensity Rainfall Data System to get the relevant rainfall intensities.

Using data for the site and assuming a 2° temperature rise due to climate change.

ARI	10m	20m	30m	60m	2h	6h	12h	24h	48h	72h
5	29.4	23.1	20.4	16.2	11.6	6.8	4.8	3.4	2	1.5
10	34.8	27.3	24.2	19.3	13.7	7.9	5.6	4	2.4	1.8
20	40.2	32.4	28.4	22.7	16	9.2	6.5	4.6	2.8	2
50	49.2	39.6	35	28.1	19.6	11.2	7.8	5.5	3.3	2.4
100	57.6	46.5	40.8	32.7	22.8	12.8	8.9	6.2	3.7	2.8

Appendix D

Power Supply Confirmation

AURORA ENERGY LIMITED
PO Box 5140, Dunedin 9058
PH 0800 22 00 05
WEB www.auroraenergy.co.nz

18 December 2017

Your ref:
Our ref:

John McCartney
Civilised Ltd
21 Brownston Street
Wanaka 9305

By email only: john@civilised.nz

Dear John

ELECTRICITY SUPPLY FOR DEVELOPMENT 263 & 267 FRANKTON ROAD, QUEENSTOWN
PROPOSED DEVELOPMENT ON LOT 2 DP 475539 & LOT 7 DP 10151

Thank you for your letter and accompanying plans dated 18 December 2017, outlining the above proposed development.

Aurora Energy can make an electricity supply available for this development, subject to the following conditions:

- Supply confirmation is limited to a three phase 103kVA supply;
- Easements in gross, in favour of Aurora Energy, must be granted over the placement of all new and existing Aurora Energy plant associated with this development, unless installed in road reserve;
- Where the development involves further subdivision of a land parcel containing an existing serviced installation, the mains cables (overhead or underground) intended to supply each lot must be completely contained within the lot that it serves. In some cases this will require relocation of the cable serving the existing installation;
- All electrical installations must comply with Aurora Energy's Network Connection Standard and related standards & policies;
- The developer must comply with the Electricity Act, subordinate Regulations and associated Codes of Practice. Particular attention must be paid to the minimum distances between power lines and other structures defined in NZECP34:2001 "NZ Electrical Code of Practice for Electrical Safe Distances";
- No building shall be erected over any electricity easement without specific written authority from Aurora's General Manager – Network Commercial;
- The developer is responsible for all resource consents and local authority approvals;
- The developer will be required to make capital contributions toward the costs of providing the power supply, in accordance with Aurora Energy's Capital Contributions policy prevailing at the time the development, or each stage of development, proceeds;
- This approval will lapse within 12 months of the date of this letter, unless the developer enters into a formal supply agreement with Aurora Energy for this development;

Please note that this letter is to confirm that a power supply can be made available and does not imply that a power supply is available now, or that Aurora Energy will make power available at its cost.

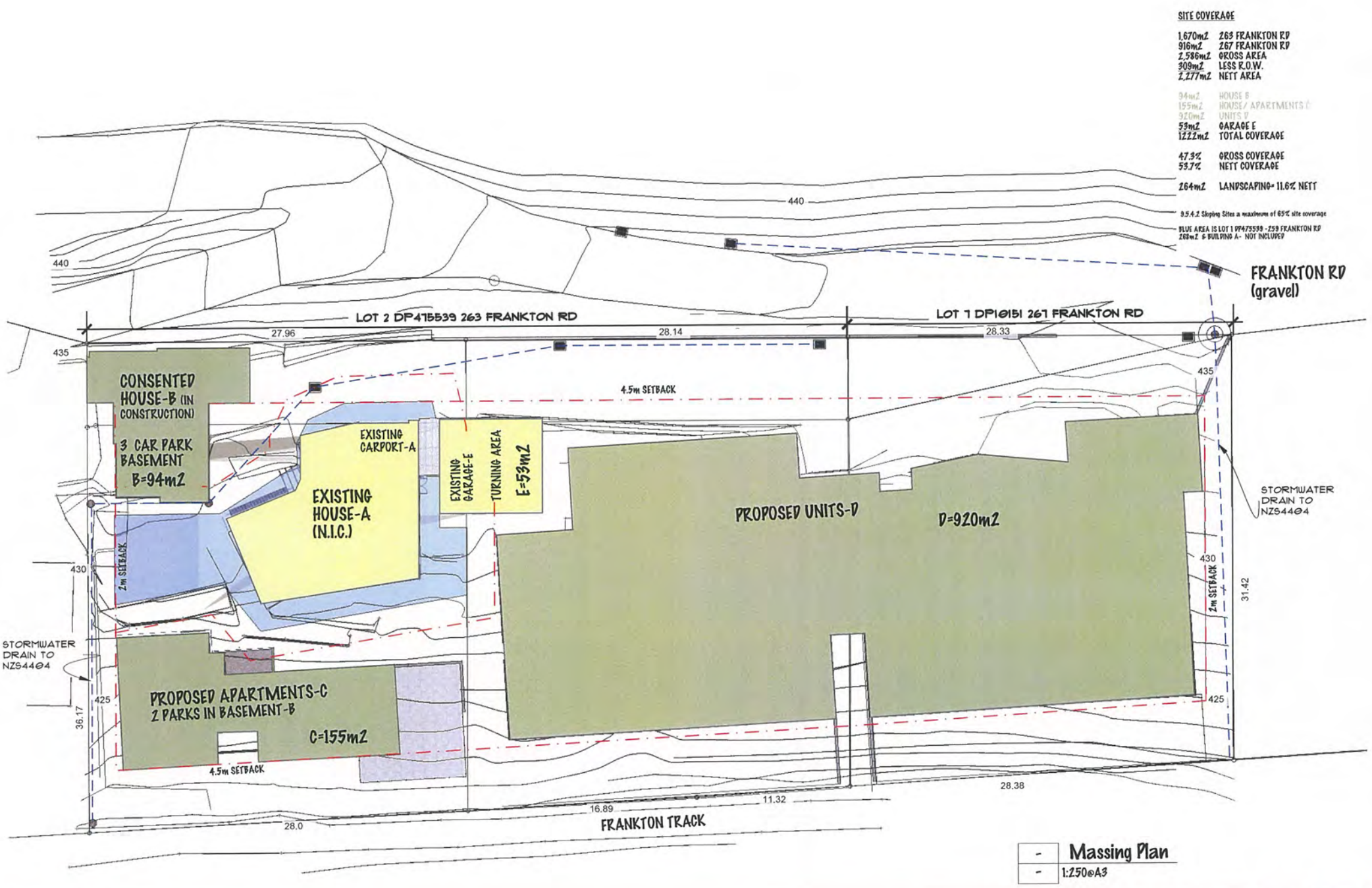
Aurora Energy's Network Connection Standard and Capital Contributions policy provide more specific information on matters identified in this letter. These documents are available on Aurora Energy's website.

Should you require further information or clarification please contact the undersigned.

Yours sincerely

Richard Starkey

Commercial Development Manager



Appendix E

Telecommunications Correspondence

Chorus Network Services
PO Box 9405
Waikato Mail Centre
Hamilton 3200
Telephone: 0800 782 386
Email: tsg@chorus.co.nz

Sub Div Ref: QST44063
Your Ref:

8 December 2017

Donald Shewan

Attention: **John McCartney**
Dear Sir / Madam

SUBDIVISION RETICULATION – QST: 263 & 267 Frankton Road, Queenstown: 1 MDU, 20 Apartments, Estimate

Thank you for your enquiry regarding the above subdivision.

Chorus is pleased to advise that, as at the date of this letter, we would be able to provide ABF telephone reticulation for this subdivision. In order to complete this reticulation, we require a contribution from you to Chorus' total costs of reticulating the subdivision. Chorus' costs include the cost of network design, supply of telecommunications specific materials and supervising installation. At the date of this letter, our estimate of the contribution we would require from you is $12,880.00 (including GST).

We note that (i) the contribution required from you towards reticulation of the subdivision, and (ii) our ability to connect the subdivision to the Chorus network, may (in each case) change over time depending on the availability of Chorus network in the relevant area and other matters.

If you decide that you wish to undertake reticulation of this subdivision, you will need to contact Chorus (see the contact details for Chorus Network Services above). We would recommend that you contact us at least 3 months prior to the commencement of construction at the subdivision. At that stage, we will provide you with the following:

- confirmation of the amount of the contribution required from you, which may change from the estimate as set out above;

- a copy of the Contract for the Supply and Installation of Telecommunications Infrastructure, which will govern our relationship with you in relation to reticulation of this subdivision; and

- a number of other documents which have important information regarding reticulation of the subdivision, including - for example - Chorus' standard subdivision lay specification.

Yours faithfully

Shaun Hoult
Network Services Coordinator

AFFECTED PERSON'S APPROVAL

FORM 8A

Resource Management Act 1991 Section 95

QUEENSTOWN LAKES DISTRICT COUNCIL

RESOURCE CONSENT APPLICANT'S NAME AND/OR RM

The Montreux Limited

AFFECTED PERSON'S DETAILS

I/We M D Craw

Are the owners/occupiers of

271 Frankton Road, Lot 8 DP 10151

DETAILS OF PROPOSAL

I/We hereby give written approval for the proposal to:

Construct a six-storey, 20 unit visitor accommodation development with associated earthworks, landscaping, access and car parking.

at the following subject site(s):

Lot 2 DP 4775539 and Lot 7 DP 10151

☑ PLEASE TICK I/We understand that by signing this form Council, when considering this application, will not consider any effects of the proposal upon me/us.

☐ PLEASE TICK I/We understand that if the consent authority determines the activity is a deemed permitted boundary activity under section 87BA of the Act, written approval cannot be withdrawn if this process is followed instead.

WHAT INFORMATION/PLANS HAVE YOU SIGHTED

☑ PLEASE TICK I/We have sighted and initialled ALL plans dated and approve them.

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.

A

Name (PRINT) Michael Craw

Contact Phone / Email address 021 060 4413 michaelcrawnz@yahoo.co.nz

Signature

Date 22.3.18

B

Name (PRINT)

Contact Phone / Email address

Signature

Date

C

Name (PRINT)

Contact Phone / Email address

Signature

Date

D

Name (PRINT)

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.

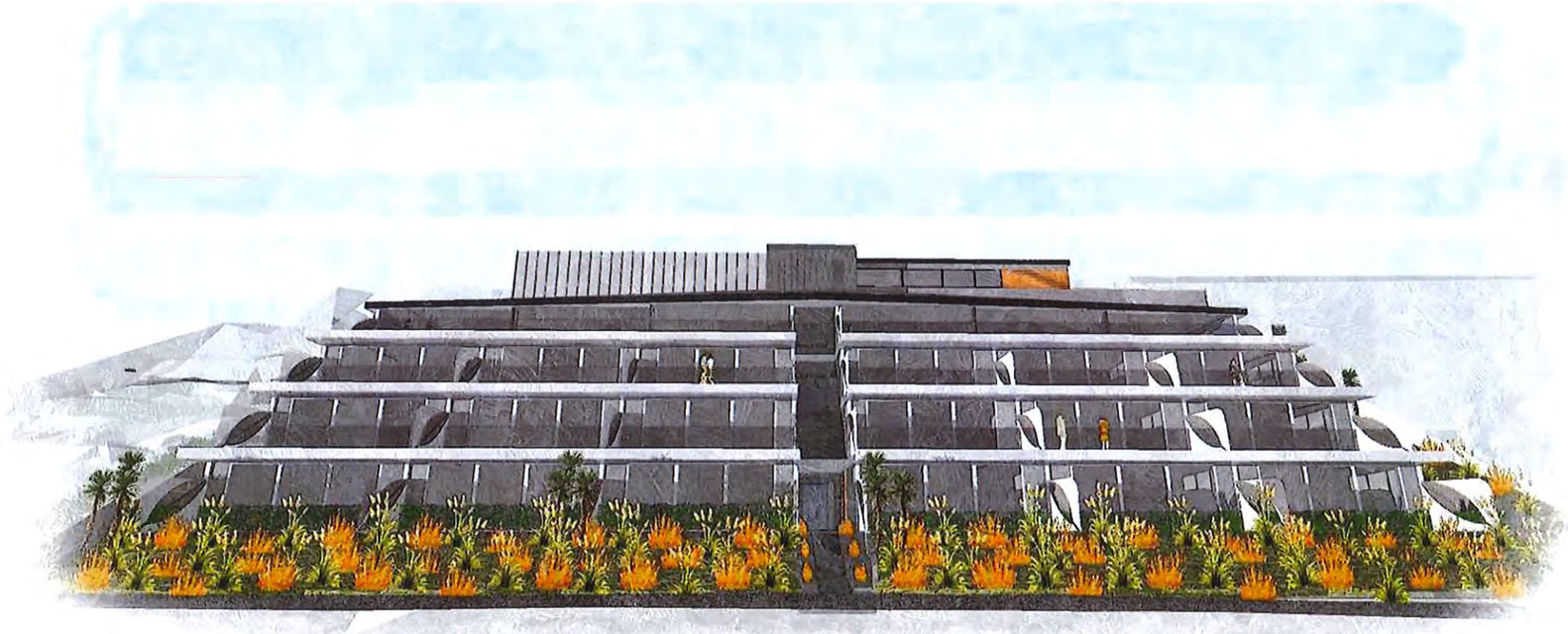
Pursuant to the Resource Management Act 1991

I/WE Michael Craw AS OWNERS/ OCCUPIERS OF 271 Frankton Rd HEREBY 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) 22·3·12

SW	perspective
-	nts



S	perspective
-	nts

The Montreux

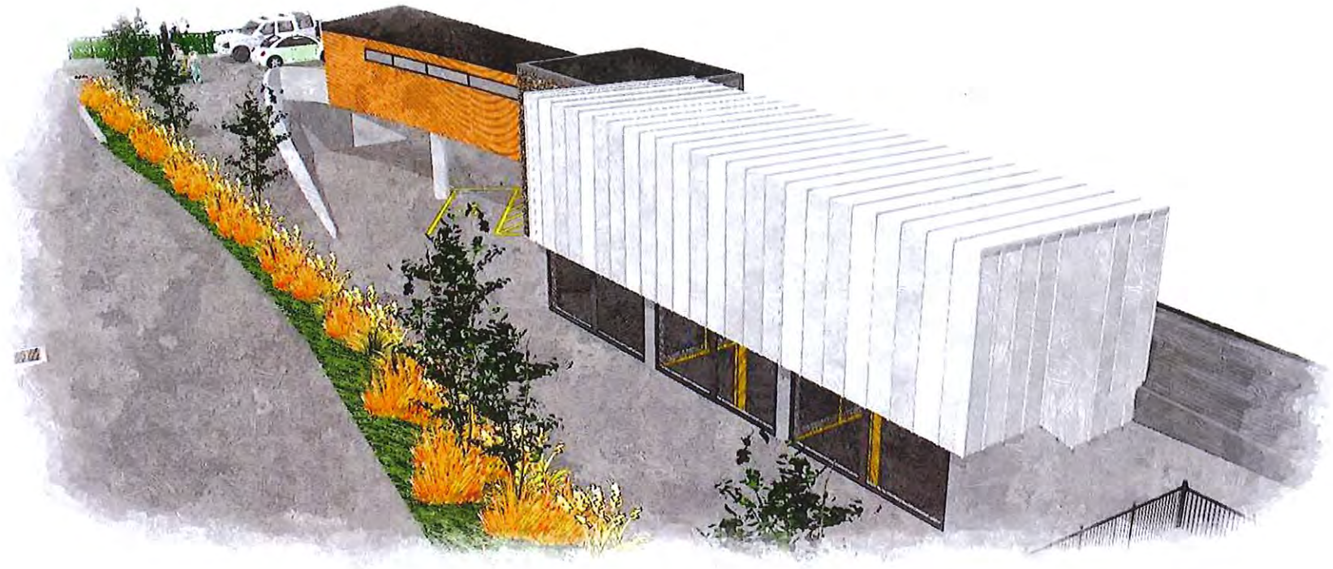
FRANKTON RD, QUEENSTOWN

www.structuralintegrity.co.nz

Designer: Graham Roebeck
22/3/18
Original @A3

CONCEPT.

i



Pursuant to the Resource Management Act 1991

I/WE Michael Craw AS OWNERS/ OCCUPIERS OF 271 Frankton Rd HEREBY 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) 22.3.18

NW perspective
\- nts

SE perspective
\- nts

The Montreux
FRANKTON RD, QUEENSTOWN

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Designer: Graham Roebeck
22/3/18
Original @A3

CONCEPT.

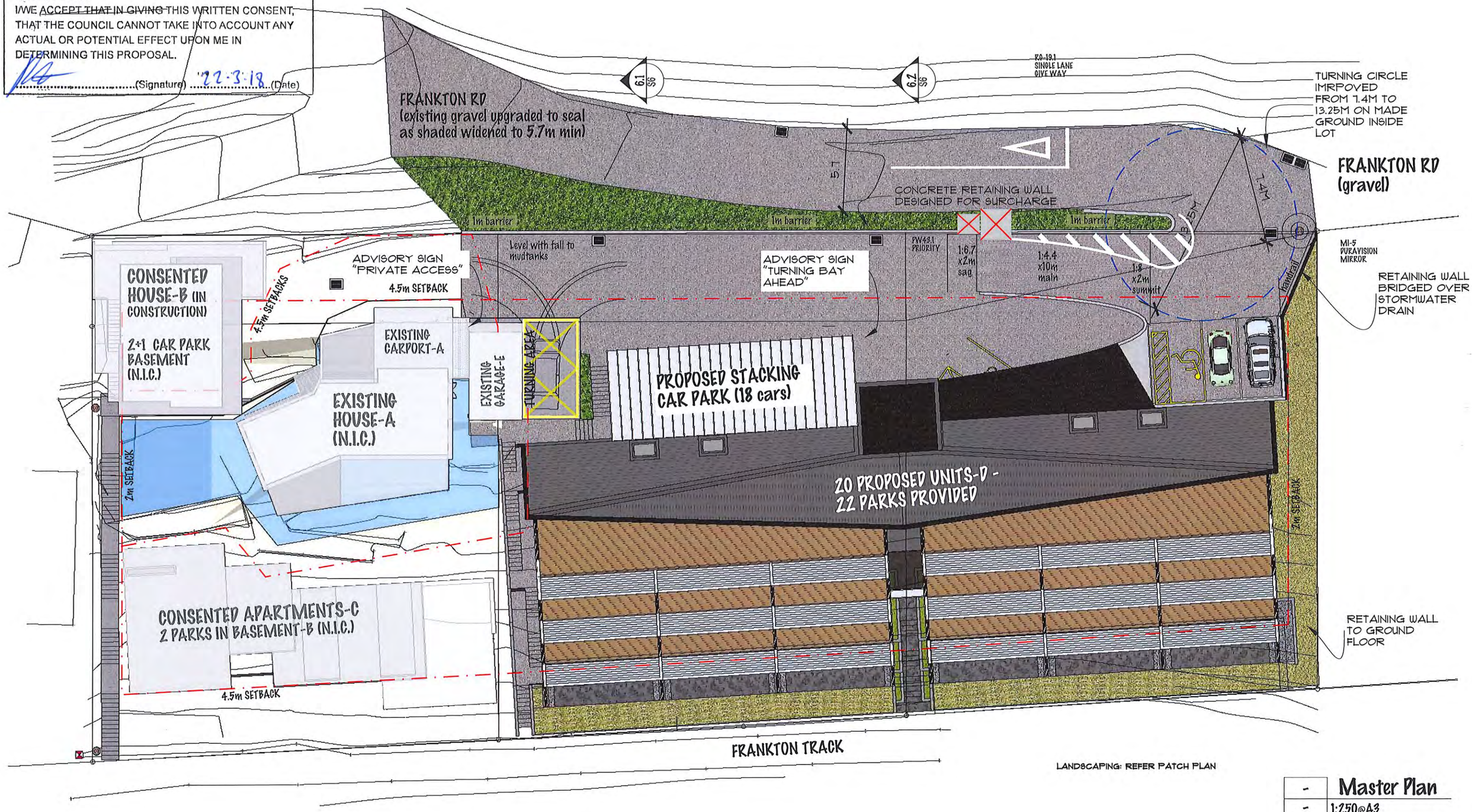
ii

Pursuant to the Resource Management Act 1991

I/WE Michael Craw OWNERS/ OCCUPIERS OF 271 Frankton Rd HEREBY 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) 22-3-18 (Date)



LANDSCAPING: REFER PATCH PLAN

-	Master Plan
-	1:250@A3

The Montreux

FRANKTON RD, QUEENSTOWN

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Designer: Graham Roebeck
22/3/18
Original @A3

CONCEPT.

M1

Pursuant to the Resource Management Act 1991

I/WE ..Michael Craw..... AS OWNERS/ OCCUPIERS OF ..271 Frankton..... HEREBY 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) ..22-3-18.....(Date)

SITE COVERAGE

1,683m2 263 FRANKTON RD/LOT 2 DP 475539

94m2 CONSENTED HOUSE B N.I.C.
155m2 HOUSE/ APARTMENTS C N.I.C.
498m2 UNITS D1
53m2 EXISTING GARAGE E N.I.C.
800m2 TOTAL COVERAGE @47.5%

264m2 LANDSCAPING= 11.6% NETT

9.5.4.2 Sloping Sites a maximum of 65% site coverage

BLUE AREA IS LOT 1 DP475539 -259 FRANKTON RD 268m2 & BUILDING A- NOT INCLUDED

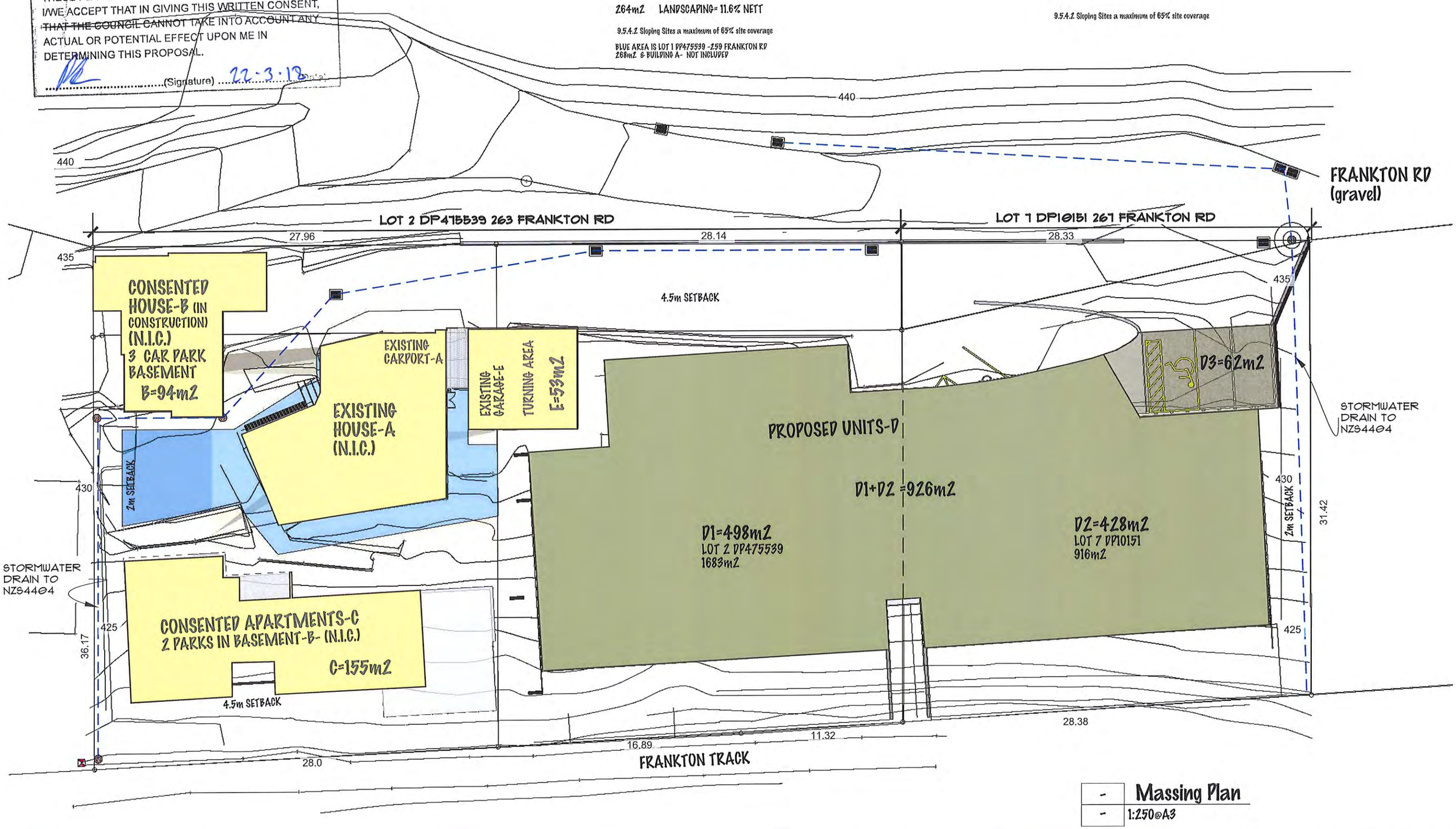
SITE COVERAGE

916m2 267 FRANKTON RD/ LOT 7 DP10151 65% MAX

428m2 UNITS D2
62m2 GARAGE D3
490m2 TOTAL COVERAGE @53.5%

264m2 LANDSCAPING= 11.6% NETT

9.5.4.2 Sloping Sites a maximum of 65% site coverage



-	Massing Plan
-	1:250@A3

The Montreux

FRANKTON RD, QUEENSTOWN

www.structuralintegrity.co.nz

Designer: Graham Roebeck
22/3/18
Original @A3

CONCEPT.

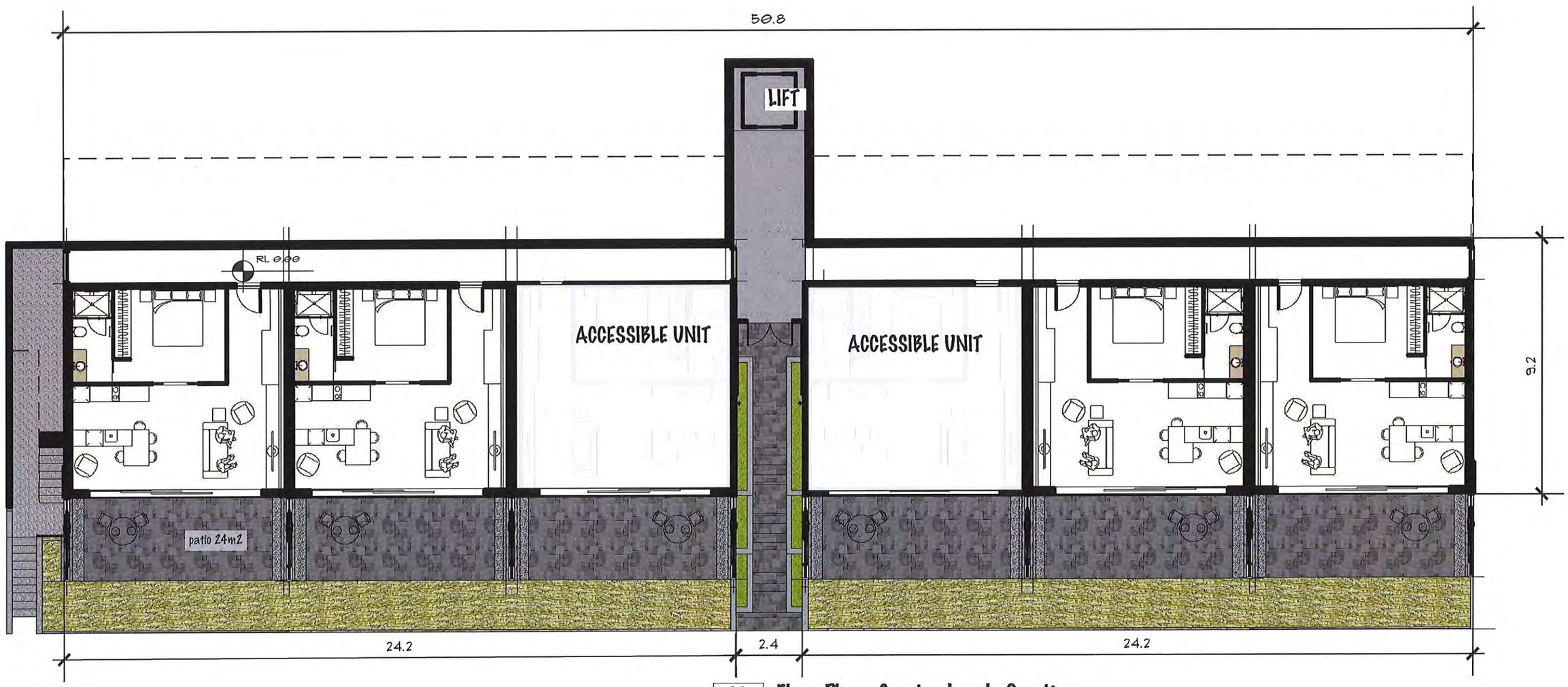
P1

Pursuant to the Resource Management Act 1991

I/WE Michael Crow AS OWNERS/ OCCUPIERS OF 271 Frankton Rd HEREBY 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) 22-3-18 (Date)



L1 Floor Plan- Garden Level- 6 units

\- 1:150@A3

The Montreux

FRANKTON RD, QUEENSTOWN

www.structuralintegrity.co.nz

Designer: Graham Roebeck
22/3/18
Original @A3

CONCEPT.

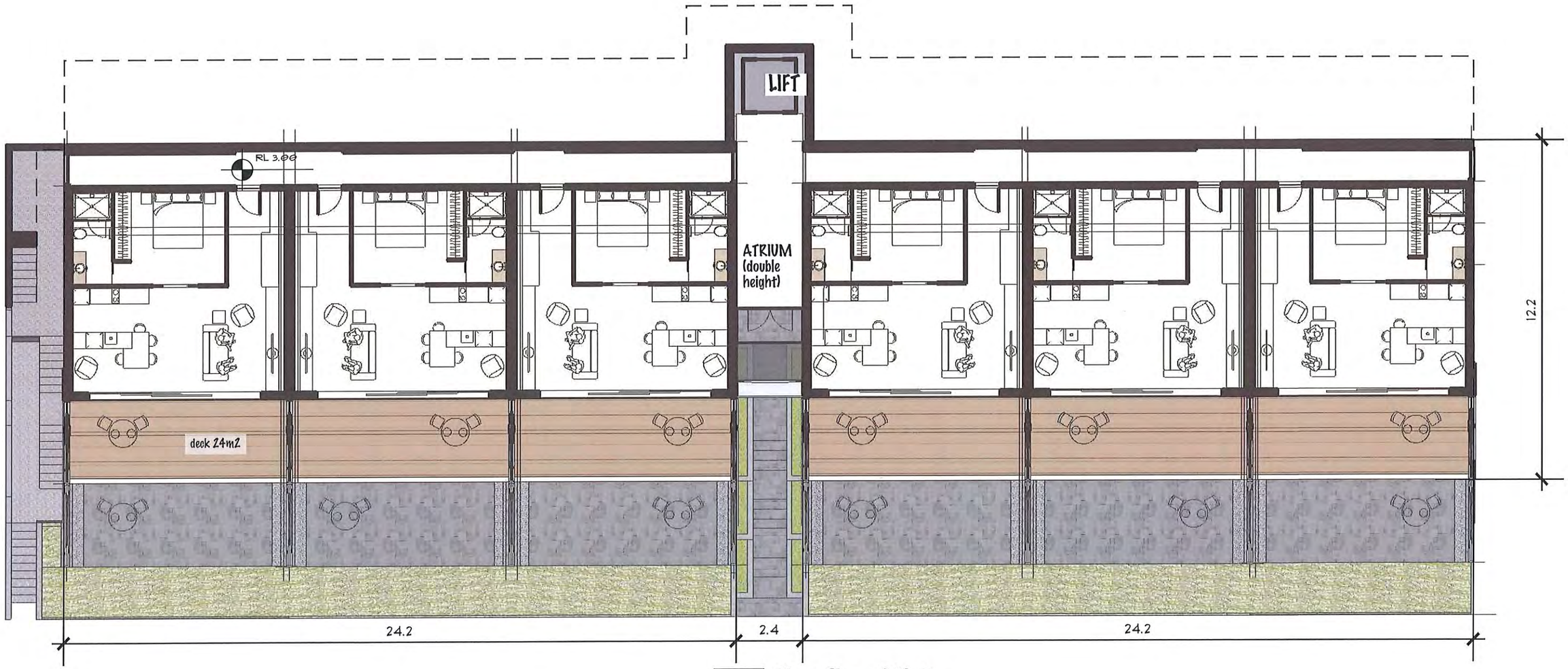
P2

Pursuant to the Resource Management Act 1991

I/WE Michael Crew AS OWNERS/ OCCUPIERS OF 271 Frankton Rd. HEREBY 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) 22.3.18 (Date)



L2	Floor Plan- 6 Units
-	1:150@A3

The Montreux
FRANKTON RD, QUEENSTOWN

www.structuralintegrity.co.nz

Designer: Graham Roebeck
22/3/18
Original @A3

CONCEPT.

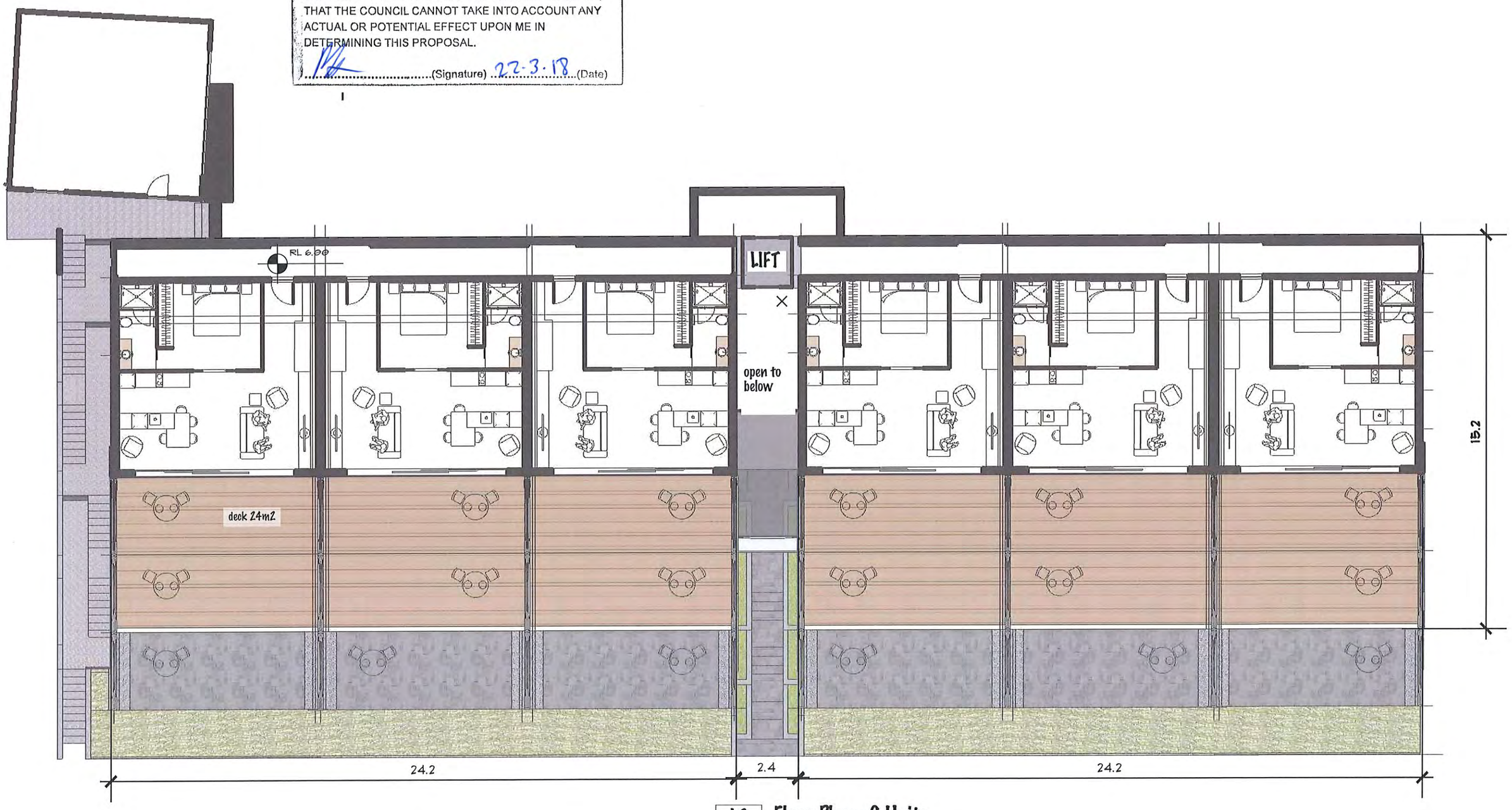
P3

Pursuant to the Resource Management Act 1991

I/WE ..Michael Craw..... AS OWNERS/ OCCUPIERS OF ..271 Frankton Rd..... HEREBY 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) 22-3-18 (Date)



L3	Floor Plan- 6 Units
-	1:150@A3

The Montreux
FRANKTON RD, QUEENSTOWN

www.structuralintegrity.co.nz

Designer: Graham Roebeck
22/3/18
Original @A3

CONCEPT.

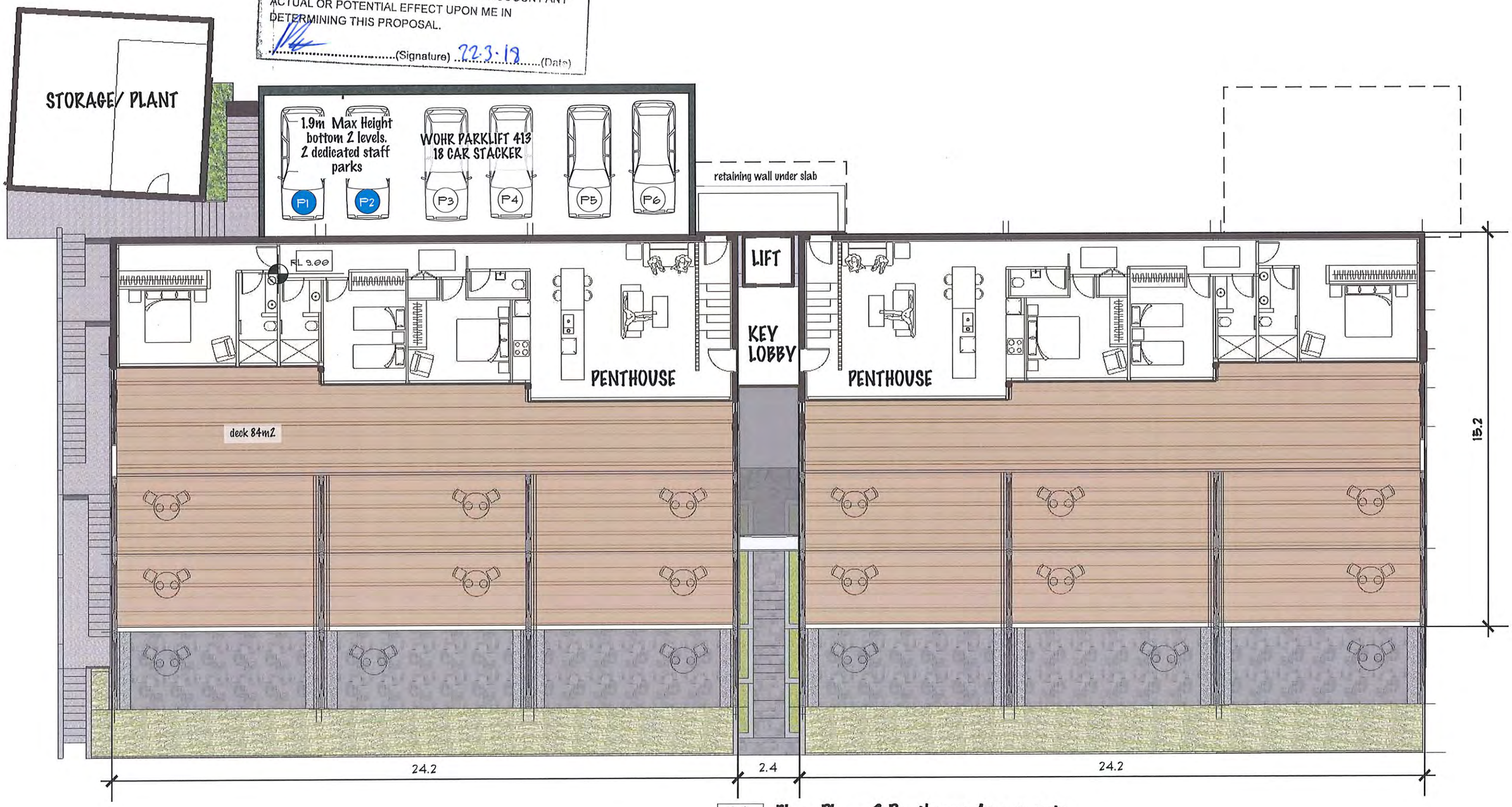
P4

Pursuant to the Resource Management Act 1991

I/WE Michael Craw OWNERS/ OCCUPIERS OF 271 Frankton Rd. HEREBY 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) 22.3.18 (Date)



L4	Floor Plan- 2 Penthouse Aparments
-	1:150@A3

The Montreux
FRANKTON RD, QUEENSTOWN

www.structuralintegrity.co.nz

Designer: Graham Roebeck
22/3/18
Original @A3

CONCEPT.

P5

Pursuant to the Resource Management Act 1991
I/WE Michael Crow AS OWNERS/
OCCUPIERS OF 271 Frankton Rd HEREBY 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) 22.3.18 (Date)

5.7 17.0 5.3 14.6

WOHR PARKLIFT 413
18 CAR STACKER

P7 P8 P9 P10 P11 P12

A1 P19 P20

line of building over

COVERED SUV PARKING 2.4m height

STORAGE / PLANT

LIFT

RL 9.00

PENTHOUSE

KEY LOBBY

PENTHOUSE

line of wall under

deck 84m2

15.2

24.2 2.4 24.2

L5 Ground Floor Plan
- 1:150@A3

(P) **PASSIVE** SUV PARKING- 2.4M HEIGHT, **8 DEDICATED PARKS** TO TOP LEVEL OF STACKER, ALLOCATED ON CHECK IN.

(A) **ACTIVELY** MANAGED SUV PARKING- 2.4M HEIGHT, **2 INTERMITTENT PARKS** (INCLUDING 1 DISABLED SUV PARK THAT CAN BE USED FOR ABLED GUESTS WHEN NO DISABLED GUESTS ARE CHECKED IN ON AN AS AND WHEN REQUIRED BASIS. MANAGED BY LIGHTS AT RECEPTION TO LINK WITH SIGNAGE, IE: *"CASUAL SUV PARKING PERMITTED ONLY WHEN GREEN LIGHT IS LIT."*

The Montreux
FRANKTON RD, QUEENSTOWN

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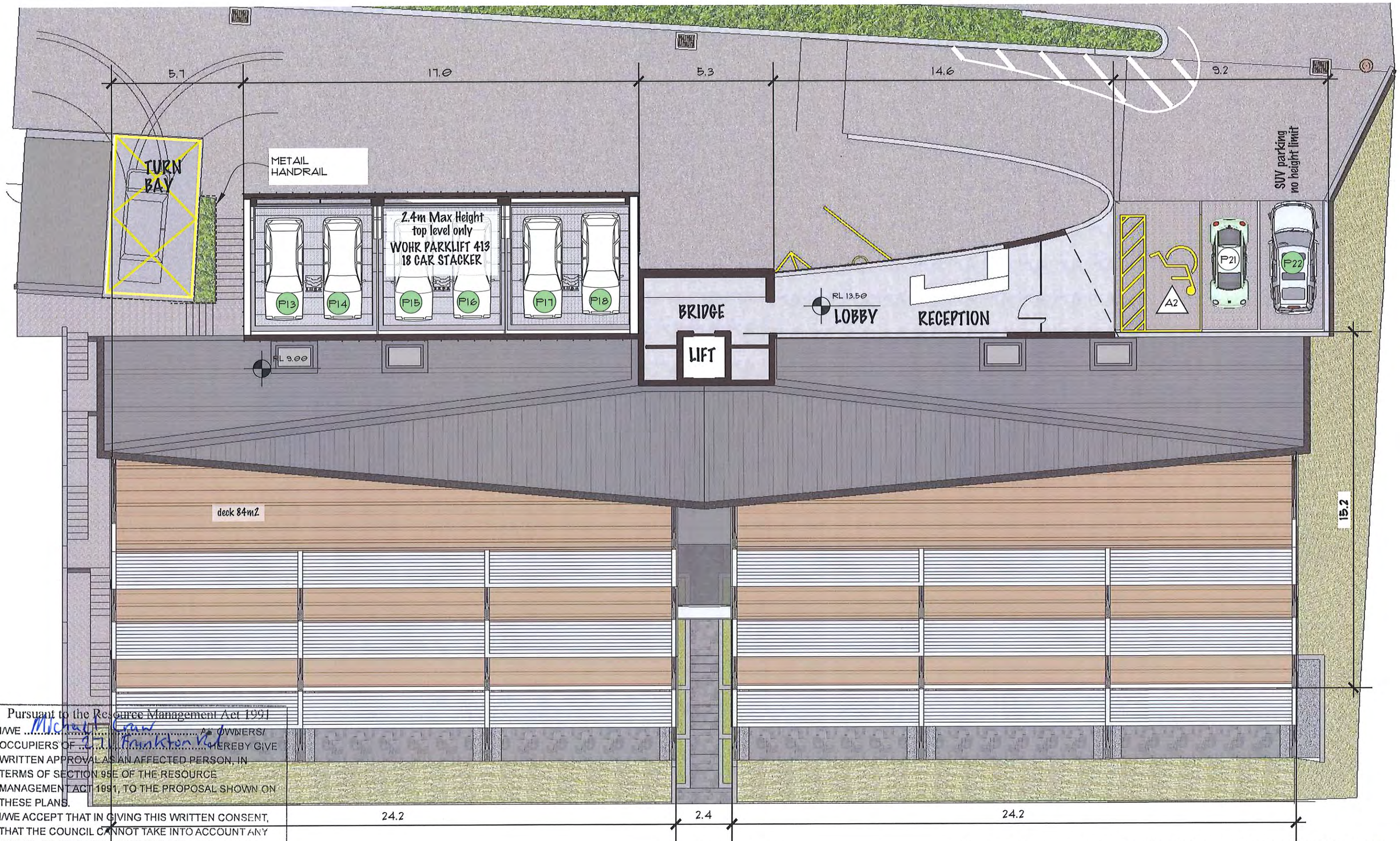
Designer: Graham Roebeck
22/3/18
Original @A3

CONCEPT.

P6



Pursuant to the Resource Management Act 1991

I/WE ..Michael Crow.. AS OWNERS/ OCCUPIERS OF ..27 Frankton Rd.. HEREBY 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) 22.3.18

L6	Reception
-	1:150@A3

Ⓟ **PASSIVE** SUV PARKING- 2.4M HEIGHT, **8 DEDICATED PARKS** TO TOP LEVEL OF STACKER, ALLOCATED ON CHECK IN.

Ⓐ **ACTIVELY** MANAGED SUV PARKING- 2.4M HEIGHT, **2 INTERMITTENT PARKS** (INCLUDING 1 DISABLED SUV PARK THAT CAN BE USED FOR ABLED GUESTS WHEN NO DISABLED GUESTS ARE CHECKED IN) ON AN AS AND WHEN REQUIRED BASIS. MANAGED BY LIGHTS AT RECEPTION TO LINLE WITH SIGNAGE, IE: *"CASUAL SUV PARKING PERMITTED ONLY WHEN GREEN LIGHT IS LIT."*

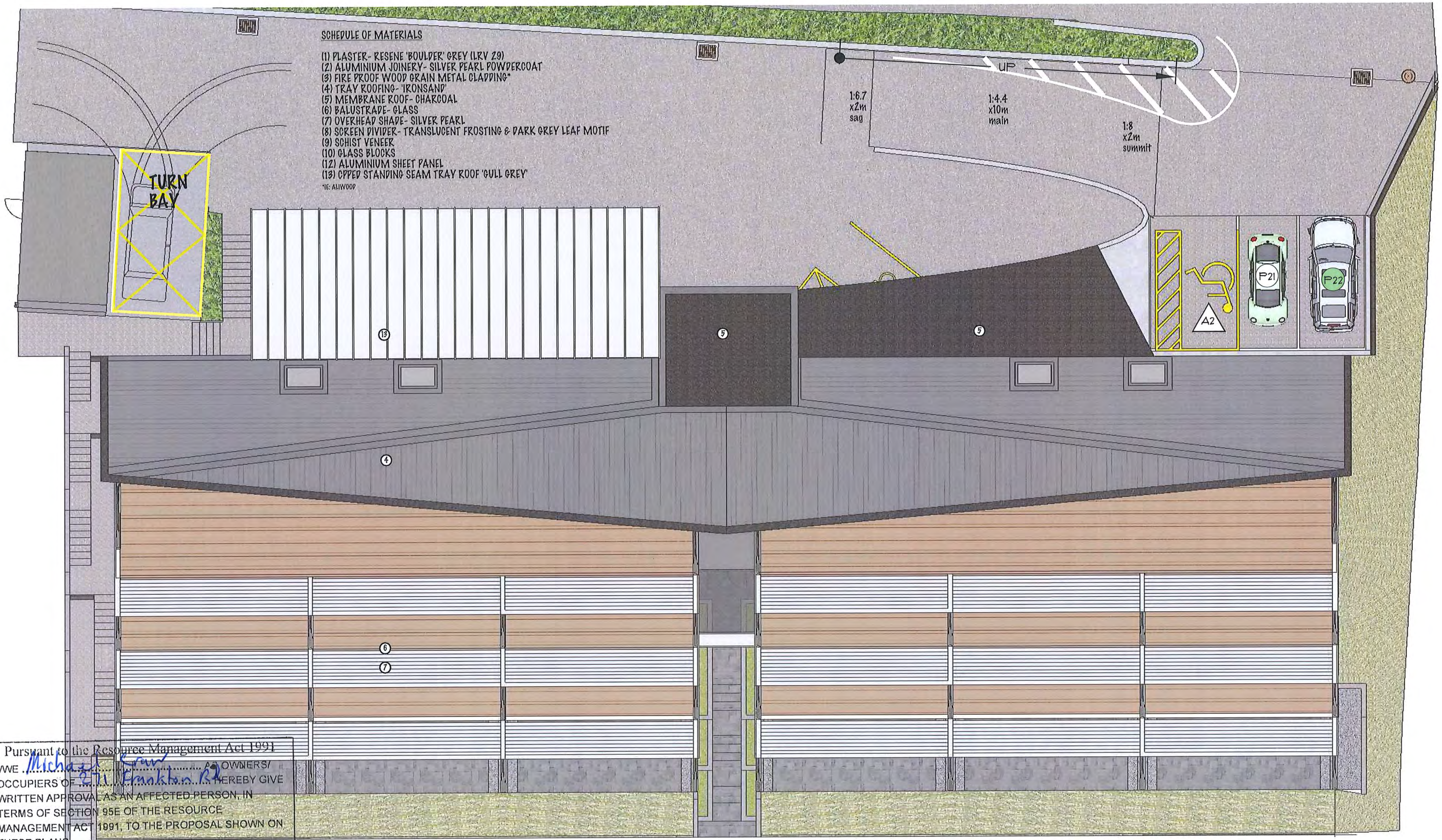
The Montreux
FRANKTON RD, QUEENSTOWN

www.structuralintegrity.co.nz

Designer: Graham Roebeck
22/3/18
Original @A3

CONCEPT.

P7



Pursuant to the Resource Management Act 1991
I/WE Michael Kraw AS OWNERS/ OCCUPIERS OF 271 Frankton Rd HEREBY 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] (Signature) 22-3-18 (Date)

Roof Plan
1:150@A3

(P) **PASSIVE** SUV PARKING- 2.4M HEIGHT, **8 DEDICATED PARKS** TO TOP LEVEL OF STACKER, ALLOCATED ON CHECK IN.

(A) **ACTIVELY** MANAGED SUV PARKING- 2.4M HEIGHT, **2 INTERMITTENT PARKS** (INCLUDING 1 DISABLED SUV PARK THAT CAN BE USED FOR ABLED GUESTS WHEN NO DISABLED GUESTS ARE CHECKED IN) ON AN AS AND WHEN REQUIRED BASIS. MANAGED BY LIGHTS AT RECEPTION TO LINLE WITH SIGNAGE, IE: *"CASUAL SUV PARKING PERMITTED ONLY WHEN GREEN LIGHT IS LIT."*

The Montreux
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www.structuralintegrity.co.nz

Designer: Graham Roebeck
22/3/18
Original @A3

CONCEPT.

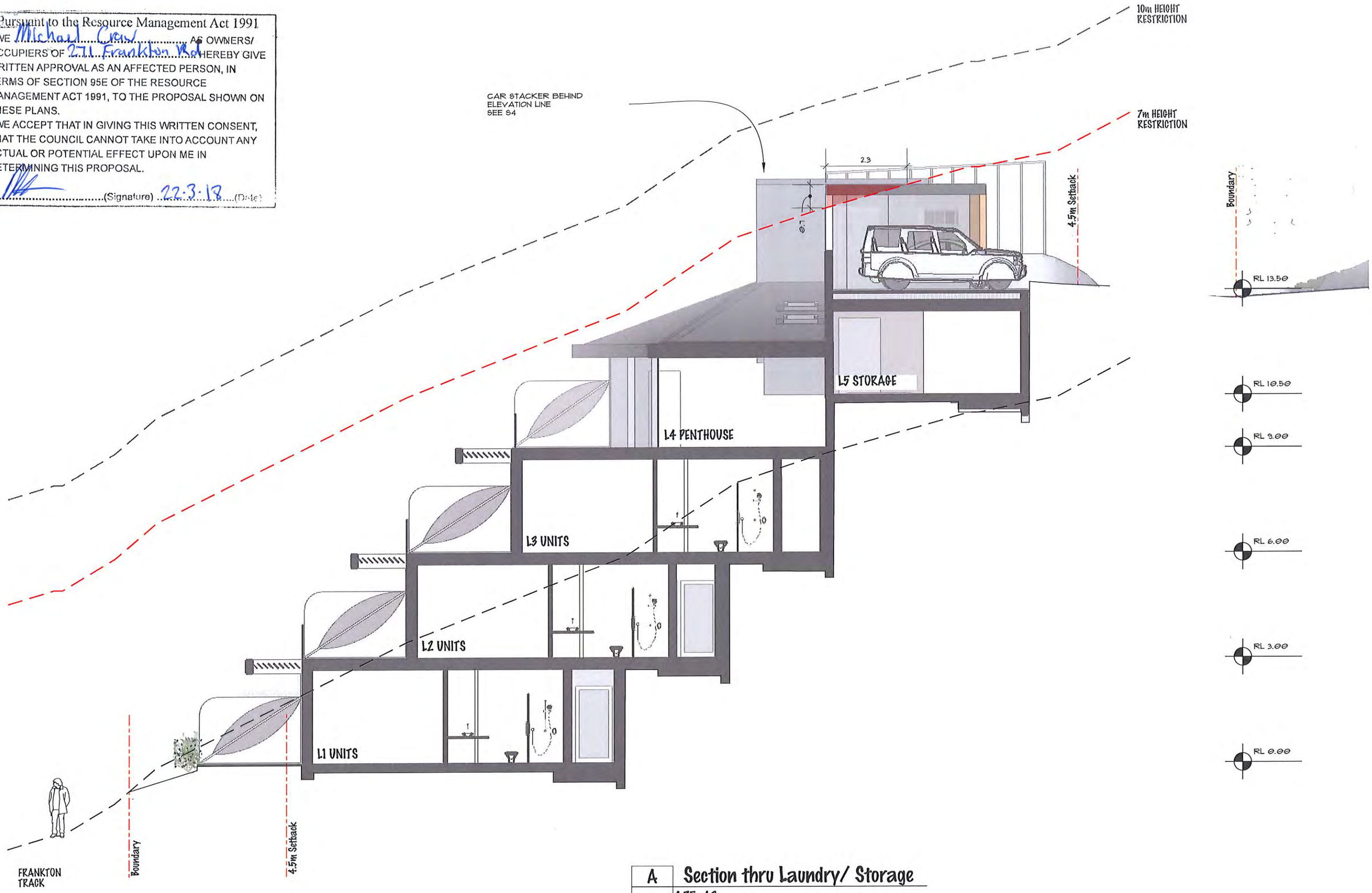
P8

Pursuant to the Resource Management Act 1991

I/WE Michael Craw AS OWNERS/ OCCUPIERS OF 271 Frankton Rd HEREBY 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) 22.3.18 (Date)



A	Section thru Laundry/ Storage
-	1:75@A3

The Montreux

FRANKTON RD, QUEENSTOWN

www.structuralintegrity.co.nz

Designer: Graham Roebeck
22/3/18
Original @A3

CONCEPT.

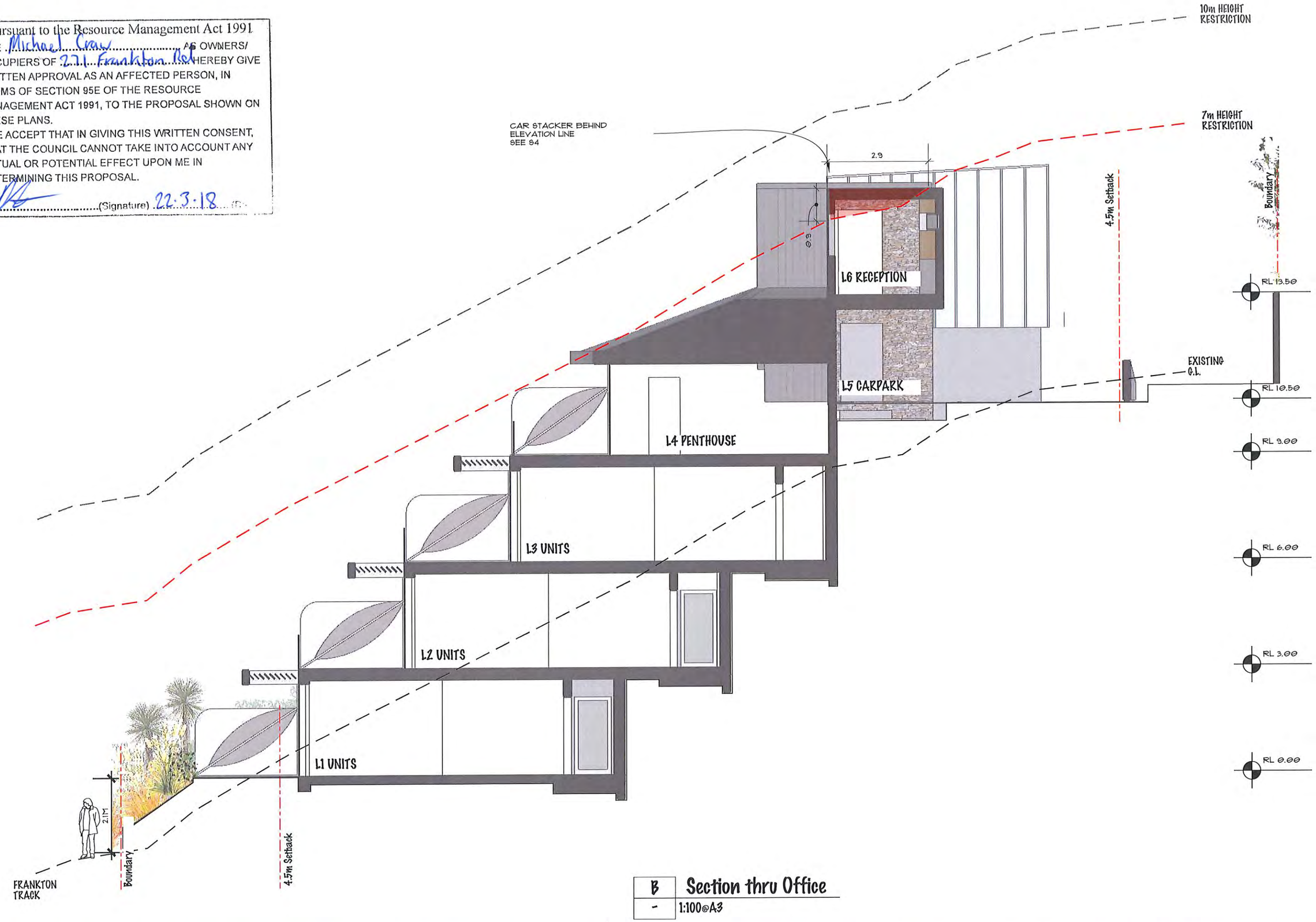
S1

Pursuant to the Resource Management Act 1991

I/WE Michael Craw AS OWNERS/ OCCUPIERS OF 271 Frankton Rd HEREBY 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) 22:3:18 (D)



B	Section thru Office
-	1:100@A3

The Montreux

FRANKTON RD, QUEENSTOWN

www.structuralintegrity.co.nz

Designer: Graham Roebeck
22/3/18
Original @A3

CONCEPT.

S2