



DECISION OF THE QUEENSTOWN LAKES DISTRICT COUNCIL

UNDER s104 RESOURCE MANAGEMENT ACT 1991

Applicant:	Queenstown Gateway (5M) Limited
RM reference:	RM180271
Application:	<p>Application pursuant to Section 88 of the Resource Management Act (RMA) 1991 to increase the number of visitor accommodation units within Building 7 from 70 to 120, and to breach parking requirements.</p> <p>Application under section 127 of the Resource Management Act 1991 (RMA) to change Condition 1 of Resource Consent RM120373 (as amended by RM140342, RM151051 and RM161187) to amend the floorplan and layout of Building 7</p>
Location:	Building 7, Grant Road, Frankton Flats, Queenstown
Legal Description:	Lot 6 Deposited Plan 486920 and 3/20 share Lot 8-9, 14 Deposited Plan 486920 held in Computer Freehold Register 695482; and Lot 7 Deposited Plan 486920 and 2/25 share Lot 8-9, 14 Deposited Plan 486920 held in Computer Freehold Register 695483
Operative Zoning:	Frankton Flats A
Activity Status:	Discretionary
Notification Decision:	Limited Notified
Delegated Authority:	Blair Devlin – Manager, Resource Consenting
Final Decision:	GRANTED SUBJECT TO CONDITIONS
Date Decisions Issued:	21 May 2018

SUMMARY OF DECISIONS

1. Pursuant to Section 104 of the RMA, consent is **GRANTED SUBJECT TO CONDITIONS** outlined in **Appendix 1** of this decision imposed pursuant to Section 108 of the RMA. The consent only applies if the conditions outlined are met.
2. Pursuant to Section 127 of the RMA, consent is **GRANTED** subject to the change to conditions outlined in Section 7.4 of this decision. An updated set of conditions of RM120373 (as amended by RM140342, RM151051 and RM161187) is provided in Appendix 1 of this decision. The consent only applies if the conditions outlined are met. The consent only applies if the conditions outlined are met.
3. To reach the decision to grant consent the application was considered (including the full and complete records available in Council's TRIM file and responses to any queries) by Blair Devlin, Manager, Resource Consenting, as delegate for the Council.

1. PROPOSAL AND SITE DESCRIPTION

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

2. NOTIFICATION, SUBMISSIONS AND OBLIGATION TO HOLD A HEARING

The application was limited notified on 6 April 2018.

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

A decision under section 100 of the Act to not hold a hearing was made by Mr Blair Devlin (Manager, Resource Consenting) on 17 May 2018.

3. THE PLANNING FRAMEWORK

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

The application must also be assessed with respect to Part 2 of the Act which is to promote the sustainable management of natural and physical resources. Section 6.4 of the S42A report outlines Part 2 of the Act.

3.1 RELEVANT PLAN CONSIDERATIONS

The site is zoned Frankton Flats A and the proposed activity requires resource consent for the following reasons:

- A **restricted discretionary** activity pursuant to Rule 14.2.2.3(ii) as the proposal breaches site standard 14.2.4.1(i) in regard to the required number of car parks and coach parks, which is 1132 car parks and three coach parks, as it is now proposed to allow for 120 beds in the visitor accommodation facility. It is proposed to provide 1021 car parks and no coach parks. Council's discretion is restricted to this matter.
- A **limited discretionary** activity resource consent pursuant to Rule 12.18.3.3(i) for the proposed building and site development. Council's discretion is limited to:
 - Site Layout, including street layout, building location and orientation;
 - The layout of the open space network;
 - The external design, colour and materials of buildings;
 - Relationship and connectivity to adjoining site developments;
 - Effect on landscape and visual amenity values and view corridors;
 - Associated earthworks and landscaping including the species proposed and long term management;
 - Hours of operation;
 - Location and design of vehicle access;
 - Provision for pedestrian access and cycle linkages through the site;
 - The access to and location, layout and landscaping of off-street car parking and loading areas;
 - The location and access to surface parking;
 - The location, design and access to underground parking;
 - The need for the protection of any educational, residential and visitor accommodation from the effects of airnoise.

3.2 RESOURCE MANAGEMENT ACT 1991

The proposed activity requires resource consent for the following reasons:

- A **discretionary** activity consent pursuant to section 127(3)(a) of the RMA, which deems any application to change or cancel consent conditions to be a discretionary activity. It is proposed to change Condition 1, of RM120373 (as amended by RM140342, RM151051 and RM161187) in relation to the proposed layout, design and parking provision for the proposed hotel.
- A **discretionary** activity resource consent pursuant to Section 87B(1)(c) of the RMA which directs that an application must be treated as a discretionary activity if a rule in a proposed plan describes the activity as a prohibited activity and the rule has not become operative. Under the Plan Change 35 the activity is considered to be **prohibited** pursuant to Rule 12.18.3.5(iv) for the construction of a hotel with more than 70 rooms. While three interim decisions of the Environment Court have been issued, Plan Change 35 has not been made operative by the Queenstown Lakes District Council under the First Schedule of the Resource Management Act..

Overall, the application is considered to be a **discretionary** activity.

4. SUMMARY OF EVIDENCE HEARD

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

5. PRINCIPAL ISSUES IN CONTENTION

The principal issues arising from the application, section 42A report and content of submissions are:

- That should consent be granted, acoustic insulation and restriction on the scale of the operation and the building.

The findings relating to these principal issues of contention are outlined in Section 6 of the attached S42A report.

6. ASSESSMENT

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

Actual and potential effects on the environment have been addressed in Section 6.1 of the S42A report prepared for Council and provides a full assessment of the application. Where relevant conditions of consent can be imposed under section 108 of the RMA as required to avoid, remedy or mitigate adverse effects. A summary of conclusions of that report are outlined below:

Overall, adverse effects in relation to the increase of the scale of the proposed hotel and minor changes to external appearance are considered to be no more than minor and appropriate.

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

As outlined in detail in Section 6.2 of the S42A report, overall the proposed development is in accordance with the relevant policies and objectives of the District Plan.

6.4 PART 2 OF THE RMA

In terms of Part 2 of the RMA, the proposal is considered to be in accordance with the purpose of the Resource Management Act 1991 as outlined in further detail in Section 6.4 of the S42A report.

7. DECISION ON VARIATION PURSUANT TO SECTION 127 OF THE RMA

Consent is **granted** for the application by Queenstown Gateway (5M) Limited to change Condition 1 and add Conditions 57, 58, 59 and 60 of Resource Consent RM120373 (as amended by RM140342, RM151051 and RM161187), such that:

- 1 Condition 1 of Resource Consent RM120373 (as amended by RM140342, RM151051 and RM161187) is amended to read as follows (deleted text struck-through, added text underlined):

- 1 That the development must be undertaken/carried out in accordance with the plans listed in the attached Appendix E and stamped as approved, except where superseded by the drawings listed in Appendix F and stamped approved under RM140342, except where superseded by the drawings listed in Appendix G and stamped approved under RM151051 and the drawings listed in Appendix H and stamped as approved under RM161187 and the drawings listed in Appendix I and stamped as approved under RM180271.

and the application as submitted, with the exception of the following:

The plinth structure illustrated on plans and visual images in the north-western corner of the site has been removed from the application and is not approved

The applicant has confirmed that in terms of hard and soft landscaping works the plans prepared by Baxter Design group referenced 9565-RC000-117 take precedence over any treatment illustrated on architectural or other plans and should be relied upon, except where superseded by the drawings listed in Appendix F as a result of changes to the car parking and access ramp arrangements, except where superseded by the drawings listed in Appendix G and stamped approved under RM151051 and the drawings listed in Appendix H and stamped as approved under RM161187.

and with the exception of the amendments required by the following conditions of consent.

- 2 Condition 57 of resource consent Resource Consent RM120373 (as amended by RM140342, RM151051 and RM161187), is added to read as follows:

- 57 Prior to any HVAC equipment for guest rooms being installed in Building 7 the consent holder shall engage a suitably qualified and experienced acoustics expert at detailed design stage to advise on the Heating, Ventilation and Air Conditioning (HVAC) design to enable compliance with noise limits of 35 dB LAeq(1 min) on High Setting and 30 dB LAeq(1 min) on Low Setting from the ventilation systems in guest-rooms. A report from the expert certifying that the design is capable of achieving these requirements shall be submitted to the Queenstown Lakes District Council Monitoring Team for certification.

- 3 Condition 58 of resource consent Resource Consent RM120373 (as amended by RM140342, RM151051 and RM161187), is added to read as follows:

- 58 Prior to the opening of the visitor accommodation operation, the consent holder shall engage a suitably qualified and experienced acoustics expert to measure the internal sound level from HVAC systems within guest-rooms. Noise levels shall be measured at a distance of 1.5 metres from any diffuser. A report summarising the results of testing shall be submitted to the Queenstown Lakes District Council Monitoring Team for certification within 2 weeks of the testing, to the satisfaction of Queenstown Lakes District Council, The report shall confirm that the HVAC equipment complies with the noise limits detailed under condition 57.

- 4 Condition 59 of resource consent Resource Consent RM120373 (as amended by RM140342, RM151051 and RM161187), is added to read as follows:

- 59 There shall be no more than 120 rooms within the visitor accommodation facility approved with Building 7

- 5 Condition 60 of resource consent Resource Consent RM120373 (as amended by RM140342, RM151051 and RM161187), is added to read as follows:

60 The total gross floor area of Building 7 used for visitor accommodation activities shall not exceed 6540m².

Advice note

- All other conditions of RM120373 shall continue to apply.

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

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

9. OTHER MATTERS

Local Government Act 2002: Development Contributions

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

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

Administrative Matters

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

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

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

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

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

If you have any enquiries please contact Erin Stagg on phone (03) 441 0499 or email erin.stagg@qldc.govt.nz.

Report prepared by



Erin Stagg
SENIOR PLANNER

Decision made by



Blair Devlin
MANAGER, PLANNING PRACTICE

APPENDIX 1 – Consent Conditions

APPENDIX 2 – Section 42A Report

APPENDIX 1

Consent Conditions

UPDATED CONDITIONS OF RM120373

General Conditions

1. That the development must be undertaken/carried out in accordance with the plans listed in the attached Appendix E and stamped as approved, except where superseded by the drawings listed in Appendix F and stamped approved under RM140342, except where superseded by the drawings listed in Appendix G and stamped approved under RM151051 and the drawings listed in Appendix H and stamped as approved under RM161187 and the drawings listed in Appendix I and stamped as approved under RM180271.

and the application as submitted, with the exception of the following:

The plinth structure illustrated on plans and visual images in the north-western corner of the site has been removed from the application and is not approved

The applicant has confirmed that in terms of hard and soft landscaping works the plans prepared by Baxter Design group referenced 9565-RC000-117 take precedence over any treatment illustrated on architectural or other plans and should be relied upon, except where superseded by the drawings listed in Appendix F as a result of changes to the car parking and access ramp arrangements, except where superseded by the drawings listed in Appendix G and stamped approved under RM151051 and the drawings listed in Appendix H and stamped as approved under RM161187.

and with the exception of the amendments required by the following conditions of consent.

2. The consent holder is liable for costs associated with the monitoring of this resource consent under Section 35 of the Resource Management Act 1991 and shall pay to Council an initial fee of \$240.00

Engineering, Construction and Earthworks

3. All engineering works shall be carried out in accordance with the Queenstown Lakes District Council's policies and standards, being New Zealand Standard 4404:2004 with the amendments to that standard adopted on 5 October 2005, except where specified otherwise.
4. At least 10 working days prior to any earthworks on the site commencing the consent holder shall provide a letter to the Principal Engineer at Lakes Environmental advising who their representative is for the design and execution of the engineering and construction works required in association with this development. This letter shall confirm that these representatives will be responsible for all aspects of the works covered under Sections 1.4 & 1.5 of NZS4404:2004 "Land Development and Subdivision Engineering", in relation to this development.

Conditions to be completed prior to the commencement of any earthworks on the site

5. At least 10 working days prior to commencement of works on the site, the consent holder shall submit a Construction Management Plan to the Principal Engineer at Lakes Environmental for review and certification. The plan shall include as a minimum:
 - Water supply details and measures proposed to control and/or mitigate any dust
 - Measures to control any silt run-off and sedimentation that may occur
 - Contractor parking plan to ensure that all parking will be located within the boundaries of the site or on land owned or under the control of the applicant.
 - Mitigation and monitoring of any vibration effects from fill compaction

These measures shall be implemented prior to the commencement of any earthworks on site and shall remain in place for the duration of the project. The measures shall be monitored and maintained on an ongoing basis to ensure they remain effective.

- 6 At least 10 working days prior to commencement of any works on site, the consent holder shall submit a Traffic Management Plan to Council for approval. The Traffic Management Plan shall be prepared by a qualified Site Traffic Management Supervisor. This shall include provisions to maintain the Wakatipu Trail walkway and restrict travel speeds in this location to 30km per hour. The plan shall also maintain access to the dwellings and businesses accessed off Grant Road. All contractors obligated to implement temporary traffic management plans shall employ a full time qualified STMS on site who shall implement the Traffic Management Plan. A copy of the approved plans shall be submitted to the Principal Engineer at Lakes Environmental prior to works commencing.
- 7 At least 10 working days prior to commencing excavations, the consent holder shall provide the Principal Engineer at Lakes Environmental with the name of a suitably qualified professional as defined in Section 1.4 of NZS4404:2004 who shall supervise the excavation and filling procedure. This engineer shall continually assess the condition of the excavation and shall be responsible for ensuring that temporary retaining is installed wherever necessary to avoid any potential erosion or instability.

Earthworks: Conditions to be monitored throughout earthworks activity

- 8 The consent holder shall implement suitable measures to prevent deposition of any debris on surrounding roads by vehicles moving to and from the site. In the event that any material is deposited on any roads, the consent holder shall take immediate action, at his/her expense, to clean the roads. The loading and stockpiling of earth and other materials shall be confined to the subject site and on land owned or under the control of the applicant.
- 9 No earthworks, temporary or permanent, are to breach the boundaries of the site with the exception of earthworks necessary to construct/form the basement car park, at grade parking, 'Southern Access Road' and associated pedestrian and cycleway and landscaping on the southern boundary of the site in Queenstown Events Centre land.
- 10 The consent holder shall install measures to control/and or mitigate any silt runoff and sedimentation that may occur. These measures shall be implemented prior to the commencement of any earthworks on site any shall remain in place for the duration of the project.

On completion of earthworks

- 11 On the completion of the earthworks a suitably qualified engineer experienced in soils investigations shall provide certification, in accordance with NZS 4431:1989, for all areas of fill within the site on which buildings are to be founded. The certificate shall be in the format of a Producer Statement, or the NZS4404 Schedule 1C Certificate.
- 12 Site management measures shall remain in place until all earthworked/exposed areas have been top-soiled and grassed/revegetated or otherwise permanently stabilised following completion of earthworks.
- 13 On completion of the earthworks, the consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.
- 14 All earth worked areas shall be re-grassed or otherwise stabilised as soon as practicable and in a progressive manner as the earthworks are completed.

Construction Management

- 15 Hours of operation for all earthworks and construction activity shall be in accordance with the relevant New Zealand Construction standard.
- 16 Construction noise shall comply with and be measured and assessed in accordance with the relevant New Zealand standard.
 - a) Prior to commencement of construction, the consent holder shall prepare a Construction Management Plan and submit it to the Council's Principal: Environmental Health for approval. The plan shall take into account any effects on airport operations and shall:
 - Include all applicable height restrictions in terms of airport operations and demonstrate how the Queenstown Airport: Airport Approach and Protection Measures contained in the District Plan will be complied with;
 - Shall be prepared by an appropriately qualified engineer;
 - Detail mitigation measures that are to be adopted;
 - Detail procedures to be followed for any monitoring required; and
 - Detail liaison and compliant procedures.

Infrastructure

To be completed prior to the commencement of any construction works on the site (with the exception of earthworks)

- 17 Prior to the commencement of construction on the land being developed (beyond earthworks) the consent holder shall provide to the Principal Engineer at Lakes Environmental or other appointed officer as stated, for review and approval, copies of specifications, calculations and design plans as is considered by Council to be both necessary and adequate, in accordance with Condition (3) to detail the following engineering works required:
 - a) The provision of a water supply to the development which shall provide, as a minimum, volumes calculated in the Hadley Consultants Ltd report, titled 'Preliminary Options Assessment for Infrastructure Services' dated March 2012.
 - b) Any connections to Council's water services shall include metering and backflow prevention in accordance with Council Standards and Policies. The connection costs shall be borne by the consent holder.
 - c) In the event that suitable flows and pressures are not available within Council's water network to service the development, a temporary private water supply may be installed subject to the approval of Council's Three Waters Manager. Any private water supply source shall be in accordance with the New Zealand Drinking Water standard and the consent holder shall provide evidence to the satisfaction of the Principal Engineer at Lakes Environmental as to how the private water supply will be monitored and maintained on an on-going basis. At such a time as suitable Council flows and pressures become available to within 60m of the development, the private supply shall be discontinued and a connection made to Council reticulation. The cost of this connection shall be borne by the consent holder.
 - d) The provision of a reticulated water supply to each building within the development. This shall include metering and backflow prevention in accordance with Council standards and policies.

- e) The provision of a fire fighting water supply to each building within the development with adequate pressure and flow to service the development in accordance with the NZ Fire Service Code of Practice for Firefighting Water Supplies 2008.
- f) Buildings within the development shall either be fitted with a sprinkler system and/or be designed with an appropriate fire cell size to meet the requirements of SNZ PAS 4509 for an FW3 water supply classification.
- g) The provision of a gravity foul sewer connection from the development into Council's reticulation. The costs of the connection shall be borne by the consent holder.
- h) The provision of a reticulated wastewater system to each building within the development in accordance with Council's Standards. This shall include the detailed design and proposed operations of Pumping Stations (if any).
- i) The provision of a Design Certificate submitted by a suitably qualified design professional for Wastewater Pump Stations (if any). The certificates shall be in the format of IPENZ Producer Statement PS1.
- j) The provision of a private Low Impact Design stormwater disposal system to provide disposal from all impervious areas of the site in a 25 year ARI event in accordance with TP 124 'Low Impact Design Manual for the Auckland Region'. This shall include the provision of an operation and maintenance plan for the private stormwater disposal system. The design shall also be certified by Lakes Environmental's Landscape Architect.
- k) The provision of a secondary stormwater system to contain flows in up to a 1% AEP (100 year Return Period) so that there is no inundation of any buildable areas on the site, and no discharge of any stormwater beyond the area comprising the site and the adjacent sports field. The sports field shall act as a detention area in a 1% AEP event or less. The stormwater system shall be designed to ensure that flows beyond the site boundaries in more extreme rainfall events are in accordance with overland flow paths shown on Clark Fortune McDonald & Associates stormwater catchment plans reference 10367 E001 Sheet 1 to 7.
- l) The provision of a connection from all impervious areas in the development to the stormwater disposal system detailed in Condition (17(j)) above.

To be completed prior to occupation of any building and/or commercial activity on the site

- 18 Prior to the occupation of any building and/or commencement of any commercial activity on the site, the consent holder shall complete the following:
- a) The submission of 'as-built' plans and information required to detail all engineering works completed in relation to or in association with this development. This information shall be formatted in accordance with Council's 'as-built' standards.
 - b) The completion and implementation of all works detailed in Condition (17) above.
 - c) Secure easements over private stormwater assets located within Council land. An easement shall be secured to protect this area for this purpose in perpetuity. The easement instrument shall set out the rights and responsibilities in terms of the ongoing management and maintenance of the detention area, and the wording shall be subject to the approval of Council's solicitors.
 - d) Secure easements over water supply pipes within private land (if any).

- e) The submission of Completion Certificates from both the Approved Contractor and Approved Certifier for all engineering works completed in relation to or in association with the development (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of a Producer Statement, or the NZS4404 Schedule 1B and 1C Certificate.
- f) The submission of Completion Certificates from both the Approved Contractor and Approved Certifier for the Wastewater Pump Stations (if any). The certificates shall be in the format of IPENZ Producer Statement PS3 and PS4.
- g) Written confirmation shall be provided from the electricity network supplier responsible for the area that provision of an underground electricity supply has been made to all of the buildings within the development.
- h) Written confirmation shall be provided from the telecommunications network supplier responsible for the area that provision of underground telephone services has been made to all of the buildings within the development.

Transportation

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

- 19 Prior to commencement of any construction works beyond earthworks, a Traffic Safety Audit of all trafficable and parking areas proposed to be constructed, including Grants Road and the Southern Access Road, shall be prepared by an independent suitably experienced and qualified Traffic Engineer. This audit shall be undertaken in accordance with the NZTA Road Safety Audit Procedures for Projects guidelines. Recommendations from this audit shall be approved by the QLDC Transport Manager and Urban Designer. All such approved recommendations shall be incorporated into the design in accordance with relevant road construction and traffic safety standards to the satisfaction of the QLDC Transport Manager and Urban Designer and this shall occur prior to submitting the final design of roading to be constructed to the Principal Engineer at Lakes Environmental for review and certification.
- 20 Prior to the commencement of any construction works on the land being developed beyond earthworks the consent holder shall provide to the Principal Engineer at Lakes Environmental or other appointed person as stated, for review and certification, copies of specifications, calculations and design plans as is considered by Council to be both necessary and adequate, in accordance with Condition (3) to detail the following engineering works required:
 - a) The upgrade of Grant Road in accordance with Viastrada Concept plans No. 621 13D-18D. The design shall include as a minimum:
 - Construction of a priority intersection on Grant Road to access the development (T intersection). The design for this intersection shall include amended splays within the site to ensure the widening of the footpaths on both the northern and southern sides of the access road along with a pedestrian crossing at the location of the intersection.
 - Extension of Grant Road beyond the Southern Access Road intersection by a minimum of 20m of seal to provide a suitable transition to the existing Grant Road gravel formation.
 - Consideration of the provision of cycle facilities along the length of Grant Rd. This shall include the addressing of the cyclist and pedestrian crossing facility in the vicinity of the State Highway intersection.
 - Footpath on the western edge
 - A bus shelter and bus stop on Grant Road. For Stage 1 of the development, the details of a temporary bus shelter to be installed prior to establishment of Building 7.
 - Road marking and signage in accordance with NZTA 'Manual of traffic signs and markings' (MOTSAM).
 - Consideration of and location of on street parking provision
 - Consideration of and location and provisions for street lighting

- Consideration of location and provisions for street trees to be planted

This design is to be approved by Council's Urban Designer and Transport Manager.

- b) The formation of the 'Southern Access Road' in accordance with Viastrada Concept plans No. 621 13D-18D. This shall be formed to Council's minimum standards for a local road to allow for future vesting. The design shall include as a minimum:
 - No Parking restrictions along the Southern Access Road.
 - Landscape planting shall be such that suitable sight distances are maintained on all accesses to/from the Southern Access Road.
 - Road marking and signage in accordance with NZTA 'Manual of traffic signs and markings' (MOTSAM).
 - Identification of space for future provision for footpath/cycle ways on the southern side of the road
- c) The provision of all car parking and manoeuvring areas within the site in accordance with Vistrada concept plans No. 621 13D-18D and Viastrada '5 Mile Development Transportation Assessment' report dated April 2012. This shall include the redesign or removal of the parking alcove shown at the base of the basement car park access ramp to provide suitable line-of-sight.
- d) The provision of road and car park / pedestrian access lighting in accordance with the Queenstown Lakes District Council rules and the *Southern Light* lighting strategy and the LDP Lighting Layout Plan No. 11,096 –SK- L1 and the Lighting report by LDP Ltd '5 Mile Retail Centre, Queenstown. Assessment of Environmental Effects – Exterior Lighting' dated 12th April 2012. Any road lighting installed on private roads/rights of way/access lots shall be privately maintained and all operating costs shall be the responsibility of the lots serviced by such access roads. Any lights installed on private roads/rights of way/access lots shall be isolated from the Council's lighting network circuits.
- e) The location and nature of bike parking facilities within the site. These provisions shall be in accordance with the Via Strada Transportation Report and shall be approved by Council's Urban Designer.

To be completed prior to the occupation of any building and/or commercial activity on the site

- 21 On completion of all roading and parking areas associated with the development, a post construction safety audit shall be carried out by an independent traffic engineer. This audit shall be undertaken in accordance with the NZTA Road Safety Audit Procedures for Projects guidelines. Recommendations from this audit shall be approved by the QLDC Transport Manager and Urban Designer and a final copy of the report shall be forwarded to the Principal Engineer at Lakes Environmental. All approved recommendations shall be undertaken in accordance with relevant road construction and traffic safety standards to the satisfaction of the QLDC Transport Manager and Urban Designer and this shall occur prior to the occupation of any building.
- 22 Prior to the occupation of any building and/or commercial activity on the site, the consent holder shall complete the following:
 - a) The submission of 'as-built' plans at his, her or its own cost, and information required to detail all access/roading works completed in relation to or in association with this development. This information shall be formatted in accordance with Council's 'as-built' standards.
 - b) The completion and implementation of all works detailed in Condition (21) above.

- c) Provide to Council evidence that an operational intersection has been established from Grant Road to the State Highway in the form of works approved under RM110290 or an equivalent intersection which safely provides for the level of traffic necessary to service the development.
- d) Secure right-of-way easements for the 'Southern Access Road' and associated car parking located over Council land.
- e) The naming of the 'Southern Access Road' in accordance with Council's road naming policy.

Landscaping, Buildings & Public Realm

- 23 All hard and soft landscape works approved within plans submitted (and as approved under conditions 25 and 29-32 below) shall be carried out in accordance with the approved plans and details, and shall be certified as complete by Lakes Environmental's landscape architect and/or Council's Urban Designer prior to occupation of any building.
- 24 All hard and soft landscaping works shall be undertaken in accordance with recognised best practice and if any plant or tree is removed, or in the opinion of Lakes Environmental's landscape architect is seriously damaged or defective it shall be replaced within 6 months with a specimen of the same size and species as originally required.
- 25 Prior to any construction works on the site beyond earthworks *Drawing 9565-RC 102, Planting Plan* shall be amended and resubmitted to identify species and grades of planting along the boundary with the sports fields to the south west of the site and be certified by Lakes Environmental's landscape architect to ensure densities and species selection are sufficient to provide effective screening of the service areas from the sports fields.
- 26 The landscape works within the 50m landscape strip adjacent to State Highway 6 shall be carried out and certified as complete by Lakes Environmental's Landscape Architect prior to any construction works for the remainder of the development. This condition may be staged with respect to the necessity to undertake construction works in the 50m landscape strip immediately adjacent the southern boundary of the strip, subject to the agreement of Lakes Environmental's landscape architect as to staging, any interim mitigation measures necessary and the timeframe for completion of landscaping works. All landscape works within the 50m landscape strip shall be completed prior to occupation of any buildings.
- 27 A schedule of landscape maintenance for a minimum period of five years from the date of landscape implementation for all areas of landscaping including that within the 50m strip shall be submitted to and certified by Lakes Environmental's landscape architect prior to any construction works on site. The schedule shall include details of the arrangements for its implementation. The schedule shall ensure the provision of amenity and mitigation intended by the landscape plan, and that a rapid establishment of planting is achieved.
- 28 All trees planted within the site shall be managed to not exceed the varying height controls as defined within Figure 1 Queenstown Airport: Airport Approach and Protection Measures, District Plan Maps, Queenstown Lakes District Council - District Plan.
- 29 The detailed design of the cycle and walkway along the frontage of Building 7 through to the entry between Buildings 5 and 6 shall be subject to a review and certification by Lakes Environmental's landscape architect and Council's Urban Designer prior to any construction works on the site. The detailed design shall apply *Crime Prevention Through Environmental Design* (CPTED) principles, and *AustRoads Part 14* guidelines to ensure that a safe, desirable and attractive cycle and walking pathway is maintained and that the Building 7 frontages, and proposed landscaping including external lighting support this.

- 30 Prior to the commencement of construction beyond earthworks, Drawing *9565-RC112 Southern Sports field Link* and *9565-RC000 Overall Site Plan* shall be amended and resubmitted for certification by Lakes Environmental's landscape architect. The amendment shall achieve a formed path no less than 1.8m in width between the trees within the planting bed at the north eastern terminus of the pedestrian crossing to provide a safe link through to the adjacent car park area. It shall also achieve a pedestrian path alongside the north western side of service road of width no less than 1.8m between Grant Road and the pedestrian access to the sport fields to provide safe pedestrian access between public parking and the sport fields.
- 31 Prior to the commencement of construction beyond earthworks, the applicant shall provide for the certification of Council's urban designer, the proposed palette of public realm surfacing, furniture and signage (e.g. wayfinding signage) to be installed within the development, to ensure a cohesive and attractive public realm environment.
- 32 Prior to the commencement of construction beyond earthworks, the Drawings *9565-RC110 Open Space Plan 6* and *RC113 Entry Plan* shall be amended and resubmitted for certification by Lakes Environmental's landscape architect. The amendments to Drawing RC110 shall provide for a redesign of the pocket park illustrated within Detail 9 which relocates landscaping from the building entry while retaining planting, seating and treatment to achieve an attractive amenity space. The amendments to Drawing RC113 shall illustrate widened pedestrian footpath areas (see also condition 20(a)).
- 33 Prior to the occupation of any building, the applicant shall present the lighting on the site for review and certification by Council's Urban Designer showing that the lighting of the roading, car parking, buildings, signage and landscape areas as built and operational meets the objectives of the Southern Light Strategy and minimises light spill. A statement from a suitably qualified lighting consultant should be submitted to confirm that lighting has been established and tested in accordance with plans approved.
- 33 Prior to the construction of any building, the final design for plant and servicing structures which are to be established on the exterior of the building shall be submitted to Council's Urban Designer for certification. Necessary plant structures shall be located so as to minimise any visibility from ground level and in particular avoid breaking the roofline when viewed from the State Highway. Colours to match the subject roof or screening mechanisms shall be considered if necessary to assist with visual integration of such structures into the building form and roofscape.
- 34 Prior to the construction of Buildings 1 and 7, the final design for the Grant Road street façades for each building shall be submitted to Council's Urban Designer for certification. The final design for Building 1 shall illustrate the introduction of solid elements to reduce the extent of glazing through definition of entries (at least four separate tenancy entries as shown on the approved Ground Flood plan) and providing depth to the façade. The design for Building 7 shall illustrate details of the entrance treatment for the four tenancy entries and consideration of an additional entry onto Grant Road north of the mid-block lane.

Signage

- 35 All signs to be erected on the buildings shall be located within the identified sign platforms illustrated on the approved plans.
- 36 Prior to erection of new signs, each tenant shall submit plans and specifications of proposed signs to Council for approval.

- 37 Signage to be erected within the three signage platforms on Buildings 5 and 6 which are visible from the State Highway and identified as 'Major Tenant Signage' shall be restricted to signs of simple cut out text and logo forms only as illustrated by the example 'Countdown' and 'The Warehouse' signage on plans listed in Appendix G and stamped approved under RM151051 and by the example 'The Warehouse' signage plans listed in Appendix H and stamped as approved under RM161187. No flashing, neon or light box signs shall be permitted within these platforms.

Car parking: Events Centre

- 38 The 22 space car parking area located at the south-western corner of the development shall remain available for Queenstown Lakes District Council Events Centre use at all times. This parking shall not be set aside for any particular tenancy or landowner, nor shall any restrictions be posted that precludes Events Centre parking. A time limit of four hours may be imposed if required. The design of this parking shall include suitable pedestrian linkage with the neighbouring playing fields.

Mitigation Plan

- 39 Where, after a period of 3 years from the commencement of any construction on the site, the development (as shown on plans approved) is not complete or substantially complete, or where there is any period exceeding 12 months from the commencement of construction in which no construction activity occurs on the site, the consent holder shall be required to submit to Council for approval a landscaping / mitigation plan to treat the areas of the site which have not been developed, ensuring the following:

- Landscaping acts as a buffer to assist with screening views of any buildings and car parking areas from the State Highway
- Pedestrian and cycle ways are formed and connected

The works approved under this plan shall be implemented immediately following approval and in the case of landscaping at grades and locations approved by Lakes Environmental's landscape architect. Landscaping within the 50m strip shall already have been implemented and may be added to and/or landscaping shall be located in other areas of the site as necessary to achieve the above objective.

Review

- 40 Within ten working days of each anniversary of the date of this decision, for a period of seven years the Council may, in accordance with Sections 128 and 129 of the Resource Management Act 1991, serve notice on the consent holder of its intention to review the conditions of this resource consent for any of the following purposes:
- a) To deal with any adverse effects on the environment that may arise from the exercise of the consent which were not foreseen at the time the application was considered and which it is appropriate to deal with at a later stage.
 - b) To deal with any adverse effects on the environment which may arise from the exercise of the consent and which could not be properly assessed at the time the application was considered.
 - c) To avoid, remedy and mitigate any adverse effects on the environment which may arise from the exercise of the consent and which have been caused by a change in circumstances or which may be more appropriately addressed as a result of a change in circumstances, such that the conditions of this resource consent are no longer appropriate in terms of the purpose of the Resource Management Act 1991.

- d) A review of the functioning of the basement car parking pedestrian routes (painted) in the context of (a) to (c) above and with respect to an appropriate level of pedestrian safety.
- e) To deal with any adverse effects on the environment that may arise in relation to glare and illumination of the signs approved by RM161187.

Surrender of Existing Consents

- 41 Within 10 working days of the commencement of this consent, the consent holder shall, by advice in writing to Council, surrender all other existing consents in relation to the site (with the exception of RM060580 which has been given effect to and shall govern the landscape strip until RM120373 is given effect to) and shall withdraw applications RM110365 and RM110366. This condition has been volunteered by the applicant.

Conditions added by way of RM151051

- 42 A detailed landscape plan and cross sections plans of the sunken 'rain garden' feature adjacent to Building 5 shall be submitted to QLDC Urban Designer for certification in terms of safety, visibly, edge treatment, and plant species utilised.
- 43 In conjunction with Condition 31, a plan depicting the locations of outdoor seating shall be submitted to QLDC for the certification of an Urban Designer. This plan shall include two seats within Public Amenity Area 4, and five seats within Public Amenity Area 7.
- 44 The colour of Alpine Tray Cladding, window frames, roofs, and roof plant screens, utilised for Building 5, 6 and 7 shall be within the LRV range of 5 – 35%.
- 45 The western most 5 Mile Identification sign on the corner of Building 5 facing State Highway 6 (SK.S127.305) may utilise either Alpine Tray (or similar) or Weathering Steel material.
- 46 Glazing and roofing within the identified 'View Shafts' shall remain clear of obstructions (such as signage). Tinting, up to 50%, may be allowed subject to approval from a QLDC Monitoring Officer.
- 47 All roof plant units (aircon units) shall be screened from public view.
- 48 Roof plants on Building 5 shall been screened as shown on 'Five Mile. S.92. RM151051. Appendix 3.' listed in Appendix G and stamped approved under RM151051
- 49 The coloured internal wall treatment within the outdoor area of T5 is restricted as indicated on SK.127.305 listed in Appendix G and stamped approved under RM151051

Conditions added by way of RM161187

- 50 The signs erected for the anchor tenancy in Building 5 shall not be illuminated outside of the opening hours of the Retail Activity.
- 51 Prior to the commencement of construction of the ramp entrance into the basement car park, the consent holder shall submit to the Queenstown Lakes District Council Monitoring Team for urban design certification detailed designs of the palisade fence feature and carpark island. This design shall achieve the following objectives:
 - a) Clear pedestrian access shall be retained and trip hazards avoided
 - b) The vents of the basement car park shall be incorporated into the overall form of the ramp structure; and
 - c) Connectivity throughout the development is retained.

- 52 Prior to the commencement of works on Building 7 a detailed construction methodology shall be prepared by a suitably qualified engineer including the stages of excavation and retention measures to ensure adequate support is provided to the excavation, such that no adverse effects are caused to surrounding land, structures, roads and underground services. This shall specifically take into account any adverse impacts on Council assets within Grant Road. The methodology shall be submitted to the Principal Resource Management Engineer at Council for review and certification.
- 53 Throughout earthworks and construction associated with Building 7 the consent holder shall undertake the excavation, temporary works, retaining walls and batter slopes in accordance with the methodology certified under Condition 52.
- 54 Throughout earthworks and construction associated with Building 7 the Principal Resource Management Engineer at Council shall be notified and work shall stop immediately if any cracking, movement, structural distress or damage to existing buildings, structures, underground services, public roads, pathways and/or surrounding land occurs.
- 55 Prior to commencement of any construction works on Building 7 beyond earthworks the consent holder shall provide to the Principal Resource Management Engineer at Council for review and certification, copies of specifications, calculations and design plans as is considered by Council to be both necessary and adequate to detail the proposed basement carpark access ramp. This shall include details associated with the relocation of the existing 5 Mile zebra crossing raised table and any required line marking and signage. It is acknowledged that relocation of the existing zebra crossing raised table will require the removal of a stormwater sump on its southern side.
- 56 The design of the basement carpark access ramp shall be accompanied by a preconstruction safety audit from an independent suitably experienced and qualified Traffic Engineer.

Conditions added by way of RM180271

- 57 Prior to any HVAC equipment for guest rooms being installed in Building 7 the consent holder shall engage a suitably qualified and experienced acoustics expert at detailed design stage to advise on the Heating, Ventilation and Air Conditioning (HVAC) design to enable compliance with noise limits of 35 dB LAeq(1 min) on High Setting and 30 dB LAeq(1 min) on Low Setting from the ventilation systems in guest-rooms. A report from the expert certifying that the design is capable of achieving these requirements shall be submitted to the Queenstown Lakes District Council Monitoring Team for certification.
- 58 Prior to the opening of the visitor accommodation operation, the consent holder shall engage a suitably qualified and experienced acoustics expert to measure the internal sound level from HVAC systems within guest-rooms. Noise levels shall be measured at a distance of 1.5 metres from any diffuser. A report summarising the results of testing shall be submitted to the Queenstown Lakes District Council Monitoring Team for certification within 2 weeks of the testing, to the satisfaction of Queenstown Lakes District Council, The report shall confirm that the HVAC equipment complies with the noise limits detailed under condition 57.
- 59 There shall be no more than 120 rooms within the visitor accommodation facility approved with Building 7
- 60 The total gross floor area of Building 7 used for visitor accommodation activities shall not exceed 6540m².

Advice Notes

- i) Prior approval from Council's Three Waters Manager and use of a backflow prevention device will be required to prevent contamination of Council's potable water supply if this water supply is to be utilised for dust suppression during earthworks.

- ii) The sewer and possibly water connection for this site require approval by Council under a 'Connection to Council Service Application'. It would be advisable to submit the application along with engineering approval.
- iii) The consent holder should be aware that as future development of Plan Change 19 land occurs it is likely Council will alter the Grant Road street design. This may include changes to kerblines, on-street parking provision, cycling and pedestrian facilities.
- iv) This site may contain archaeological material. Under the Historic Places Act 1993, the permission of the NZ Historic Places Trust must be sought prior to the modification, damage or destruction of any archaeological site, whether the site is unrecorded or has been previously recorded. An archaeological site is described in the Act as a place associated with pre-1900 human activity, which may provide evidence relating to the history of New Zealand. These provisions apply regardless of whether a resource consent or building consent has been granted by Council. Should archaeological material be discovered during site works, any work affecting the material must cease and the NZ Historic Places Trust must be contacted (Dunedin office phone 03 477 9871).
- v) This consent may trigger a requirement for Development Contributions, please see the attached information sheet for more details on when a development contribution is triggered and when it is payable. For further information please contact the DCN Officer at QLDC.

CONDITIONS OF RM180271

General Conditions

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

JCY Architects

- 'B7 Hotel Images' Project 15103*B7* Sheets A 10-01, B7 10-02 and A 10-04
- 'Master Site Plan' Project 15103*B7* Sheet A 10-03
- 'Basement Plan' Project 15103*B7* Sheet A 11-01
- 'Ground Floor Plan' Project 15103*B7* Sheet A 11-02
- 'First Floor Plan' Project 15103*B7* Sheet A 11-03
- 'Second Floor Plan' Project 15103*B7* Sheet A 11-04
- 'Pavilion Plan' Project 15103*B7* Sheet A 11-05
- 'Roof Plan' Project 15103*B7* Sheet A 11-06
- 'Elevations' Project 15103*B7* Sheets A 13-01, A13-02, A13-03 and A13-04
- 'Type A & B Room Layout' Project 15103*B7* Sheet A 14.01
- 'Type C & D Room Layout' Project 15103*B7* Sheet A 14.02
- 'Type E Room Layout' Project 15103*B7* Sheet A 14.03
- 'Type F Room Layout' Project 15103*B7* Sheet A 14.04
- 'Type G Room Layout' Project 15103*B7* Sheet A 14.05
- 'Type H Room Layout' Project 15103*B7* Sheet A 14.06
- 'Type I Room Layout' Project 15103*B7* Sheet A 14.07

stamped as approved on 17 May 2018

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

2. This consent shall not be exercised and no work or activity associated with it may be commenced or continued until the following charges have been paid in full: all charges fixed in accordance with section 36(1) of the Resource Management Act 1991 and any finalised, additional charges under section 36(3) of the Act.
3. The consent holder is liable for costs associated with the monitoring of this resource consent under Section 35 of the Resource Management Act 1991.
4. Prior to any HVAC equipment for guest rooms being installed in Building 7 the consent holder shall engage a suitably qualified and experienced acoustics expert at detailed design stage to advise on the Heating, Ventilation and Air Conditioning (HVAC) design to enable compliance with noise limits of 35 dB LAeq(1 min) on High Setting and 30 dB LAeq(1 min) on Low Setting from the ventilation systems in guest-rooms. A report from the expert certifying that the design is capable of achieving these requirements shall be submitted to the Queenstown Lakes District Council Monitoring Team for certification.
5. Prior to the opening of the visitor accommodation operation, the consent holder shall engage a suitably qualified and experienced acoustics expert to measure the internal sound level from HVAC systems within guest-rooms. Noise levels shall be measured at a distance of 1.5 metres from any diffuser. A report summarising the results of testing shall be submitted to the Queenstown Lakes District Council Monitoring Team for certification within 2 weeks of the testing, to the satisfaction of Queenstown Lakes District Council, The report shall confirm that the HVAC equipment complies with the noise limits detailed under condition 57.
6. There shall be no more than 120 rooms within the visitor accommodation facility approved with Building 7

7. The total gross floor area of Building 7 used for visitor accommodation activities shall not exceed 6540m².

APPENDIX 2

Council's s42a Planning Report

FILE REF: RM180271

TO Blair Devlin, Manager Planning Practice

FROM Erin Stagg, Senior Planner

SUBJECT Report on a Limited Notified Consent Application.

SUMMARY

Applicant: Queenstown Gateway (5M) Limited

Location: Building 7, Grant Road, Frankton Flats, Queenstown

Proposal: Application pursuant to Section 88 of the Resource Management Act (RMA) 1991 to increase the number of visitor accommodation units within Building 7 from 70 to 120, and to breach parking requirements.

Application under section 127 of the Resource Management Act 1991 (RMA) to change Condition 1 of Resource Consent RM120373 (as amended by RM140342, RM151051 and RM161187) to amend the floorplan and layout of Building 7

Legal Description: Lot 6 Deposited Plan 486920 and 3/20 share Lot 8-9, 14 Deposited Plan 486920 held in Computer Freehold Register 695482; and Lot 7 Deposited Plan 486920 and 2/25 share Lot 8-9, 14 Deposited Plan 486920 held in Computer Freehold Register 695483

Operative Plan Zoning: Frankton Flats A

Limited Notification Date: 6 April 2018

Closing Date for Submissions: 7 May 2018

Submissions: 1

- 1 has been received neither in support or opposition to the application:
 - Queenstown Airport Corporation Ltd

RECOMMENDATION

That subject to new or additional evidence being presented at the Hearing, the application be GRANTED pursuant to Section 104 of the Resource Management Act 1991 (the RMA) for the following reasons:

1. It is considered that the adverse effects of the activity will be no more than minor for the following reasons:
 - Adverse effects in relation to reverse sensitivity from noise are considered to be sufficiently mitigated
 - Adverse effects in relation to additional traffic, servicing and changes to external appearance are anticipated to be less than minor.
2. The proposal is consistent with the relevant objectives and policies of the District Plan.

1. INTRODUCTION

My name is Erin Stagg. I am a senior resource consents planner with Queenstown Lakes District Council. I have been employed in this role since 2014. Prior to this I worked as a policy planner for the Dunedin City Council for 1 year.

I hold the qualifications of a Bachelor of Arts from Wellesley College, Massachusetts USA and a Masters of Planning from the University of Otago. I am a graduate member of the New Zealand Planning Institute, which brings with it obligations with regard to continuing professional development.

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

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

2. PROPOSAL AND SITE DESCRIPTION

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

I refer the Commission to the report entitled, *Five Mile Retail Centre Building 7 Hotel Variation Grant Road, Queenstown Resource Consent Application*, prepared by Gerard Thompson and Ailish Collins of Barkers and Associates Ltd, and submitted as part of the application (hereon referred to as the applicant's AEE and attached as Annexure 1).

3. SUBMISSIONS

3.1 SUBMISSIONS

A copy of submissions received can be found in the "Submission" section of the Agenda and are summarised below for the Commission's benefit.

Name	Location of Submitters' Property	Summary of Submission	Relief Sought
Queenstown Airport Corporation	Queenstown Airport	The submitter is neutral in respect to the application but requests, should consent be granted, that conditions are included to limit the operation to no greater than 120 room, include noise insulation and not increase the GFA of the building beyond 6540m ²	That should consent be granted, conditions be imposed in relation to the scale of the operation and acoustic insulation

4. CONSULTATION AND WRITTEN APPROVALS

No written approvals or evidence of consultation have been provided as part of the application.

5. PLANNING FRAMEWORK

5.1 THE DISTRICT PLAN

The subject site is zoned Frankton Flats A.

The purpose of the Frankton Flats A Zone is to enable the development of a new shopping centre with retail, office, education and visitor and residential accommodation in a high amenity urban environment while maintaining and enhancing the natural values of the environment particularly as viewed by State Highway 6.

The relevant provisions of the Plan that require consideration can be found in Part 12

Resource consent is required for the following reasons:

- A **restricted discretionary** activity pursuant to Rule 14.2.2.3(ii) as the proposal breaches site standard 14.2.4.1(i) in regard to the required number of car parks and coach parks, which is 1132 car parks and three coach parks, as it is now proposed to allow for 120 beds in the visitor accommodation facility. It is proposed to provide 1021 car parks and no coach parks. Council's discretion is restricted to this matter.
- A **limited discretionary** activity resource consent pursuant to Rule 12.18.3.3(i) for the proposed building and site development. Council's discretion is limited to:
 - Site Layout, including street layout, building location and orientation;
 - The layout of the open space network;
 - The external design, colour and materials of buildings;
 - Relationship and connectivity to adjoining site developments;
 - Effect on landscape and visual amenity values and view corridors;
 - Associated earthworks and landscaping including the species proposed and long term management;
 - Hours of operation;
 - Location and design of vehicle access;
 - Provision for pedestrian access and cycle linkages through the site;
 - The access to and location, layout and landscaping of off-street car parking and loading areas;
 - The location and access to surface parking;
 - The location, design and access to underground parking;
 - The need for the protection of any educational, residential and visitor accommodation from the effects of airnoise.

5.2 RESOURCE MANAGEMENT ACT 1991

The proposed activity requires resource consent for the following reasons:

- A **discretionary** activity consent pursuant to section 127(3)(a) of the RMA, which deems any application to change or cancel consent conditions to be a discretionary activity. It is proposed to change Condition 1, of RM120373 (as amended by RM140342, RM151051 and RM161187) in relation to the proposed layout, design and parking provision for the proposed hotel.
- A **discretionary** activity resource consent pursuant to Section 87B(1)(c) of the RMA which directs that an application must be treated as a discretionary activity if a rule in a proposed plan describes the activity as a prohibited activity and the rule has not become operative. Under the Plan Change 35 the activity is considered to be **prohibited** pursuant to Rule 12.18.3.5(iv) for the construction of a hotel with more than 70 rooms. While three interim decisions of the Environment Court have been issued, Plan Change 35 has not been made operative by the Queenstown Lakes District Council under the First Schedule of the Resource Management Act.

Overall, the application is considered to be a **discretionary** activity.

5.3 STATUTORY CONSIDERATIONS

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

Section 104 sets out those matters to be considered by the consent authority when considering a resource consent application.

Following assessment under Section 104, the application must be considered under Section 104B of the RMA.

Sections 108 empowers the Commission to impose conditions on a resource consent.

6. ASSESSMENT

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

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

6.1 EFFECTS ON THE ENVIRONMENT

6.1.1 The Permitted Baseline/Existing Environment/Receiving Environment

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 there is no relevant permitted baseline in relation to the subject application.

However it is noted that Resource Consent RM120373, as varied by RM140342 and RM161187 enables the construction of a hotel on the subject site with 70 rooms with 118 beds. If the proposal subject to this application were not granted, the applicant would give effect to RM120373 as varied by RM140342 and RM161187. This is therefore considered to form part of the existing environment.

6.1.2 Actual and Potential Effects on the Environment

A comprehensive assessment of effects on the environment was provided with the application and was adopted for the Section 95 report (attached as Annexure 2). In addition to the effects assessed in that report I consider the proposal raises the following actual and potential effects on the environment:

- Reverse Sensitivity (noise)
- Transportation effects

6.1.2.1 Reverse Sensitivity

Because the proposal relates to an increase in rooms from 70 to 120, there is the potential for reverse sensitivity effects to arise in relation to the airport and the associated noise contours. However, taking into account the existing environment, which includes a hotel with 118 beds, it is not considered that the increase in rooms from 70 to 120, which would enable there to be 120 beds used for visitor accommodation, would result in a substantial increase in persons sensitive to aircraft noise using the facility. Further, the applicant has volunteered conditions requiring the building to be acoustically insulated.

The applicant has provided an acoustic comment prepared by Christian Vossart of Styles Group (attached as Annexure 3). Mr Vossart considers that it is possible to comply with the noise requirements within guest-rooms and therefore reverse sensitivity effects can be adequately avoided or mitigated.

The Queenstown Airport Corporation has not objected to the consent, but has requested that, should consent be granted, a number of conditions be included to mitigate effects in relation to reverse sensitivity. These conditions have been included in the proposed conditions (Annexure 7).

It is further noted that use of the building for visitor accommodation will mean occupiers are only on the premises for a short duration, and are therefore less sensitive to aircraft noise compared to permanent residents.

Overall, it is considered that adverse effects in relation to reverse sensitivity would be no more than minor.

6.1.2.2 Transportation Effects

The increase in the density of the hotel from 70 to 120 rooms has the potential to increase traffic volumes and have adverse effects in relation to transportation.

The applicant has provided a transportation assessment prepared by Mr Todd Langwell of Traffic Planning Consultants Ltd (attached as Annexure 4). Mr Langwell considers that the required parking for the activity can be accommodated on site. It is noted that there is an existing parking shortfall on the overall site and the proposal will not further exacerbate this shortfall. An increase in two beds is proposed and therefore any increase in vehicle use from the proposed changes are considered to be no more than minor.

Mr Langwell identifies that the activity would potentially result in up to 190 vehicle trips a day. Mr Langwell notes that peak visitor accommodation demand is generally at different times of the day than general peak demand. Overall, Mr Langwell considers that the proposed increase in vehicle movements can easily be accommodated on Grant Road and the site entrances without additional works.

Mr Langwell's assessment is adopted for the purpose of this report.

It is noted that it is not proposed to provide coach parking for the site. However, resource consent RM120373 approved the development on site, including consent for a 70 room hotel and no coach parking. It is now proposed to increase the capacity of that hotel to 120 rooms. In addition, variation RM161187 approved the hotel in its current form with 117 beds, although the increase in the shortfall of coach parking was not identified at that time. The applicant has indicated that should overnight coach parking be required, the car parks in the shopping centre can be used to accommodate busses. Given that the shopping centre car park would be fairly empty throughout the evening and early morning hours, this approach is considered to be appropriate.

Overall, it is considered that the increase in beds from 117 to 120 would not result in an adverse effect in relation to coach parking beyond what was approved in the past.

Overall, adverse effects in relation to transport are considered to be adequately managed and appropriate.

6.1.2.3 Summary of Effects

Overall, adverse effects in relation to the increase of the scale of the proposed hotel and minor changes to external appearance are considered to be no more than minor and appropriate.

6.2 THE DISTRICT PLAN – ASSESSMENT MATTERS AND OBJECTIVES AND POLICIES

The full details of the relevant objectives and policies of the Operative District Plan and Proposed District Plan are found in Annexure 4. Discussion of these is provided below.

Operative District Plan

The relevant objectives and policies of Part 4 (District Wide) of District Plan seek to ensure that new growth occurs in existing urban areas, to cluster visitor accommodation so as to preserve other areas for residential development, to promote and enhance the network of compact commercial centres, to enable visitor accommodation, and to encourage an integrated and attractive development on the Frankton Flats.

Overall it is considered that the proposal is consistent with the intent and direction of the objectives and policies of Part 4 of the District Plan.

There are no objectives or policies in Part 12 of the District Plan for the Frankton Flats A zone. The purpose of the Frankton Flats A Zone is to enable the development of a new shopping centre with retail, office, education and visitor and residential accommodation in a high amenity urban environment while maintaining and enhancing the natural values of the environment particularly as viewed by State Highway 6. The proposal is considered to be consistent with this purpose.

Overall, there are no objectives and policies for the Frankton Flats A zone, however the proposal is considered to be consistent with the District Wide objectives and policies (including the policy for the Frankton Flats) and the zone purpose of the District Plan.

6.3 REGIONAL POLICY STATEMENT

The objectives and policies contained within the Otago Regional Policy Statement (RPS) are also relevant to the proposal. The full details of the relevant objectives and policies are found in Annexure 5. In addition it is appropriate to consider the Regional Policy Statement review. The proposed changes to the RPS were notified on the 23 May 2015 and Council issued its decision on 1 October 2016.

Overall, the objectives and policies of the Operative Regional Policy Statement seek to promote an efficient and sustainable use of the District's infrastructure and to minimise adverse effects of urban development. The proposal is considered to be consistent with the intent and direction of the objectives and policies of the Operative Regional Policy Statement.

The objective and policies of the Proposed Regional Policy Statement (PRPS) seek to manage urban growth and development, promote good urban design, and to integrate the provision of infrastructure with development. The proposal is considered consistent with the objectives and policies of the PRPS.

Given the above the proposal is considered to be consistent with the objectives and policies of both Operative and Proposed Regional Policy Statements.

6.4 PART 2 OF THE RESOURCE MANAGEMENT ACT 1991

Section 104 directs that the consideration of an application be made subject to Part 2 of the Act. The following provides an assessment of the proposal in relation to Part 2.

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

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

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

The life supporting capacity of air, water, soil and ecosystems of the surrounding area is not affected by the proposed activity.

It is considered that the proposal would sustain the potential of natural and physical resource to meet the reasonably foreseeable need of future generations, as directed by Section 5(2)(a).

Therefore, in its current form, the proposal is considered to be consistent with the primary purpose of Part 5 of the Act.

Under Part 2 of the RMA, regard must be had to the relevant matters of Section 7 – Other Matters, including:

- (b) *the efficient use and development of natural and physical resources:*
- (ba) *the efficiency of the end use of energy:*
- (c) *the maintenance and enhancement of amenity values:*
- (f) *the maintenance and enhancement of the quality of the environment:*
- (g) *any finite characteristics of natural and physical resources:*

Amenity values are those natural and physical qualities and characteristics of an area, which contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes. The proposal has been shown to be appropriate and to maintain amenity values as well as the quality of the environment. Therefore the proposal is considered to be consistent with the intention of Section 7.

Overall, I consider the proposal does promote sustainable management.

7. RECOMMENDATION

- An application has been received to undertake increase the scale of a consented visitor accommodation facility from 70 to 120 rooms, and to undertake additional changes to external appearance
- The proposal is considered to have adverse effects that are no more than minor on the environment and to be consistent with the relevant objectives and policies of the Operative District Plan.
- The development is considered to be appropriate.
- Therefore it is recommended that consent be granted.
- Draft conditions (Annexure 7) have been provided to assist the Commission should the Commission be of a mind to grant consent. These conditions relate to the matters where adverse effects of the proposal as it stands are considered no more than minor.

Report prepared by

Reviewed by




Erin Stagg
SENIOR PLANNER

Blair Devlin
MANAGER, PLANNING PRACTICE

Attachments:

Annexure 1	Applicant's AEE
Annexure 2	s95 Decision
Annexure 3	Applicant's Acoustic Assessment
Annexure 4	Applicant's Traffic Assessment
Annexure 5	QLDC Objectives and Policies
Annexure 6	ORPS Objectives and Policies
Annexure 7	Draft Conditions

Report Dated: 21 May 2018

ANNEXURE 1

Applicant's Assessment of Environmental Effects

PREPARED FOR:



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1.0 THE APPLICANT AND PROPERTY DETAILS

To:	Queenstown Lakes District Council
Site Address:	Grant Road, Frankton Flats, Queenstown
Applicant's Name:	Queenstown Gateway (5M) Limited
Address for Service	Barker & Associates Ltd PO Box 1986 Shortland Street Auckland 1140 Attention: Gerard Thompson/Ailish Collins
Legal Description:	Lots 6 and 7 Deposited Plan 486920
Operative District Plan:	Queenstown Lakes District Plan
Zoning:	Frankton Flats Special Zone (A)
Designations/Limitations:	Located within the Outer Control Boundary
Brief description of proposal:	Resource consent is sought to increase the consented number of visitor accommodation rooms within Building 7 from 70 to 120; and for a parking shortfall.

We attach an assessment of environmental effects that corresponds with the scale and significance of the effects that the proposed activity may have on the environment.

Authors



Gerard Thompson/Ailish Collins

Principal/Planner, Barker & Associates Ltd

Date: 19 February 2018

2.0 INTRODUCTION

2.1 BACKGROUND AND APPROVED DEVELOPMENT

The applicant, Queenstown Gateway (5M) Limited, acquired the Five Mile site in 2009, and in August 2012 obtained a resource consent for a development comprising 27,905m² of retail and commercial activity (RM1203723). That consent approved seven buildings across the site, car parking areas (including basements), an internal roading network, landscaping, signage, and lighting.

In December 2014, resource consent was obtained for variations to the 2012 consent (RM140342) for Stage 1A (Buildings 1, 2, 3 and 4) which included an increase of 260m² GFA to provide for operational and functional changes for tenancies. Changes to the elevations were also made and some consequential parking layout changes were made. A further variation for Stage 1B was approved on 18 March 2016 (RM151051), which included subsequent changes to the design and layout of Buildings 5, 6 and 7, and associated changes to car parking, signage and landscaping.

In 2016 and 2017, three further consents were approved. Variation RM161187 for Building 7 sought to increase the number of hotel rooms to 70 through the addition of a fourth storey, as well as basement parking for 59 parking spaces. RM161281 sought consent for a new five level office building with ground floor retail and food and beverage (Building 8), and an additional 142 parking spaces in Carpark 'F' to the south of the Southern Access Road. Variation RM171028 sought consent for the proposed roof plant screen design on Buildings 5 and 6.

A copy of the decisions and approved plans for the original consent and subsequent variations are attached as **Appendix 4**.

This application seeks to undertake changes to the consented Building 7 to increase the number of hotel rooms from 70 to a maximum of 120 rooms.

2.2 PLAN CHANGE 35

Queenstown Airport Corporation lodged a Private Plan Change and a Notice of Requirement to alter the Air Noise Boundary Controls in July 2009. Through the hearings process, the Plan Change was appealed to the Environment Court. Those appeals were resolved but for a single outstanding issue as to the location of the noise contours to the south of the runway in relation to a parcel of land known as Lot 6. That appeal only impacts on this application insofar as it means PC 35 is not yet operative.

In relation to this application, the proposed changes sought by PC35 included an extension to the 55 dbA Ldn Outer Control Boundary noise contour, which

incorporated the Five Mile site. In discussion with QG(5M)L, the owners of Five Mile, PC35 also introduced an upper limit of 70 rooms for any visitor accommodation use within the Frankton Flats Special Zone A, with any additional rooms in excess of this number being a prohibited activity. The location of any visitor accommodation rooms within the OCB are still expected to demonstrate compliance with specified indoor design noise levels to ensure buildings accommodating noise sensitive activities are insulated from aircraft noise and to avoid any reverse sensitivity effects on Airport operations.

Consultation with QLDC has been undertaken to determine whether a Plan Change or a resource consent was necessary to apply to increase the number of visitor accommodation rooms above 70. After seeking legal advice, it is agreed between the Applicant's and Council's lawyer that so long as an aspect of PC35 is still under appeal, and no decision has been released, then Section 87B(1)(c) of the Act will apply, as follows:

(1) An application for a resource consent for an activity must, with the necessary modifications, be treated as an application for a resource consent for a discretionary activity if—

....

(c) a rule in a proposed plan describes the activity as a prohibited activity and the rule has not become operative.

As such, a resource consent application for a discretionary activity has been applied for. As Plan Change 35 is however 'deemed operative', the changes sought through this Plan Change have still been considered and assessed throughout this report. The relevant correspondence has been included at **Appendix 6**.

2.3 CONSULTATION

As part of the preparation of this application Queenstown Airport Corporation (QAC) has been consulted. The Airport has indicated that it would be willing to consider the proposal in principal subject to the following:

- The proposal will be capped at a maximum of 120 rooms and that all units will be accommodated within the existing approved building with no increase to the ground floor area.
- Confirmation that the units will all be used as short stay visitor accommodation only.
- Acoustic treatment is provided and the design of the building has been assessed by expert acoustic engineers. The building will be mechanically ventilated to achieve an internal acoustic environment of 40dB Ldn.
- A No Complaints Covenant in favour of QAC will be established for the hotel.

- QG(5M)L will enter into a legally binding agreement with QAC to ensure the above arrangements are maintained in perpetuity. It is proposed that the legally binding agreement would attach a copy of the concept layout plans so that the agreement is tied to this specific hotel development.

All of these requirements are able to be accommodated and where relevant, are included as part of this application.

3.0 SITE CONTEXT

The Five Mile development is located on the south-western side of Grant Road in Frankton and comprises a total site area of 5.5367ha. The development comprises a comprehensively designed mixed-use centre located in eight buildings. The development provides a total of 1022 car parks (including 21 accessible spaces) for customers and staff, as well as additional service and loading areas, accessed from four entry/exit points. Further details of the consented development are shown on the approved resource consent plans and variations attached at **Appendix 3**.

This application relates specifically to Building 7, located in the north-eastern corner of the site, wrapping around the corner of Grant Road and State Highway 6. (refer to the indicative location on **Figure 1** below).



Figure 1: Locality Plan

Five Mile is currently accessed via Grant Road and the Southern Access Road, which provide vehicular and pedestrian access to the internal parking areas. Grant Road is a public road of 24m in legal width, which has been formed from the State Highway to the Southern Access Road. The Southern Access Road, which has been vested as a

public road, is 14.5m in width, with a central planted median, and provides vehicular access to the rear of the Countdown Supermarket from Grant Road. Road 5 was granted as part of the C1 town centre development in August 2016, which will line up with the Southern Access Road on the eastern side of Grant Road and will be designed as a signalised intersection.

The northern boundary of Five Mile adjoins the Area A landscaped strip, located between the site and State Highway 6. The western boundary of the site adjoins the sports fields associated with the Queenstown Events Centre. The eastern boundary adjoins Grant Road, and is located directly opposite the town centre which is currently in the earthworks phase. The southern boundary adjoins Activity Area D land, which is owned by the applicant and zoned for industrial and service activities.

4.0 PROPOSAL

This application seeks resource consent to undertake alterations to the consented hotel to increase the number of guest rooms and provide adequate facilities to service the hotel. The proposed building changes sought under this application involve amendments to the design and configuration of Building 6 and 7. There are no changes proposed to the building footprint, and no changes proposed to the retail tenancies at Ground Floor or the Basement parking level.

The architectural plans by JCY Architects are attached as **Appendix 2** and illustrate the proposed changes, which include the following:

- Internal alterations at Levels 1-3 of Building 7 to provide a maximum of 120¹ guest rooms and 120 beds;
- Internal alterations at Level 1 for the inclusion of a 250m² kitchen and dining room with associated deck for guests;
- The decks on the north-eastern side of Level 2 were previously design in a saw-tooth configuration but are now proposed to be straightened (but will retain essentially the same area);
- The eastern end of the building and associated decks will be reshaped slightly to accommodate a more useable building form at Levels 1-3; and
- Relocation of the plant from the roof of Building 7 to a platform on Building 6 to service the hotel and ground floor tenancies. The screening proposed will be similarly designed to the other roof plant screening approved through resource consent RM171028 in terms of colour, materiality and shape.

¹ Although only 111 rooms and 117 beds are currently shown on the JCY plans at **Appendix 2**, a maximum of 120 rooms and 120 beds are being applied for to allow for design flexibility.

The changes proposed at each level are demonstrated in the below table:

Building Level	Consented GFA	Proposed GFA	Existing Rooms	Proposed Rooms	Existing Beds	Proposed Beds
Basement	1987m ²	1987m ²	-	-	-	-
Ground	3019m ²	3019m ²	-	-	-	-
Level 1	2446m ²	2644m ²	34	42	45	43
Level 2	2354m ²	2370m ²	24	45	45	47
Level 3	1524m ²	1519m ²	12	24	28	27
Total	11,330m²	11,539m²	70	111	118	117

No further changes to the building exterior, including materiality and design, are proposed in this application.

5.0 REASONS FOR THE APPLICATION

5.1 DISTRICT PLAN

The site is subject to the provisions of the Queenstown Lakes District Plan (District Plan) and is within the Frankton Flats A Special Zone. Resource consent is required for the following matters:

- **Activities (Frankton Flats zone)** – Changes to the approved activities (i.e. buildings, increase in visitor accommodation rooms) require consent pursuant to Rule 12.18.3.3 as a *limited discretionary activity*.
- **Transport** – Pursuant to Rule 14.2.4.1(i), a minimum of 1,132 car parks and two coach parks are required, whereby only 1021 car parks and no coach parks are proposed. This results in a shortfall of 111 parking spaces and two coach parking spaces. Pursuant to Rule 14.2.4.1(i), this matter requires consent as a *restricted discretionary activity*.

5.2 PLAN CHANGE 35

As discussed in Section 2.2 of this report, consent is required for the establishment of 120 visitor accommodation rooms (Rule 12.18.3.5(iv)). Pursuant to Section 87B(1)(c) of the Resource Management Act 1991, this matter requires consent as a *discretionary activity*.

5.3 CONSENT STATUS

Overall this application is for a **discretionary** activity.

6.0 PUBLIC NOTIFICATION ASSESSMENT (SECTIONS 95A, 95C TO 95D)

6.1 ASSESSMENT OF STEPS 1 TO 4 (SECTION 95A)

Section 95A specifies the steps the council is to follow to determine whether an application is to be publicly notified. These are addressed in statutory order below.

6.1.1 Step 1: Mandatory public notification is required in certain circumstances

Step 1 requires public notification where this is requested by the applicant (s95(3)(a)), or the application involves the exchange of recreation reserved land under s15A of the Reserves Act 1977 (s95A(3)(c)).

The above does not apply to the proposal.

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

Step 2 describes that public notification of a resource consent application exclusively involving a residential activity (as defined by s95A(6)) or subdivision activity is precluded where the activity status for the application is restricted discretionary or discretionary (ss95A(4) and 95A(5)(b)(ii)).

In this case, the proposal is for an increase in visitor accommodation rooms on a commercial site, and therefore public notification is not precluded.

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

Step 3 describes that where public notification is not precluded by step 2, it is required if a rule or NES requires public notification, or if the activity is likely to have adverse effects on the environment that are more than minor (ss95A(7) and 95A(8)).

As noted under step 2 above, public notification is not precluded, and an assessment in accordance with s95A is required which is set out in the sections below. As described below, it is considered that any adverse effects will be no more than minor.

6.1.4 Step 4: Public notification in special circumstances

If an application is not required to be publicly notified as a result of any of the previous steps, then the council is required to determine whether special circumstances exist that warrant it being publicly notified (s95A(9)).

Special circumstances are those that are:

- exceptional or unusual, but something less than extraordinary; or
- outside of the common run of applications of this nature; or
- circumstances which make notification desirable, notwithstanding the conclusion that the adverse effects will be no more than minor.

It is considered that the application cannot be described as being out of the ordinary or giving rise to special circumstances as the proposal is in keeping with the land use, scale and character of development approved by RM161187. In particular, the increased number of hotel rooms will not increase the approved building footprint, and the number of beds provided will remain similar to what was previously consented (118 vs 120), and therefore the number of people able to be accommodated on the site will not change significantly.

The hotel is located on a commercial site zoned for visitor accommodation activities and once the surrounding area is developed, the hotel will be well situated to accommodate a growing tourism industry, which supports the District Plan's urban growth objectives. Although the building is located within the Airport's Outer Control Noise Boundary, the hotel rooms will meet internal noise standards required to maintain an acceptable living and sleeping environment for guests. The changes to the internal configuration of the building will therefore not exacerbate any existing potential reverse sensitivity issues.

6.2 SECTION 95D STATUTORY MATTERS

In determining whether to publicly notify an application, section 95D specifies a council must decide whether an activity will have, or is likely to have, adverse effects on the environment that are more than minor.

In determining whether adverse effects are more than minor:

- Adverse effects on persons who own or occupy the land within with the activity will occur, or any land adjacent to that land, must be disregarded.

The land to be excluded from the assessment is listed in section 6.3 below.

- Adverse effects permitted by a rule in a plan or NES (the permitted baseline) may be disregarded.

In this instance, it is considered that the consented development RM120371 and subsequent changes to the consented development as approved through RM140342, RM151051 and RM161187 forms part of the existing environment and provides an appropriate baseline against which any potential adverse effects should be assessed.

- Trade competition must be disregarded.

This is not considered to be a relevant matter in this case.

- The adverse effects on those persons who have provided their written approval must be disregarded.

No persons have provided their written approval for this proposal.

The sections below set out an assessment in accordance with section 95D, including identification of adjacent properties, and an assessment of adverse effects.

6.3 LAND EXCLUDED FROM THE ASSESSMENT

In terms of the tests for public notification (but not for the purposes of limited notification or service of notice), the adjacent properties to be excluded from the assessment include:

- Queenstown Lakes District Council (and their related entities) as the road controlling authority responsible for Grant Road and Southern Access Road, and the owners of the Queenstown Events Centre located to the southwest of the site;
- New Zealand Transport Agency as the requiring authority responsible for State Highway 6;
- Queenstown Central Limited as the owner of the Queenstown Central development across Grant Road to the east (Lot 3 DP 503218);
- Neil and Robyn Ross as the owners of 67 Frankton-Ladies Mile Hwy (northwest);
- Aurora Energy as owners of 71 Frankton-Ladies Mile Hwy (northwest); and
- Trans Power NZ Ltd as the owners of the site opposite at 93 Frankton-Ladies Mile Hwy (north).

6.4 ASSESSMENT OF EFFECTS ON THE WIDER ENVIRONMENT

The following sections set out an assessment of wider effects, and it is considered that the following effects are relevant to this proposal:

- Urban Design and Visual Amenity Effects;
- Traffic, Parking and Access;
- Reverse Sensitivity Effects.

These matters are set out and discussed below:

6.4.1 Urban Design and Visual Amenity

The proposed changes to Building 7 are predominantly internal changes, however a number of small-scale external changes are proposed as a result of the developed design of the hotel being progressed. The external changes include a kitchen and dining area at the northern end of Level 1, and some amendments to decks. An area on the roof of Building 6 will also be used for plant, as illustrated below. This will be appropriately screened in accordance with the approved screen design for the other plant platforms on Building 6.

These additions will only be visible from internal to the Five Mile development and will not impact on the character or design of the building when viewed in the round. The dining room and associated outdoor deck will not be visible externally to the site, as these areas will be fully screened by the kitchen and armadillo screen (see **Figure 2** below).



Figure 2: Perspective of the changes to the north of Building 7

As the general bulk and external design of Building 7 will remain the same, with the exception of minor changes to the north of the building and to the shape of the outdoor decks, it is considered that the building will continue to achieve good urban design outcomes, and will be visually appropriate in this location. When viewed from surrounding public spaces, there will be no perceived difference between the two schemes, and will therefore have no impact on views or landscape values above what has been considered in the previous application.

It is considered that the proposed changes to Building 6 and 7 from the consented development are appropriate and will not undermine or adversely affect the design outcomes originally envisaged for the site. In this regard, the changes proposed are

considered to result in less than minor adverse effects on urban design, visual amenity or views.

6.4.2 Traffic, Parking and Access

The proposal involves the addition of 50 hotel rooms within Building 7, with no changes proposed to the number or parking spaces servicing the activity. The additional rooms will result in a total increase in the minimum parking requirement by 10 spaces to 38 spaces for the hotel activity, with two coach spaces also required.

The proposal has been assessed by Traffic Planning Consultants, and the report is attached as **Appendix 4**. By way of summary, the key conclusions with respect to traffic, safety, access and parking related matters are as follows:

- *“With 59 spaces available in the basement, all the visitor accommodation can be accommodated without spilling over to the balance of the site parking”;*
- *“the increases in traffic flow because of increasing the visitor accommodation by 50 units can easily be accommodated on Grant Road and the site entrances without the need for any road upgrading or other mitigation measures and the likely impacts will remain less than minor”; and*
- *“Overall, it is considered that the traffic engineering effects of the proposal can be accommodated within the site and on the adjacent road network without compromising its function, capacity or safety.”*

Based on the analysis provided within the traffic assessment by TPC and our review of the plans, it is considered that the proposal will have less than minor adverse traffic and safety effects on the environment.

6.4.3 Reverse Sensitivity Effects (Queenstown Airport)

The development site is located within relatively close proximity to Queenstown Airport, and falls within the airport Outer Control Noise Boundary limits (as amended through PC35). Potential effects with respect to reverse sensitivity on airport activities has therefore been considered below.

Noise

In regards to noise effects, the FFA zone (and PC35 amendments) requires visitor accommodation activities within the OCB to meet an internal acoustic standard of 40 Ldn dBA, and to meet certain insulation and ventilation standards through construction and building specifications. An Acoustic Assessment has been undertaken by Styles Group to address these matters (attached as **Appendix 5**), and the following comments are made in this regard:

- Standard glazing, façade and roof treatments proposed within Building 7's design will achieve the acoustic requirements of the OCB without requiring any special treatment;
- Internal noise limits of 40 Ldn dBA will be met through the building materials proposed, closing windows, and provision of mechanical ventilation and air conditioning;
- Although not specifically designed yet, a suitably qualified acoustic specialist will be engaged to review the HVAC design to ensure compliance with noise limits set out in Appendix 13;
- The outdoor decks associated with visitor accommodation rooms are considered to be relatively small, and will only be used by transitory guests. It is noted that as a result of the changes to the shape of the decks at the northern and eastern end of the building, the overall deck area associated with guest rooms will be reduced by 17m² across the three levels, therefore reducing the amount of outdoor occupiable space;
- The outdoor deck associated with the guest dining area will only be used for short periods of time. Although there is no roof over, this area is considered to be relatively enclosed by the Armadillo structure, the kitchen, and Building 7 itself;
- Styles Group do not consider the external noise level limit of 55 dB Ldn to be an unreasonable level of noise for outdoor areas to be subject to when considering the likely duration of use of these spaces and the ability for guests to choose to stay indoors if desired; and
- It is proposed that a 'No Complaints Covenant' will be entered into between QAC and QG(5M)L, stipulating that the applicant will not object to, complain about, constrain or prohibit any operation associated with the airport, at any time.

Overall, Building 7 will meet required internal noise standards to ensure an appropriate short-term living and sleeping environment can be achieved, and rooms will be mechanically ventilated such that guests are not unnecessarily exposed to aircraft noise. Based on the above, it is considered that any reverse sensitivity effects on the airport with respect to noise will be no more than minor.

Building Height

The northern corner of Building 7 is located within the climb and approach surface of the northern crosswind runway. These approach and protection measures are in place to limit building height where located within a specified flight path to ensure there is safe and sufficient clearance between planes and buildings during take-off

or landing. In this case, the height limit applying to any building or structure on the site is 25m. As Building has an approved height of 13.7m with no changes proposed, which is well beneath the maximum height control for the climb and approach path, it is not considered that there will be any impact on the operations of the airport.

Lighting

The proposed visitor accommodation use within Building 7 is anticipated to generate some levels of light spill through internal lighting, light poles within the carpark, landscape lighting, and illuminated signage. In this case, all lighting will be designed to meet glare and artificial illumination standards within the zone, and all illuminated signage will be limited to hours of operation. It is therefore considered that the lighting associated with the development will have less than minor reverse effects on airport operations and, in any event, will not be dissimilar from what has already approved.

6.5 SUMMARY OF EFFECTS

Overall, it is considered that any adverse effects on the environment relating to this proposal will be no more than minor.

6.6 PUBLIC NOTIFICATION CONCLUSION

Having undertaken the s95A public notification tests, the following conclusions are reached:

- Under step 1, public notification is not mandatory;
- Under step 2, public notification is not precluded;
- Under step 3, public notification is not required as it is considered that the activity will result in no more than minor adverse effects; and
- Under step 4, there are no special circumstances.

Therefore, based on the conclusions reached under steps 3 and 4, it is recommended that this application be processed without public notification.

7.0 LIMITED NOTIFICATION ASSESSMENT (SECTIONS 95B, 95E TO 95G)

7.1 ASSESSMENT OF STEPS 1 TO 4 (SECTION 95B)

If the application is not publicly notified under s95A, the council must follow the steps set out in s95B to determine whether to limited notify the application. These steps are addressed in the statutory order below.

7.1.1 Step 1: Certain affected protected customary rights groups must be notified

Step 1 requires limited notification where there are any affected protected customary rights groups or customary marine title groups, or affected persons under a statutory acknowledgement affecting the land (ss95B(2) and 95B(3)).

The above does not apply to this proposal.

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

Step 2 describes that limited notification is precluded where all applicable rules and NES preclude public notification; or the application is for a controlled activity (other than the subdivision of land) or a prescribed activity (ss95B(5) and 95B(6)).

The above does not apply to the proposal, and therefore limited notification is not precluded.

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

Step 2 requires that where limited notification is not precluded under step 2 above, a determination must be made as to whether any of the following persons are affected persons:

- In the case of a boundary activity, an owner of an allotment with an infringed boundary;
- In the case of a prescribed activity under s360H(1(b)), a prescribed person; and
- In the case of any other activity, a person affected in accordance with s95E.

The application is not for a boundary or prescribed activity, and therefore an assessment in accordance with s95E is required, and is set out in section 7.2 below.

7.1.4 Step 4: Further notification in special circumstances

In addition to the findings of the previous steps, the council is also required to determine whether special circumstances exist in relation to the application that warrant notification of the application to any other persons not already determined as eligible for limited notification.

In this instance, having regard to the assessment in section 6.1.4 above, it is considered that special circumstances do not apply.

7.2 SECTION 95E STATUTORY MATTERS

If the application is not publicly notified, a council must decide if there are any affected persons and give limited notification to those persons. A person is affected if the effects of the activity on that person are minor or more than minor (but not less than minor).

In deciding who is an affected person under section 95E:

- Adverse effects permitted by a rule in a plan or NES (the permitted baseline) may be disregarded.
- Only those effects that relate to a matter of control or discretion can be considered (in the case of restricted discretionary or controlled activities).
- The adverse effects on those persons who have provided their written approval must be disregarded.

Pursuant to Rule 12.18.4(iii) of the FFA Special Zone, as amended through Plan Change 35, the application is required to be limited notified to Queenstown Airport Corporation Limited as the proposal will involve the establishment of activities sensitive to Aircraft Noise above the allowable threshold of 70 visitor accommodation units. In this case, the applicant has been in consultation with the Queenstown Airport Corporation throughout the design process, and will enter into an agreement with QAC which seeks to address a number of key concerns outlined by the airport in terms of any reverse sensitivity effects. Additionally, a 'No Complaints' covenant has been drafted for consideration between both parties to ensure the proposed increase in visitor accommodation rooms does not impact or undermine the activities and operations of the airport. It is therefore considered that any potential effects on the airport is being adequately managed through agreements between both property owners.

Having regard to the above assessment in Section 6.2, it is not considered that any other persons will be adversely affected by the proposal. In particular, the changes proposed to Building 7 are relatively small in scale and will involve changes to the

shape of some decks, as well as additional kitchen and dining facilities required to service the hotel, which will ensure that the building is in keeping with the consented development in terms of scale, design and materiality. In this case, none of the adjoining property owners are considered to be adversely affected in terms of urban design and visual matters.

No persons are considered to be adversely affected in terms of traffic generation or parking as the basement level will adequately cater for any increased parking demand, and the additional visitor accommodation rooms will not cause discernible traffic generation effects.

7.2.1 Summary of Effects

Taking the above into account, it is acknowledged that the application will be limited notified to the Queenstown Airport Corporation due to requirements set out by the Plan. No other parties are considered to be adversely affected by the proposal for the reasons set out in Section 6.4 and 7.2 above.

7.3 LIMITED NOTIFICATION CONCLUSION

Having undertaken the s95B limited notification tests, the following conclusions are reached:

- Under step 1, limited notification is not mandatory;
- Under step 2, limited notification is not precluded;
- Under step 3, limited notification to the airport is required as they are specifically identified as an affected party in the Plan; and
- Under step 4, there are no special circumstances.

Therefore, it is considered that notice of this application should be served on Queenstown Airport Corporation but that no other parties are considered to be adversely affected.

8.0 CONSIDERATION OF APPLICATIONS (SECTION 104)

8.1 STATUTORY MATTERS

Subject to Part 2 of the Act, when considering an application for resource consent and any submissions received, a council must, in accordance with section 104(1) of the Act have regard to:

- any actual and potential effects on the environment of allowing the activity;

- any relevant provisions of a national environmental standard, other regulations, national policy statement, a New Zealand coastal policy statement, a regional policy statement or proposed regional policy statement; a plan or proposed plan; and
- any other matter a council considers relevant and reasonably necessary to determine the application.

As a discretionary activity, section 104B of the Act states that a council:

- (a) may grant or refuse the application; and
- (b) if it grants the application, may impose conditions under section 108.

8.2 WEIGHTING OF PROPOSED PLAN CHANGES: PLAN CHANGE 35

The Act requires that before a Plan change becomes operative, any resource consent application is considered in terms of the provisions of both the Operative Plan and the Plan Change. In this case, the provisions of Plan Change 35 are relevant to this application.

Outcomes under both chapters are considered to be relatively similar because they both require protection of Airport functions, including the provision of noise restrictions within the OCB for noise sensitive activities. Although the Plan Change prescribes greater restrictions on activities within the OCB, and introduces further acoustic requirements, the intention of these rules is considered to achieve a similar result.

Overall, this proposal achieves the desired internal noise environment to be implemented by PC 35 and in that regard can be considered to be consistent with the policy to protect the airport from reverse sensitivity effects.

9.0 EFFECTS ON THE ENVIRONMENT (SECTION 104(1)(A))

Having regard to the actual and potential effects on the environment of the activity resulting from the proposal, it was concluded in the assessment above that any adverse effects relating to the proposal will be no more than minor.

Further, there will be positive effects in that the development will provide additional visitor accommodation rooms which can better cater to growing visitor numbers to Queenstown, as well as enabling the economic viability of the hotel within Five Mile.

Overall, it is considered that when taking into account the positive effects, any actual and potential adverse effects on the environment of allowing the activity are appropriate.

10.0 DISTRICT PLAN AND STATUTORY DOCUMENTS (SECTION 104(1)(B))

10.1 OBJECTIVES AND POLICIES OF THE QUEENSTOWN LAKES DISTRICT PLAN

10.1.1 District Wide Objectives and Policies

Chapter 4 of the District Plan contains a statement of the issues that are relevant to the whole Queenstown Lakes District and sets out the relevant objectives and policies that are intended to address these issues. A comprehensive review of these objectives and policies was provided in the original application, and any matters insofar as they are relevant to this application, are discussed below:

- **Noise Management (Queenstown Airport):** Plan Change 35 introduced objectives and policies specific to noise management in relation to the Airport. The proposal is considered to meet these objectives as steps will be taken to ensure that appropriate internal noise standards are achieved to protect the airport from any reverse sensitivity effects on the airport. Also, a 'no complaints' covenant will be entered into to ensure the airport operations are protected in perpetuity.
- **Natural Environment:** The subject site is zoned for commercial use and the proposed modifications will accord with this zoning. It is not considered that the proposal raises particular issues with respect to the objectives and policies relating to the natural environment.
- **Landscape and Visual Amenity:** The proposed changes to the building layout are relatively small in scale and will have limited visibility from outside the retail centre. No changes are proposed to the building footprint. It is therefore considered that the proposal will not impact on landscape and visual amenity values above what has already been considered.
- **Urban Growth:** Specific provisions relating to Frankton Flats seek to promote attractive mixed-use development whilst retaining and enhancing the natural landscape approach along State Highway 6. It is not considered that any of the proposed changes to Building 7 will detract from the overall quality and vision of the original scheme, and will achieve a compact development providing for a range of uses to accommodate urban growth without impacting on environmental quality or resources.

Overall, to the extent to which they are relevant, it is considered that the proposed development accords with the District Wide objectives and policies.

10.1.2 Frankton Flats Objectives and Policies

The Frankton Flats Special zone does not have any specific objectives and policies beyond those contained within the Urban Growth section of the District Wide objective and policies. It is noted, however, that Clause 12.18.1 sets out the purpose of the Frankton Flats Special zone as follows:

“The purpose of the zone is to enable development of a new shopping centre incorporating opportunity for retailing, office, educational, visitor and residential accommodation and leisure activities, in a high amenity urban environment while maintaining and enhancing the natural values of the environment particularly as viewed from State Highway 6 as it enters the Frankton and Queenstown urban environment.

The development of the zone will be promoted in such a way as to encourage the design of the built form to have due regard to the surrounding outstanding natural landscape and views of it.

The zone seeks to achieve maximum flexibility within the limitations of those constraints necessary in setting the appropriate environmental standards.

Activities Sensitive to Aircraft Noise within the Queenstown Airport Outer Control Boundary will be limited. Where such limited activities occur inside the Outer Control Boundary they shall be developed subject to the imposition of suitable noise mitigation standards for buildings to manage reverse sensitivity issues.”

It is considered that the changes proposed to Building 7 remain consistent with the overarching objectives for this zone, insofar as it will continue to deliver a range of activities in a building which is architecturally designed to deliver a high standard of built form without dominating views in the landscape. Although the hotel activities proposed are sensitive to aircraft noise, appropriate noise mitigation measures have been put in place to ensure that reverse sensitivity matters are managed, in accordance with these provisions.

10.1.3 Transport Objectives and Policies

The transport related objectives and policies are set out in Chapter 14 of the District Plan. These matters were considered as part of the original application and it was considered that the development was consistent with them.

The number of visitor accommodation rooms has increased from 70 consented to 120 proposed. The amended design results in an increase to the consented parking shortfall of 10 spaces, with a proposed shortfall of 111 car parking spaces and two coach parking spaces overall. It was concluded in the traffic assessment that the parking provided at basement level, which will primarily service the hotel, will provide sufficient parking without adversely impacting on the parking availability for the rest of the Five Mile centre.

Based on the assessment provided by TPC, it is considered that overall there is sufficient carparking on the site to accommodate the anticipated demand. Further, the traffic assessment considers that the addition visitor accommodation units will not generate unreasonable levels of traffic to and from the site beyond the capacity of the surrounding road network as the number of guests able to be accommodated on the site will not increase substantially than was previously consented.

For these reasons, it is considered that the proposal remains supportive of the relevant transport objectives and policies.

10.2 SUMMARY

It is considered that the proposed development is generally in accordance with the objectives and policies of the District Plan.

11.0 RELEVANT RULES AND ASSESSMENT CRITERIA

The District Plan specifies the relevant assessment criteria to be considered in assessing this application for each of the consent matters in the following sections:

- *12.18.3.3(i) for changes to any buildings or activities in the FFA zone;*
- *12.18.3.3(ii) for up to 70 units associated with Visitor Accommodation²; and*
- *14.3.2(iii) for parking provisions.*

These criteria largely cover the same matters that have been discussed and assessed in the above report, pertaining to environmental effects and the objectives and policies of the Plan.

In particular, the proposal will not involve any large-scale changes to the exterior of the approved building and is therefore considered to be appropriate in the context of the already approved development. The parking shortfall arises as a result of an additional 50 guest rooms, however as the number of beds will remain the same as the approved consent, it is considered that the 59 spaces provided at the basement level will be sufficient to service the hotel activity.

Overall, it is considered that the proposal is consistent with the relevant objectives and policies, rules, assessment criteria and other matters of the District Plan.

² As the provision of over 70 units is a prohibited activity under PC35, the specified assessment criteria for less than 70 visitor accommodation units has been considered.

12.0 PART 2 MATTERS

Section 5 of Part 2 identifies the purpose of the RMA as being the sustainable management of natural and physical resources. This means managing the use, development and protection of natural and physical resources in a way that enables people and communities to provide for their social, cultural and economic well-being and health and safety while sustaining those resources for future generations, protecting the life supporting capacity of ecosystems, and avoiding, remedying or mitigating adverse effects on the environment. It is considered that the proposed development is complementary to these objectives. In particular, the proposal will enable the owner of the site to provide for their social and economic wellbeing through the development of the site that is zoned for such activities. The development will provide for additional visitor accommodation in Queenstown for which there is a demonstrable demand.

Section 6 of the Act sets out a number of matters of national importance including (but not limited to) the protection of outstanding natural features and landscapes and historic heritage from inappropriate subdivision, use and development. It is not considered that the proposal gives rise to any issues with respect to matters of national importance.

Section 7 identifies a number of “other matters” to be given particular regard by Council and includes (but is not limited to) Kaitiakitanga, the efficient use of natural and physical resources, the maintenance and enhancement of amenity values, and maintenance and enhancement of the quality of the environment. The proposal is considered to be consistent with the matters in section 7. In particular, it is noted that the proposed development will be an efficient use of an existing commercially zoned site for commercial purposes, and the proposal will maintain the commercial character of the site.

Section 8 requires Council to take into account the principles of the Treaty of Waitangi. It is considered that this proposal will not offend against the principles of the Treaty of Waitangi.

Overall, as the effects of the proposal are considered to be less than minor, and the proposal accords with the relevant District Plan objectives, policies, and assessment criteria, it is considered that the proposal will not offend against the general resource management principles set out in Part 2 of the Act.

13.0 OTHER MATTERS (SECTION 104(1)(c))

13.1 CONSENT NOTICES

Two consent notices are listed on the certificates of titles. These are:

- Consent Notice 7498079.5 relating to the installation of services, the payment of contributions, and the prohibition of access directly onto State Highway 6; and
- Consent Notice 7520232.6 relating to the installation of services.

To the extent that these consent notices are relevant, it is confirmed that they will be complied with.

14.0 CONCLUSION

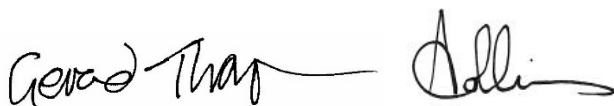
This report relates to an application to increase the number of visitor accommodation rooms provided within the approved Five Mile Development located on Grant Road in Queenstown. The proposed amendments are limited to internal changes to the floor layout at Level 1-3 of Building 7 to create an additional 50 rooms, as well as some minor external changes for additional servicing facilities, re-shaped outdoor decks to guest rooms, and a newly identified roof plant platform with associated screening.

It is considered that the proposed changes to the approved retail centre accord with the relevant Operative District Plan and Proposed District Plan objectives and policies and is consistent with the relevant assessment criteria.

An analysis of potential adverse effects is provided in Section 7 of this report where it is concluded that the proposal will result in less than minor adverse effects on the surrounding environment.

The proposal is not contrary to the purpose and principles outlined in Part 2 of the Act as it provides for additional capacity within the consented hotel which can more efficiently cater to the growing demands for visitor accommodation in Queenstown.

AUTHORS



Gerard Thompson/Ailish Collins
Principal/Planner, Barker & Associates Limited
Date: 19/02/2018

ANNEXURE 2

Council's s95 Decision



DECISIONS OF THE QUEENSTOWN LAKES DISTRICT COUNCIL

CHANGE OF CONDITIONS – SECTION 127

RESOURCE MANAGEMENT ACT 1991

SECTION 95 NOTIFICATION - LIMITED NOTIFICATION

Applicant:	Queenstown Gateway (5M) Limited
RM reference:	RM180271
Application:	<p>Application pursuant to Section 88 of the Resource Management Act (RMA) 1991 to increase the number of visitor accommodation units within Building 7 from 70 to 120, and to breach parking requirements.</p> <p>Application under section 127 of the Resource Management Act 1991 (RMA) to change Condition 1 of resource consent RM120373 (as amended by RM140342, RM151051 and RM161187) to amend the floorplan and layout of Building 7</p>
Location:	Building 7, Grant Road, Frankton Flats, Queenstown
Legal Description:	Lot 6 Deposited Plan 486920 and 3/20 share Lot 8-9, 14 Deposited Plan 486920 held in Computer Freehold Register 695482; and Lot 7 Deposited Plan 486920 and 2/25 share Lot 8-9, 14 Deposited Plan 486920 held in Computer Freehold Register 695483
Operative Zoning:	Frankton Flats A
Activity Status:	Discretionary

SUMMARY OF DECISION

1. Pursuant to sections 95A-95F of the RMA the application will be processed on a **limited notified** basis given the findings of Section 6 of this report. Notice of the application will be served on those parties identified in Section 5.3 of this report in accordance with section 2AA of the RMA.
2. This decision is made by Blair Devlin, Manager Planning Practice, on 20 March 2018 under delegated authority pursuant to Section 34A of the RMA.

1. PROPOSAL AND SITE DESCRIPTION

Consent is sought to enable the construction of a hotel with 120 guest rooms and to breach parking standards, as it is proposed to provide 1021 car parks when 1132 parks are required. It is also proposed to not provide a coach park when 3 are required.

Consent is also sought pursuant to Section 127 of the RMA to vary Condition 1 of RM120373 (as amended by RM140342, RM151051 and RM161187) to enable changes to the layout of the approved hotel.

The applicant has provided a detailed description of the proposal, the site and locality and the relevant site history in Sections 2, 3 and 4 of the report entitled *Five Mile Retail Centre Building 7 Hotel Variation Grant Road, Queenstown Resource Consent Application*, prepared by Gerard Thompson and Ailish Collins of Barkers and Associates Ltd, and submitted as part of the application (hereon referred to as the applicant's AEE and attached as Appendix 1). This description is considered accurate and is adopted for the purpose of this report.

2. ACTIVITY STATUS

2.1 THE DISTRICT PLAN

OPERATIVE DISTRICT PLAN

The subject site is zoned Frankton Flats A and the proposed activity requires resource consent for the following reasons:

- A **restricted discretionary** activity pursuant to Rule 14.2.2.3(ii) as the proposal breaches site standard 14.2.4.1(i) in regard to the required number of car parks and coach parks, which is 1132 car parks and three coach parks. It is proposed to provide 1021 car parks and no coach parks. Council's discretion is restricted to this matter.
- A **discretionary** activity resource consent pursuant to Rule 12.18.3.3(i) for the proposed building and site development.

2.2 RESOURCE MANAGEMENT ACT 1991

The proposed activity requires resource consent for the following reasons:

- A **discretionary** activity consent pursuant to section 127(3)(a) of the RMA, which deems any application to change or cancel consent conditions to be a discretionary activity. It is proposed to change Condition 1, of RM120373 (as amended by RM140342, RM151051 and RM161187) in relation to the proposed layout, design and parking provision for the proposed hotel.
- A **discretionary** activity resource consent pursuant to Section 87B(1)(c) of the RMA which directs that an application must be treated as a discretionary activity if a rule in a proposed plan describes the activity as a prohibited activity and the rule has not become operative. Under the Plan Change 35 the activity is considered to be **prohibited** pursuant to Rule 12.18.3.5(iv) for the construction of a hotel with more than 70 rooms. While three interim decisions of the Environment Court have been issued, Plan Change 35 has not been made operative by the Queenstown Lakes District Council under the First Schedule of the Resource Management Act..

Overall, the application is considered to be a **discretionary** activity.

3. SECTION 95A NOTIFICATION

3.1 Step 1 – Mandatory public notification

The applicant has not requested public notification of the application (s95A(3)(a)).

Public Notification is not required in terms of refusal to provide further information or refusal of the commissioning of a report under section 92(2)(b) of the Act (s95A(3)(b)).

The applicant does not include exchange to recreation reserve land under section 15AA of the Reserves Act 1977 (s95A(3)(c)).

3.2 Step 2 – Public notification precluded

Public notification is not precluded by any rule or national environmental standard (s95A(5)(a)).

The proposal is not a controlled activity, a restricted discretionary or discretionary subdivision or a residential activity, or a restricted discretionary, discretionary or non-complying boundary activity as defined by section 87AAB and public notification is not precluded.

The proposal is not a prescribed activity (95A(5)(b)(i-iv).

Therefore, public notification is not precluded by Step 2.

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

Public notification is not specifically required under a rule or national environmental standard (s95A(8)(a)).

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 (s95A(2)(a)). An assessment in this respect is therefore made in section 3.1 below:

3.3.1 Assessment of Effects On The Environment (S95D)

3.3.2 Mandatory Exclusions From Assessment (s95D)

- A: *Effects on the owners or occupiers of land on which the activity will occur and on adjacent land (s95D(a)).*
- B: *An adverse effect of the activity if a rule or national environmental standard permits an activity with that effect (s95D(b) (the permitted baseline, refer section 3.3.3 below).*
- C: *Trade competition and the effects of trade competition (s95D(d)).*

3.3.3 Permitted Baseline (S95D(B))

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 there is no relevant permitted baseline in relation to the subject application.

3.3.4 Assessment: Effects On The Environment

Taking into account sections 3.1.1 and 3.1.2 above, the following assessment determines whether the activity will have, or is likely to have, adverse effects on the environment that are more than minor.

The relevant assessment matters are found in Section 12 and 14 of the District Plan and have been considered in the assessment below.

The Assessment of Effects provided at section 6 of the applicant's AEE, is comprehensive and is considered accurate. It is therefore adopted for the purposes of this report.

In addition, the applicant has provided an assessment of transportation effects prepared by Todd Langwell of Traffic Planning Consultants Ltd. This report is considered comprehensive and adopted for the purpose of this report (attached as Appendix 2).

Overall, adverse effects of the proposed development and changes to Condition 1 RM120373 (as amended by RM140342, RM151051 and RM161187) are considered to be no more than minor.

3.3.5 Decision: Effects On The Environment (S95A(2))

Overall the proposed activity is not likely to have adverse effects on the environment that are more than minor. Therefore, public notification is not required under Step 3.

3.4 Step 4 – Public Notification in Special Circumstances

There are no special circumstances in relation to this application.

4.0 EFFECTS ON PERSONS (s95B)

Section 95B(1) requires a decision whether there are any affected persons (under s95E). The following steps set out in this section, in the order given, are used to determine whether to give limited notification of an application for a resource consent, if the application is not publicly notified under section 95A.

4.1 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.

4.2 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 is not subject to a NES that precludes notification.

Limited notification is not precluded under Step 2 as the proposal is not a controlled activity or is not a prescribed activity.

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

The proposal is not a boundary activity where the owner of an infringed boundary has not provided their approval, and it is not a prescribed activity.

The effects of the proposal on owners of allotments with infringed boundaries are assessed in section 4.1 below and will be less than minor.

The proposal therefore falls into the 'any other activity' category and the effects of the proposal on any persons are assessed in accordance with section 95E in section 4.1 below to determine if limited notification is required.

4.3.1 Assessment Of Effects On Persons (s95E)

4.3.2 Permitted Baseline (s95E(2)(a))

The consent authority **may** disregard an adverse effect of the activity on a person if a rule or national environmental standard permits an activity with that effect. In this case the permitted baseline is found within section 3.1.2 above and is considered of limited relevance in this instance.

4.3.3 Assessment: Effects on Persons

Taking into account the exclusions in section 95E(2) and (3) and 4.3.2 (Permitted Baseline) above, the following outlines an assessment as to whether the activity will have or is likely to have adverse effects on persons that are minor or more than minor:

Queenstown Airport Corporation (QAC)

It is noted that the proposed development would be located within the Airport's Outer Control Boundary and Plan Change 35 would restrict any visitor accommodation activity to 70 rooms in order to minimise any effects in relation to reverse sensitivity. Given that it is proposed to erect a hotel with 120 rooms, it is considered that there is the potential for reverse sensitivity effects to arise in relation to the operation of the airport.

Therefore the QAC is considered an affected person.

Otherwise, it is not considered that the external changes would be noticeable to any owners or occupier of neighbouring properties. Further, although the proposal would result in an increase in traffic movements from what was originally proposed, it is considered that the traffic environment in this location, being Grant Road, can absorb the additional movements and therefore the effect of additional traffic would not be noticeable to the owners or occupiers of neighbouring properties.

Overall, adverse effects on the owners or occupiers of neighbouring properties are considered to be less than minor.

The persons considered affected pursuant to section 95E of the RMA and therefore to be served notice of the application are illustrated and tabled as follows:

Person (owner/occupier)	Address (location in respect of subject site)
Queenstown Airport Corporation (QAC)	Owner/operation of the Regional Airport



Figure 1: Subject site (outlined in Blue) and affected Persons (in purple)

6. DECISION: LIMITED NOTIFICATION AND SERVICE

For the reasons set out in the above assessment, this application for resource consent shall be notified on a limited basis to those persons identified in section 5.3 above.

Report prepared by

Erin Stagg
SENIOR PLANNER

Decision made by

Blair Devlin
MANAGER PLANNING PRACTICE

Attachments: Appendix 1 Applicant's AEE

Report Dated: 20 March 2018

APPENDIX 1 – APPLICANT’S AEE

ANNEXURE 3

Applicant's Acoustic Assessment

18th December 2017

Ailish Collins
Barker & Associates

By email: AilishC@barker.co.nz

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W. www.stylesgroup.co.nz
Saatchi & Saatchi Building,
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PO Box 37857, Parnell,
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Dear Ailish

RE: Building 7, Five Mile Development, Queenstown – Aircraft Noise

Styles Group has been employed to assess the implications of insulating the proposed visitor accommodation against aircraft noise and the potential for reverse sensitivity effects of the development upon the operation of Queenstown airport.

This letter has been written to accompany an application for resource consent to the Queenstown Lakes District Council. To avoid any ambiguity or misunderstanding, this assessment must be read in conjunction with the site plans and substantive Assessment of Environmental Effects.

The development of Building 7 is to incorporate one basement level for car parking, retail tenancies on the ground floor and visitor accommodation including a dining room and guest-rooms over the 1st, 2nd and 3rd floors. The drawings accompanying the resource consent application should be referred to for full details.

The proposal is looking to establish 'visitor accommodation' (as defined under the Queenstown Lakes Operative District Plan) for up to 120 guest rooms. We understand that the application for resource consent is for a Discretionary Activity. As such, this correspondence supersedes the advice given in Styles Group's Consultant Advice Note dated 23 May 2017.

To preface this assessment, we have concluded that it is practicable for the proposal to comply with the noise limits detailed under Plan Change 35 within the guest-rooms of the visitor accommodation, that the effects upon its occupants will be reasonable in terms of s.16 of the Resource Management Act (the 'Act') and that reverse sensitivity effects upon Queenstown Airport Corporation can be adequately avoided or mitigated. We have recommended a condition of consent that will require a detailed acoustic assessment of the Heating, Ventilation and Air Conditioning (HVAC) system servicing 'guest-rooms'.

Location, Zoning and Rules

Building 7 is located west of Grant Road, just south of the junction with Frankton-Ladies Mile Highway. This property is zoned Frankton Flats, but does not fall within the Outer Control Boundary (OCB) of Queenstown Airport under the Queenstown Lakes Operative District Plan Rule 12.18.5.2 iii Air Noise – Queenstown Airport (Refer to Map 31a Queenstown and Map 33 Frankton Flats). Therefore, the operative District Plan rule does not apply to this development and no further consideration of aircraft noise is required under the operative district plan.

However, under proposed Plan Change 35 Queenstown Airport (notified 17 November 2010 – still under appeal) airport noise boundaries for Queenstown airport would incorporate Building 7 within the Outer Control Boundary (Refer to map entitled 'Queenstown Airport – Proposed Airport Air Noise Boundaries on page C-21). We understand that whilst not fully operative, Plan Change 35 is to be 'deemed operative' for the purposes of this assessment. As such, if the proposed Plan Change 35 is to be taken into consideration then the following amended wording of the Rule applies:

12.18.5.2 iii Airport Noise – Queenstown Airport:

Within the Outer Control Boundary (OCB) – New and altered building containing an activity sensitive to aircraft noise shall be designed to achieve an internal design sound level of 40 dB L_{dn} , based on the 2037 noise contours, at the same time as meeting the ventilation requirements in Table 2 of Appendix 13. Compliance can either be demonstrated by submitting a certificate to Council from a person suitably qualified in acoustics stating that the proposed construction will achieve the internal design sound level, or by installation of mechanical ventilation to achieve the requirements in Table 2 of Appendix 13.

Table 2 of Appendix 13 is reproduced below:

The following table sets out the ventilation requirements within the airport Outer Control Boundary (OCB) and Air Noise Boundary (ANB).

Table 2: Ventilation Requirements

<u>Room Type</u>	<u>Outdoor Air Ventilation Rate (Air Changes per Hour, ac/hr)</u>	
	<u>Low setting</u>	<u>High setting</u>
<u>Bedrooms</u>	<u>1-2 ac/hr</u>	<u>Min. 5 ac/hr</u>
<u>Other Critical Listening Environments</u>	<u>1-2 ac/hr</u>	<u>Min. 15 ac/hr</u>
<p><u>Noise from ventilation systems shall not exceed 35 dB LAeq(1 min), on High Setting and 30 dB LAeq(1 min), on Low Setting. Noise levels shall be measured at a distance of 1 m to 2 m from any diffuser.</u></p> <p><u>Each system must be able to be individually switched on and off and when on, be controlled across the range of ventilation rates by the occupant with a minimum of 3 stages.</u></p> <p><u>Each system providing the low setting flow rates is to be provided with a heating system which, at any time required by the occupant, is able to provide the incoming air with an 18 °C heat rise when the airflow is set to the low setting. Each heating system is to have a minimum of 3 equal heating stages.</u></p> <p><u>If air conditioning is provided to any space then the high setting ventilation requirement for that space is not required.</u></p>		

Analysis & Discussion

The proposed amended wording of the rule rationalises the original wording and adds ventilation requirements.

Having regard to the location of Building 7 within the OCB, we consider that there are no special acoustical design or construction requirements for the building envelope other than to ensure that windows in guest-rooms must be able to be kept closed to reduce internal noise levels.

Standard glazing, facade and roof constructions will achieve the acoustic requirements of the rule without any special treatment. It is worth noting that there is no acoustic requirement that windows must be inoperable, only that they must be able to be closed. Because the windows need to be closed to achieve the internal noise levels, the ventilation and heating/cooling of guest-rooms must be provided by alternative means, most commonly involving the introduction of fresh air by a silenced fan or ducted system and air conditioning. If an air conditioning system is installed (as we expect it would be) then only the low-flow fresh air introduction requirements in the rule need to be met, which could be incorporated into the air conditioning system itself.

The rule stipulates noise limits for the ventilation systems to critical listening environments such as guest-rooms. We recommend that a suitably qualified acoustic consultant is engaged to review the HVAC design to ensure that it will comply with the noise limits detailed under the rule. A suitable condition of consent is provided at the end of this letter for consideration.

Assessment of Effects

Styles Group's understanding is that the potential for a change in effects above the permitted activity provisions is limited to an increase in the number of patrons that are able to use the facility i.e. resulting from an increase in guest-rooms from 70 to 120, notwithstanding that the gross floor area does not change, and the number of beds provided will be relatively similar.

Indoors

As evidenced in the section above, the internal noise limits under the rule can be met by keeping windows closed and providing ventilation and air conditioning mechanically. Therefore, we contend there is no change in effects upon the occupants of the indoor areas.

Outdoors

The outdoor areas of the development consist of small private balcony areas accessed from individual guest-rooms and a dining deck accessed from the dining room at 1st floor level. An external noise level limit from aircraft of 55 dB L_{dn} is not an unreasonable level of noise to be subjected to in outdoor areas given that private balcony areas and the dining deck are likely to only ever be used for discrete periods of time and by patrons whose occupancy is transitory by nature.

The relatively low level of exposure to aircraft noise in outdoor areas and their nature of use leads Styles Group to consider that the noise effects upon patrons will be reasonable in terms of s.16 of the Act.

'No Complaints'

Whilst not part of the resource consent application it is our understanding that the developer, Queenstown Gateway (5M) Limited, intend to enter into a legally binding agreement with Queenstown Airport Corporation. The agreement would require any operator of the visitor accommodation centre to be made aware that aircraft noise is to be expected from the operation of Queenstown Airport. We consider that this will assist with setting the expectations for the visitors, and should avoid any situation where the guests are not expecting to be exposed to any degree of aircraft noise.

Conclusions & Recommendations

The conclusions of our assessment are:

- a) it is practicable for the proposal to comply with the noise limits detailed under Plan Change 35 within the guest-rooms of the visitor accommodation;
- b) the effects upon patrons will be reasonable in terms of s.16 of the Resource Management Act (the 'Act'); and
- c) as such the reverse sensitivity effects upon Queenstown Airport Corporation will be adequately avoided or mitigated.

Should resource consent be granted we recommend the following conditions of consent be included:

- 1) The consent holder shall engage a suitably qualified and experienced acoustics expert at detailed design stage to advise on the Heating, Ventilation and Air Conditioning (HVAC) design to enable compliance with noise limits of 35 dB $L_{Aeq(1 \text{ min})}$ on High Setting and 30 dB $L_{Aeq(1 \text{ min})}$ on Low Setting from the ventilation systems in guest-rooms.
- 2) Prior to the opening of the facility the consent holder shall engage a suitably qualified and experienced acoustics expert to measure the internal sound level from HVAC systems within guest-rooms. Noise levels shall be measured at a distance of 1.5 metres from any diffuser.
- 3) A report summarising the results of testing shall be provided within 2 weeks of the testing, to the satisfaction of Queenstown Lakes District Council, confirming that the HVAC equipment complies with the noise limits detailed under condition 1 above.

I trust that this information is sufficient. Please do not hesitate to contact me with any questions.

Yours sincerely,



Christian Vossart
Building Acoustics Manager
Styles Group

ANNEXURE 4

Applicant's Traffic Assessment

18 December 2017

Ailish Collins
Barker Associates
P O Box 1986
Shortland Street
AUCKLAND 1140

Dear Ailish,

BUILDING MODIFICATION – BUILDING 7 – FIVE MILE DEVELOPMENT, QUEENSTOWN

Please accept the following as an assessment of effects for a proposal to increase the number of hotel rooms proposed within Building 7 of the Five Mile Development in Queenstown.

1. Background

The Five Mile development consists of a range of activities including retail, commercial, offices, restaurants and visitor accommodation. An overall gross floor area (GFA) of 43,488m² is spread across 8 buildings with a range of tenancies and services currently consented. Access to parking areas is provided via Grant Road at two points and a total of 1,021 parking spaces are provided for staff and visitor use.

The development was originally consented in August 2012 and has been progressively developed over the past 5 years with Buildings 1-6 completed and occupied and consent granted for a new Building 8 in early 2017 and currently under construction. As the design of the development has progressed there has been amendments to the original consent with changes to floor area, tenancies and parking layout which have all been approved.

Also in early 2017, consent was granted for further modifications to Building 7 which included increasing the GFA by 3,686m² to 11,330m². Construction of Building 7 has yet to begin. Salient changes relating to transport include:

- Creation of a basement level to add 59 parking spaces for use by the visitor accommodation;
- Modifications to circulation areas at ground level to provide a vehicle access to the ramp including the relocation of a pedestrian crossing and the removal of 4 parking spaces; and
- The increase in the number of rooms for the visitor accommodation from 41 to 70.

A series of traffic assessment have been completed for each modification including a full traffic assessment by Via Strada in 2012 for the overall development and by Bartlett Consulting in November 2015 for modifications to Buildings 5, 6 and 7. Further assessment have been completed by Traffic Planning Consultants Ltd (TPC) in November 2017 for the now consented changes to Building 7 above and December 2016 for the consented Building 8.

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2. Proposal Description

The proposal is described in more detail within the application and illustrated within the plans. Basically, it comprises of the increase in the number of consented rooms for the visitor accommodation from 70 rooms to a maximum of 120 rooms. Although only 111 rooms are shown on the plans prepared by JCY Architects, a maximum of 120 rooms are sought under this application to maintain flexibility of the internal configurations. Only minor increases in the GFA are proposed for the building with an increase of 209m² from 11,330m² to 11,539m² because of additional servicing areas, and reorientation of some rooms and spaces at upper levels.

The additional rooms on the upper floors have been created by converting some rooms with 2 beds into 1 bed apartments and creating a “dual key” system that will give visitors options as to how many rooms they can use. Although the internal configuration is subject to change, it is not considered that the number of beds would change dramatically. This means that although the number of rooms has increased by 50 rooms, the number of beds available for use would only have a minor increase from 118 to about 120 beds based on a rate of 1 bed per room of the 120 rooms.

No changes are proposed to the number of levels, or the ground floor features including the consented retail activities, and reception areas, the existing access points, parking provisions or vehicle and pedestrian circulation for the balance of the overall site.

The key matters for assessment are therefore, the parking requirements and the trip generation that may occur with the added rooms proposed.

3. Car Parking Requirement & Provision

Section 14.2.4.1 (i) of the Queenstown Lakes District Plan (QLDP) sets out the parking requirements for various activities. For those activities on site the following rates apply:

Commercial (including shops)	- One space for every 25m ² of GFA
Offices	- One space for every 50m ² of GFA
Restaurants	- One space for every 25m ² of GFA
Visitor Accommodation (hotels)	- One space per 3 guest rooms up to 60 guest rooms; thereafter 1 per 5 guest rooms; plus 1 coach park per 50 guest rooms; plus One space per 20 beds for staff
Day Care Facilities	- One space per 10 children

Based on these rates, the current consented development has a parking requirement of minimum of 1,122 spaces and a maximum of 1,166 parking spaces and 1 coach parking spaces¹. With the provision of 1021 car spaces and no coach parks, this is a shortfall of 101 car parking spaces and 1 coach parking space across the entire development.

With the visitor accommodation units increasing from 70 to 120 the parking requirement for that activity increases from 28 parking spaces to 38 spaces based on 1 space per five additional rooms proposed plus 1 space for every 20 beds² for staff parking. The number of coach parks would also

¹ Following Building 8 consent in early 2017.

² Based on a maximum of 120 beds

increase from 1 to 2 parking spaces. The overall minimum car parking requirement for the site therefore increases from 1,122 spaces to 1,132 spaces.

With 1,021 spaces provided on site, the shortfall in parking will increase to 111 spaces plus 2 coach parking spaces.

NZS 4121:2001 Design for Access and Mobility – Buildings and Associated facilities indicates that where 1,021 spaces are provided, 22 mobility spaces are required. For this development, 24 parking spaces suitable for mobility use are provided on site and therefore complies.

4. Parking Demand & Effects

The ability of the development to contain its parking demand within its own site is important to ensuring there is no impact on the surrounding road network and its neighbours. The previous assessments for the overall development have demonstrated that there is sufficient parking on site to meet all anticipated demands.

In order to quantify the likely peak parking demand for the visitor accommodation, information of various parking demand at Quest Hotels in Napier, Ponsonby, Parnell, Hamilton and Palmerston North indicate an average peak parking demand of 0.38 spaces per unit with a worst-case scenario of about 0.5 spaces per unit or 1 space for every two units. These are based on a maximum occupancy level of 88% for the hotels surveyed.

On this basis, and for the purposes of this assessment, it would be anticipated that a peak parking demand for the visitor accommodation operation will be no more than 60 spaces if all rooms are occupied. This would be the worst-case scenario and will be much less than this most of the time. With 59 spaces available in the basement, all the visitor accommodation can be accommodated without spilling over to the balance of the site parking.

5. Trip Generation & Effects

In respect of the traffic generation of the proposed visitor accommodation, information on traffic generation of motels has been obtained from the New South Wales Road and Traffic Authority (RTA) publication "Guide to Traffic Generating Developments".

The expected daily traffic generation rates for hotels are in the order of about 3 vehicle trips per unit with a peak operating hour rate of about 0.4 trips per unit. These rates assume 100% occupancy of units; however, in most instances hotels of this type rarely reach the level of full occupancy. It is therefore typical to assess the likely impacts based on an 85th percentile level or in this case, occupancy of 102 units. On this basis, the visitor accommodation could result in about 306 vehicle movements per day with a peak hour level of trips or about 41 vehicle movements per hour to or from the site and the basement car park.

However, this is also a worst-case scenario. As the actual number of beds, and therefore the number of people on site has no noticeable change, this level of vehicle activity would only occur if no visitors took up a dual key option. It is more realistic to expect that 50% of the dual key options are taken at any one time, or the equivalent of about 45 units. This represents about 190 vehicle trips per day or 26 vehicle movements during the peak operating times of the visitor accommodation.

The predicted increases in traffic flows are considered negligible in terms of the current traffic environment of the site and the surrounding road network. A few points are noted in this regard:

- The peak operating time of the visitor accommodation are typically off-set from the peak demands of the other activities on site.
- Vehicle trips from offices and commercial activities peak during the week with little demand outside of businesses hours or on weekends and retail peaks on weekends and during midday periods.
- Visitor accommodation peaks around AM check out times and PM check in times which are typically mid-morning, mid-afternoon and in the early evenings after 6:00pm. The addition of 10 vehicle trips per hour (over what has been consented) during these times is anticipated to be well outside the peaks of other traffic on the adjacent road network.

It can therefore be concluded that the increases in traffic flow because of increasing the visitor accommodation by 50 units can easily be accommodated on Grant Road and the site entrances without the need for any road upgrading or other mitigation measures and the likely impacts will remain less than minor.

6. Conclusion

Overall, it is considered that the traffic engineering effects of the proposal can be accommodated within the site and on the adjacent road network without compromising its function, capacity or safety. From a traffic engineering perspective, it is considered that the proposal will have less than a minor effect.

We trust that the above meets your current requirements. However, should you have any queries, please contact us.

Yours faithfully

TRAFFIC PLANNING CONSULTANTS LTD



Todd Langwell

ANNEXURE 5

Relevant Objectives and Policies

OPERATIVE DISTRICT PLAN

Relevant Objectives and Policies – Section 4

4.9.3 Objectives and Policies

Objective 1 - Natural Environment and Landscape Values

Growth and development consistent with the maintenance of the quality of the natural environment and landscape values.

Policies

- 1.1 To ensure new growth occurs in a form which protects the visual amenity, avoids urbanisation of land which is of outstanding landscape quality, ecologically significant, or which does not detract from the values of margins of rivers and lakes.
- 1.2 To ensure growth does not adversely affect the life supporting capacity of soils unless the need for this protection is clearly outweighed by the protection of other natural or physical resources or important amenity values.

Objective 2 - Existing Urban Areas and Communities

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

Policies:

- 2.1 To ensure new growth and development in existing urban areas takes place in a manner, form and location which protects or enhances the built character and amenity of the existing residential areas and small townships.
- 2.2 To cluster growth of visitor accommodation in certain locations so as to preserve other areas for residential development.
- 2.3 To protect the living environments of existing low-density residential areas by limiting higher density development opportunities within these areas.

Objective 4 – Business Activity and Growth

A pattern of land use which promotes a close relationship and good access between living, working and leisure environments.

Policies:

- 4.1 To promote town centres, existing and proposed, as the principal foci for commercial, visitor and cultural activities.
- 4.2 To promote and enhance a network of compact commercial centres which are easily accessible to, and meet the regular needs of, the surrounding residential environments.
- 4.3 To recognise and promote the established commercial character of the Commercial Precinct which contributes to its ability to undertake commercial, health care and community activities without adversely affecting the character and amenity of the surrounding environment.

Objective 5 – Visitor Accommodation

To enable visitor accommodation activities to occur while ensuring any adverse effects are avoided, remedied or mitigated.

Policies:

- 5.1 To manage visitor accommodation to avoid any adverse effects on the environment.

- 5.2 To avoid, remedy or mitigate adverse effects of letting of residential units for short-term accommodation on residential coherence and amenity through a registration process and standards.
- 5.3 To ensure that the costs and regulatory obligations of visitor accommodation activities are appropriately borne and complied with by visitor accommodation providers.

Objective 6 – Frankton

Integrated and attractive development of the Frankton Flats locality providing for airport operations, in association with residential, recreation, retail and industrial activity while retaining and enhancing the natural landscape approach to Frankton along State Highway No. 6.

Policies:

- 6.1 To provide for the efficient operation of the Queenstown airport and related activities in the Airport Mixed Use Zone.
- 6.2 To provide for expansion of the Industrial Zone at Frankton, away from State Highway No. 6 so protecting and enhancing the open space and rural landscape approach to Frankton and Queenstown.

ANNEXURE 6

RPS Objectives and Policies

1. Operative Regional Policy Statement: Relevant Objectives and Policies

9.4 Objectives

- 9.4.1 To promote the sustainable management of Otago's built environment in order to:
- (a) Meet the present and reasonably foreseeable needs of Otago's people and communities; and
 - (b) Provide for amenity values, and
 - (c) Conserve and enhance environmental and landscape quality; and
 - (d) Recognise and protect heritage values.
- 9.4.2 To promote the sustainable management of Otago's infrastructure to meet the present and reasonably foreseeable needs of Otago's communities.
- 9.4.3 To avoid, remedy or mitigate the adverse effects of Otago's built environment on Otago's natural and physical resources.

9.5 Policies

- 9.5.1 To recognise and provide for the relationship Kai Tahu have with the built environment of Otago through:
- (a) Considering activities involving papatipu whenua that contribute to the community and cultural development of Kai Tahu; and
 - (b) Recognising and providing for the protection of sites and resources of cultural importance from the adverse effects of the built environment.
- 9.5.2 To promote and encourage efficiency in the development and use of Otago's infrastructure through:
- (a) Encouraging development that maximises the use of existing infrastructure while recognising the need for more appropriate technology; and
 - (b) Promoting co-ordination amongst network utility operators in the provision and maintenance of infrastructure; and
 - (c) Encouraging a reduction in the use of non-renewable resources while promoting the use of renewable resources in the construction, development and use of infrastructure; and
 - (d) Avoiding or mitigating the adverse effects of subdivision, use and development of land on the safety and efficiency of regional infrastructure.
- 9.5.3 To promote and encourage the sustainable management of Otago's transport network through:
- (a) Promoting the use of fuel efficient modes of transport; and
 - (b) Encouraging a reduction in the use of fuels which produce emissions harmful to the environment; and
 - (c) Promoting a safer transport system; and
 - (d) Promoting the protection of transport infrastructure from the adverse effects of landuse activities and natural hazards.
- 9.5.4 To minimise the adverse effects of urban development and settlement, including structures, on Otago's environment through avoiding, remedying or mitigating:
- (a) Discharges of contaminants to Otago's air, water or land; and
 - (b) The creation of noise, vibration and dust; and
 - (c) Visual intrusion and a reduction in landscape qualities; and

- (d) Significant irreversible effects on:
 - (i) Otago community values; or
 - (ii) Kai Tahu cultural and spiritual values; or
 - (iii) The natural character of water bodies and the coastal environment; or
 - (iv) Habitats of indigenous fauna; or
 - (v) Heritage values; or
 - (vi) Amenity values; or
 - (vii) Intrinsic values of ecosystems; or
 - (viii) Salmon or trout habitat.
- 9.5.5 To maintain and, where practicable, enhance the quality of life for people and communities within Otago's built environment through:
 - (a) Promoting the identification and provision of a level of amenity which is acceptable to the community; and
 - (b) Avoiding, remedying or mitigating the adverse effects on community health and safety resulting from the use, development and protection of Otago's natural and physical resources; and
 - (c) Avoiding, remedying or mitigating the adverse effects of subdivision, landuse and development on landscape values.
- 9.5.6 To recognise and protect Otago's regionally significant heritage sites through:
 - (a) Identifying Otago's regionally significant heritage sites in consultation with Otago's communities; and
 - (b) Developing means to ensure those sites are protected from inappropriate subdivision, use and development.

2. Proposed Regional Policy Statement

The Regional Policy statement is currently under review and proposed changes were notified on the 23 May 2015. The Otago Regional Council released its decision on 1 October 2016 and is currently under appeal.

- Objective 2.1 The principles of Te Tiriti o Waitangi are taken into account in resource management decisions
- Objective 2.2 Kāi Tahu values, rights and interests and customary resources are recognised and provided for.
- Objective 4.5 Urban growth and development is well designed, reflects local character and integrates effectively with adjoining urban and rural environments

Policies

Policy 4.5.1 Managing for urban growth and development - Manage urban growth and development in a strategic and co-ordinated way, by all of the following:

- a) Ensuring there is sufficient residential, commercial and industrial land capacity, to cater for the demand for such land, over at least the next 20 years;
- b) Coordinating urban growth and development and the extension of urban areas with relevant infrastructure development programmes, to provide infrastructure in an efficient and effective way;
- c) Identifying future growth areas and managing the subdivision, use and development of rural land outside these areas to achieve all of the following:

- i. Minimise adverse effects on rural activities and significant soils;
- ii. Minimise competing demands for natural resources;
- iii. Maintain or enhance significant biological diversity, landscape or natural character values;
- iv. Maintain important cultural or historic heritage values;
- v. Avoid land with significant risk from natural hazards;
- d) Considering the need for urban growth boundaries to control urban expansion;
- e) Ensuring efficient use of land;
- f) Encouraging the use of low or no emission heating systems;
- g) Giving effect to the principles of good urban design in Schedule 5;
- h) Restricting the location of activities that may result in reverse sensitivity effects on existing activities.

Policy 4.5.3 Urban design - Encourage the use of Schedule 5 good urban design principles in the subdivision and development of urban areas.

Policy 4.5.7 Integrating infrastructure with land use - Achieve the strategic integration of infrastructure with land use, by undertaking all of the following:

- a) Recognising the functional needs of infrastructure of regional or national importance
- b) Locating and designing infrastructure to take into account all of the following:
 - i. Actual and reasonably foreseeable land use change;
 - ii. The current population and projected demographic changes;
 - iii. Actual and reasonably foreseeable change in supply of, and demand for, infrastructure services;
 - iv. Natural and physical resource constraints;
 - v. Effects on the values of natural and physical resources;
 - vi. Co-dependence with other infrastructure ;
 - vii. The effects of climate change on the long term viability of that infrastructure;
 - viii. Natural hazard risk.
- c) Locating growth and development:
 - i. Within areas that have sufficient infrastructure capacity; or
 - ii. Where infrastructure services can be upgraded or extended efficiently and effectively;
- d) Coordinating the design and development of infrastructure with land use change in growth and redevelopment planning.

ANNEXURE 7

Draft Conditions

UPDATED CONDITIONS OF RM120373

General Conditions

1. That the development must be undertaken/carried out in accordance with the plans listed in the attached Appendix E and stamped as approved, except where superseded by the drawings listed in Appendix F and stamped approved under RM140342, except where superseded by the drawings listed in Appendix G and stamped approved under RM151051 and the drawings listed in Appendix H and stamped as approved under RM161187 and the drawings listed in Appendix I and stamped as approved under RM180271.

and the application as submitted, with the exception of the following:

The plinth structure illustrated on plans and visual images in the north-western corner of the site has been removed from the application and is not approved

The applicant has confirmed that in terms of hard and soft landscaping works the plans prepared by Baxter Design group referenced 9565-RC000-117 take precedence over any treatment illustrated on architectural or other plans and should be relied upon, except where superseded by the drawings listed in Appendix F as a result of changes to the car parking and access ramp arrangements, except where superseded by the drawings listed in Appendix G and stamped approved under RM151051 and the drawings listed in Appendix H and stamped as approved under RM161187.

and with the exception of the amendments required by the following conditions of consent.

2. The consent holder is liable for costs associated with the monitoring of this resource consent under Section 35 of the Resource Management Act 1991 and shall pay to Council an initial fee of \$240.00

Engineering, Construction and Earthworks

3. All engineering works shall be carried out in accordance with the Queenstown Lakes District Council's policies and standards, being New Zealand Standard 4404:2004 with the amendments to that standard adopted on 5 October 2005, except where specified otherwise.
4. At least 10 working days prior to any earthworks on the site commencing the consent holder shall provide a letter to the Principal Engineer at Lakes Environmental advising who their representative is for the design and execution of the engineering and construction works required in association with this development. This letter shall confirm that these representatives will be responsible for all aspects of the works covered under Sections 1.4 & 1.5 of NZS4404:2004 "Land Development and Subdivision Engineering", in relation to this development.

Conditions to be completed prior to the commencement of any earthworks on the site

5. At least 10 working days prior to commencement of works on the site, the consent holder shall submit a Construction Management Plan to the Principal Engineer at Lakes Environmental for review and certification. The plan shall include as a minimum:
 - Water supply details and measures proposed to control and/or mitigate any dust
 - Measures to control any silt run-off and sedimentation that may occur
 - Contractor parking plan to ensure that all parking will be located within the boundaries of the site or on land owned or under the control of the applicant.
 - Mitigation and monitoring of any vibration effects from fill compaction

These measures shall be implemented prior to the commencement of any earthworks on site and shall remain in place for the duration of the project. The measures shall be monitored and maintained on an ongoing basis to ensure they remain effective.

- 6 At least 10 working days prior to commencement of any works on site, the consent holder shall submit a Traffic Management Plan to Council for approval. The Traffic Management Plan shall be prepared by a qualified Site Traffic Management Supervisor. This shall include provisions to maintain the Wakatipu Trail walkway and restrict travel speeds in this location to 30km per hour. The plan shall also maintain access to the dwellings and businesses accessed off Grant Road. All contractors obligated to implement temporary traffic management plans shall employ a full time qualified STMS on site who shall implement the Traffic Management Plan. A copy of the approved plans shall be submitted to the Principal Engineer at Lakes Environmental prior to works commencing.
- 7 At least 10 working days prior to commencing excavations, the consent holder shall provide the Principal Engineer at Lakes Environmental with the name of a suitably qualified professional as defined in Section 1.4 of NZS4404:2004 who shall supervise the excavation and filling procedure. This engineer shall continually assess the condition of the excavation and shall be responsible for ensuring that temporary retaining is installed wherever necessary to avoid any potential erosion or instability.

Earthworks: Conditions to be monitored throughout earthworks activity

- 8 The consent holder shall implement suitable measures to prevent deposition of any debris on surrounding roads by vehicles moving to and from the site. In the event that any material is deposited on any roads, the consent holder shall take immediate action, at his/her expense, to clean the roads. The loading and stockpiling of earth and other materials shall be confined to the subject site and on land owned or under the control of the applicant.
- 9 No earthworks, temporary or permanent, are to breach the boundaries of the site with the exception of earthworks necessary to construct/form the basement car park, at grade parking, 'Southern Access Road' and associated pedestrian and cycleway and landscaping on the southern boundary of the site in Queenstown Events Centre land.
- 10 The consent holder shall install measures to control/and or mitigate any silt runoff and sedimentation that may occur. These measures shall be implemented prior to the commencement of any earthworks on site any shall remain in place for the duration of the project.

On completion of earthworks

- 11 On the completion of the earthworks a suitably qualified engineer experienced in soils investigations shall provide certification, in accordance with NZS 4431:1989, for all areas of fill within the site on which buildings are to be founded. The certificate shall be in the format of a Producer Statement, or the NZS4404 Schedule 1C Certificate.
- 12 Site management measures shall remain in place until all earthworked/exposed areas have been top-soiled and grassed/revegetated or otherwise permanently stabilised following completion of earthworks.
- 13 On completion of the earthworks, the consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.
- 14 All earth worked areas shall be re-grassed or otherwise stabilised as soon as practicable and in a progressive manner as the earthworks are completed.

Construction Management

- 15 Hours of operation for all earthworks and construction activity shall be in accordance with the relevant New Zealand Construction standard.
- 16 Construction noise shall comply with and be measured and assessed in accordance with the relevant New Zealand standard.
 - a) Prior to commencement of construction, the consent holder shall prepare a Construction Management Plan and submit it to the Council's Principal: Environmental Health for approval. The plan shall take into account any effects on airport operations and shall:
 - Include all applicable height restrictions in terms of airport operations and demonstrate how the Queenstown Airport: Airport Approach and Protection Measures contained in the District Plan will be complied with;
 - Shall be prepared by an appropriately qualified engineer;
 - Detail mitigation measures that are to be adopted;
 - Detail procedures to be followed for any monitoring required; and
 - Detail liaison and compliant procedures.

Infrastructure

To be completed prior to the commencement of any construction works on the site (with the exception of earthworks)

- 17 Prior to the commencement of construction on the land being developed (beyond earthworks) the consent holder shall provide to the Principal Engineer at Lakes Environmental or other appointed officer as stated, for review and approval, copies of specifications, calculations and design plans as is considered by Council to be both necessary and adequate, in accordance with Condition (3) to detail the following engineering works required:
 - a) The provision of a water supply to the development which shall provide, as a minimum, volumes calculated in the Hadley Consultants Ltd report, titled 'Preliminary Options Assessment for Infrastructure Services' dated March 2012.
 - b) Any connections to Council's water services shall include metering and backflow prevention in accordance with Council Standards and Policies. The connection costs shall be borne by the consent holder.
 - c) In the event that suitable flows and pressures are not available within Council's water network to service the development, a temporary private water supply may be installed subject to the approval of Council's Three Waters Manager. Any private water supply source shall be in accordance with the New Zealand Drinking Water standard and the consent holder shall provide evidence to the satisfaction of the Principal Engineer at Lakes Environmental as to how the private water supply will be monitored and maintained on an on-going basis. At such a time as suitable Council flows and pressures become available to within 60m of the development, the private supply shall be discontinued and a connection made to Council reticulation. The cost of this connection shall be borne by the consent holder.
 - d) The provision of a reticulated water supply to each building within the development. This shall include metering and backflow prevention in accordance with Council standards and policies.

- e) The provision of a fire fighting water supply to each building within the development with adequate pressure and flow to service the development in accordance with the NZ Fire Service Code of Practice for Firefighting Water Supplies 2008.
- f) Buildings within the development shall either be fitted with a sprinkler system and/or be designed with an appropriate fire cell size to meet the requirements of SNZ PAS 4509 for an FW3 water supply classification.
- g) The provision of a gravity foul sewer connection from the development into Council's reticulation. The costs of the connection shall be borne by the consent holder.
- h) The provision of a reticulated wastewater system to each building within the development in accordance with Council's Standards. This shall include the detailed design and proposed operations of Pumping Stations (if any).
- i) The provision of a Design Certificate submitted by a suitably qualified design professional for Wastewater Pump Stations (if any). The certificates shall be in the format of IPENZ Producer Statement PS1.
- j) The provision of a private Low Impact Design stormwater disposal system to provide disposal from all impervious areas of the site in a 25 year ARI event in accordance with TP 124 'Low Impact Design Manual for the Auckland Region'. This shall include the provision of an operation and maintenance plan for the private stormwater disposal system. The design shall also be certified by Lakes Environmental's Landscape Architect.
- k) The provision of a secondary stormwater system to contain flows in up to a 1% AEP (100 year Return Period) so that there is no inundation of any buildable areas on the site, and no discharge of any stormwater beyond the area comprising the site and the adjacent sports field. The sports field shall act as a detention area in a 1% AEP event or less. The stormwater system shall be designed to ensure that flows beyond the site boundaries in more extreme rainfall events are in accordance with overland flow paths shown on Clark Fortune McDonald & Associates stormwater catchment plans reference 10367 E001 Sheet 1 to 7.
- l) The provision of a connection from all impervious areas in the development to the stormwater disposal system detailed in Condition (17(j)) above.

To be completed prior to occupation of any building and/or commercial activity on the site

- 18 Prior to the occupation of any building and/or commencement of any commercial activity on the site, the consent holder shall complete the following:
- a) The submission of 'as-built' plans and information required to detail all engineering works completed in relation to or in association with this development. This information shall be formatted in accordance with Council's 'as-built' standards.
 - b) The completion and implementation of all works detailed in Condition (17) above.
 - c) Secure easements over private stormwater assets located within Council land. An easement shall be secured to protect this area for this purpose in perpetuity. The easement instrument shall set out the rights and responsibilities in terms of the ongoing management and maintenance of the detention area, and the wording shall be subject to the approval of Council's solicitors.
 - d) Secure easements over water supply pipes within private land (if any).

- e) The submission of Completion Certificates from both the Approved Contractor and Approved Certifier for all engineering works completed in relation to or in association with the development (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of a Producer Statement, or the NZS4404 Schedule 1B and 1C Certificate.
- f) The submission of Completion Certificates from both the Approved Contractor and Approved Certifier for the Wastewater Pump Stations (if any). The certificates shall be in the format of IPENZ Producer Statement PS3 and PS4.
- g) Written confirmation shall be provided from the electricity network supplier responsible for the area that provision of an underground electricity supply has been made to all of the buildings within the development.
- h) Written confirmation shall be provided from the telecommunications network supplier responsible for the area that provision of underground telephone services has been made to all of the buildings within the development.

Transportation

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

- 19 Prior to commencement of any construction works beyond earthworks, a Traffic Safety Audit of all trafficable and parking areas proposed to be constructed, including Grants Road and the Southern Access Road, shall be prepared by an independent suitably experienced and qualified Traffic Engineer. This audit shall be undertaken in accordance with the NZTA Road Safety Audit Procedures for Projects guidelines. Recommendations from this audit shall be approved by the QLDC Transport Manager and Urban Designer. All such approved recommendations shall be incorporated into the design in accordance with relevant road construction and traffic safety standards to the satisfaction of the QLDC Transport Manager and Urban Designer and this shall occur prior to submitting the final design of roading to be constructed to the Principal Engineer at Lakes Environmental for review and certification.
- 20 Prior to the commencement of any construction works on the land being developed beyond earthworks the consent holder shall provide to the Principal Engineer at Lakes Environmental or other appointed person as stated, for review and certification, copies of specifications, calculations and design plans as is considered by Council to be both necessary and adequate, in accordance with Condition (3) to detail the following engineering works required:
 - a) The upgrade of Grant Road in accordance with Viastrada Concept plans No. 621 13D-18D. The design shall include as a minimum:
 - Construction of a priority intersection on Grant Road to access the development (T intersection). The design for this intersection shall include amended splays within the site to ensure the widening of the footpaths on both the northern and southern sides of the access road along with a pedestrian crossing at the location of the intersection.
 - Extension of Grant Road beyond the Southern Access Road intersection by a minimum of 20m of seal to provide a suitable transition to the existing Grant Road gravel formation.
 - Consideration of the provision of cycle facilities along the length of Grant Rd. This shall include the addressing of the cyclist and pedestrian crossing facility in the vicinity of the State Highway intersection.
 - Footpath on the western edge
 - A bus shelter and bus stop on Grant Road. For Stage 1 of the development, the details of a temporary bus shelter to be installed prior to establishment of Building 7.
 - Road marking and signage in accordance with NZTA 'Manual of traffic signs and markings' (MOTSAM).
 - Consideration of and location of on street parking provision
 - Consideration of and location and provisions for street lighting

- Consideration of location and provisions for street trees to be planted

This design is to be approved by Council's Urban Designer and Transport Manager.

- b) The formation of the 'Southern Access Road' in accordance with Viastrada Concept plans No. 621 13D-18D. This shall be formed to Council's minimum standards for a local road to allow for future vesting. The design shall include as a minimum:
 - No Parking restrictions along the Southern Access Road.
 - Landscape planting shall be such that suitable sight distances are maintained on all accesses to/from the Southern Access Road.
 - Road marking and signage in accordance with NZTA 'Manual of traffic signs and markings' (MOTSAM).
 - Identification of space for future provision for footpath/cycle ways on the southern side of the road
- c) The provision of all car parking and manoeuvring areas within the site in accordance with Vistrada concept plans No. 621 13D-18D and Viastrada '5 Mile Development Transportation Assessment' report dated April 2012. This shall include the redesign or removal of the parking alcove shown at the base of the basement car park access ramp to provide suitable line-of-sight.
- d) The provision of road and car park / pedestrian access lighting in accordance with the Queenstown Lakes District Council rules and the *Southern Light* lighting strategy and the LDP Lighting Layout Plan No. 11,096 –SK- L1 and the Lighting report by LDP Ltd '5 Mile Retail Centre, Queenstown. Assessment of Environmental Effects – Exterior Lighting' dated 12th April 2012. Any road lighting installed on private roads/rights of way/access lots shall be privately maintained and all operating costs shall be the responsibility of the lots serviced by such access roads. Any lights installed on private roads/rights of way/access lots shall be isolated from the Council's lighting network circuits.
- e) The location and nature of bike parking facilities within the site. These provisions shall be in accordance with the Via Strada Transportation Report and shall be approved by Council's Urban Designer.

To be completed prior to the occupation of any building and/or commercial activity on the site

- 21 On completion of all roading and parking areas associated with the development, a post construction safety audit shall be carried out by an independent traffic engineer. This audit shall be undertaken in accordance with the NZTA Road Safety Audit Procedures for Projects guidelines. Recommendations from this audit shall be approved by the QLDC Transport Manager and Urban Designer and a final copy of the report shall be forwarded to the Principal Engineer at Lakes Environmental. All approved recommendations shall be undertaken in accordance with relevant road construction and traffic safety standards to the satisfaction of the QLDC Transport Manager and Urban Designer and this shall occur prior to the occupation of any building.
- 22 Prior to the occupation of any building and/or commercial activity on the site, the consent holder shall complete the following:
 - a) The submission of 'as-built' plans at his, her or its own cost, and information required to detail all access/roading works completed in relation to or in association with this development. This information shall be formatted in accordance with Council's 'as-built' standards.
 - b) The completion and implementation of all works detailed in Condition (21) above.

- c) Provide to Council evidence that an operational intersection has been established from Grant Road to the State Highway in the form of works approved under RM110290 or an equivalent intersection which safely provides for the level of traffic necessary to service the development.
- d) Secure right-of-way easements for the 'Southern Access Road' and associated car parking located over Council land.
- e) The naming of the 'Southern Access Road' in accordance with Council's road naming policy.

Landscaping, Buildings & Public Realm

- 23 All hard and soft landscape works approved within plans submitted (and as approved under conditions 25 and 29-32 below) shall be carried out in accordance with the approved plans and details, and shall be certified as complete by Lakes Environmental's landscape architect and/or Council's Urban Designer prior to occupation of any building.
- 24 All hard and soft landscaping works shall be undertaken in accordance with recognised best practice and if any plant or tree is removed, or in the opinion of Lakes Environmental's landscape architect is seriously damaged or defective it shall be replaced within 6 months with a specimen of the same size and species as originally required.
- 25 Prior to any construction works on the site beyond earthworks *Drawing 9565-RC 102, Planting Plan* shall be amended and resubmitted to identify species and grades of planting along the boundary with the sports fields to the south west of the site and be certified by Lakes Environmental's landscape architect to ensure densities and species selection are sufficient to provide effective screening of the service areas from the sports fields.
- 26 The landscape works within the 50m landscape strip adjacent to State Highway 6 shall be carried out and certified as complete by Lakes Environmental's Landscape Architect prior to any construction works for the remainder of the development. This condition may be staged with respect to the necessity to undertake construction works in the 50m landscape strip immediately adjacent the southern boundary of the strip, subject to the agreement of Lakes Environmental's landscape architect as to staging, any interim mitigation measures necessary and the timeframe for completion of landscaping works. All landscape works within the 50m landscape strip shall be completed prior to occupation of any buildings.
- 27 A schedule of landscape maintenance for a minimum period of five years from the date of landscape implementation for all areas of landscaping including that within the 50m strip shall be submitted to and certified by Lakes Environmental's landscape architect prior to any construction works on site. The schedule shall include details of the arrangements for its implementation. The schedule shall ensure the provision of amenity and mitigation intended by the landscape plan, and that a rapid establishment of planting is achieved.
- 28 All trees planted within the site shall be managed to not exceed the varying height controls as defined within Figure 1 Queenstown Airport: Airport Approach and Protection Measures, District Plan Maps, Queenstown Lakes District Council - District Plan.
- 29 The detailed design of the cycle and walkway along the frontage of Building 7 through to the entry between Buildings 5 and 6 shall be subject to a review and certification by Lakes Environmental's landscape architect and Council's Urban Designer prior to any construction works on the site. The detailed design shall apply *Crime Prevention Through Environmental Design* (CPTED) principles, and *AustRoads Part 14* guidelines to ensure that a safe, desirable and attractive cycle and walking pathway is maintained and that the Building 7 frontages, and proposed landscaping including external lighting support this.

- 30 Prior to the commencement of construction beyond earthworks, Drawing *9565-RC112 Southern Sports field Link* and *9565-RC000 Overall Site Plan* shall be amended and resubmitted for certification by Lakes Environmental's landscape architect. The amendment shall achieve a formed path no less than 1.8m in width between the trees within the planting bed at the north eastern terminus of the pedestrian crossing to provide a safe link through to the adjacent car park area. It shall also achieve a pedestrian path alongside the north western side of service road of width no less than 1.8m between Grant Road and the pedestrian access to the sport fields to provide safe pedestrian access between public parking and the sport fields.
- 31 Prior to the commencement of construction beyond earthworks, the applicant shall provide for the certification of Council's urban designer, the proposed palette of public realm surfacing, furniture and signage (e.g. wayfinding signage) to be installed within the development, to ensure a cohesive and attractive public realm environment.
- 32 Prior to the commencement of construction beyond earthworks, the Drawings *9565-RC110 Open Space Plan 6* and *RC113 Entry Plan* shall be amended and resubmitted for certification by Lakes Environmental's landscape architect. The amendments to Drawing RC110 shall provide for a redesign of the pocket park illustrated within Detail 9 which relocates landscaping from the building entry while retaining planting, seating and treatment to achieve an attractive amenity space. The amendments to Drawing RC113 shall illustrate widened pedestrian footpath areas (see also condition 20(a)).
- 33 Prior to the occupation of any building, the applicant shall present the lighting on the site for review and certification by Council's Urban Designer showing that the lighting of the roading, car parking, buildings, signage and landscape areas as built and operational meets the objectives of the Southern Light Strategy and minimises light spill. A statement from a suitably qualified lighting consultant should be submitted to confirm that lighting has been established and tested in accordance with plans approved.
- 33 Prior to the construction of any building, the final design for plant and servicing structures which are to be established on the exterior of the building shall be submitted to Council's Urban Designer for certification. Necessary plant structures shall be located so as to minimise any visibility from ground level and in particular avoid breaking the roofline when viewed from the State Highway. Colours to match the subject roof or screening mechanisms shall be considered if necessary to assist with visual integration of such structures into the building form and roofscape.
- 34 Prior to the construction of Buildings 1 and 7, the final design for the Grant Road street façades for each building shall be submitted to Council's Urban Designer for certification. The final design for Building 1 shall illustrate the introduction of solid elements to reduce the extent of glazing through definition of entries (at least four separate tenancy entries as shown on the approved Ground Flood plan) and providing depth to the façade. The design for Building 7 shall illustrate details of the entrance treatment for the four tenancy entries and consideration of an additional entry onto Grant Road north of the mid-block lane.

Signage

- 35 All signs to be erected on the buildings shall be located within the identified sign platforms illustrated on the approved plans.
- 36 Prior to erection of new signs, each tenant shall submit plans and specifications of proposed signs to Council for approval.

- 37 Signage to be erected within the three signage platforms on Buildings 5 and 6 which are visible from the State Highway and identified as 'Major Tenant Signage' shall be restricted to signs of simple cut out text and logo forms only as illustrated by the example 'Countdown' and 'The Warehouse' signage on plans listed in Appendix G and stamped approved under RM151051 and by the example 'The Warehouse' signage plans listed in Appendix H and stamped as approved under RM161187. No flashing, neon or light box signs shall be permitted within these platforms.

Car parking: Events Centre

- 38 The 22 space car parking area located at the south-western corner of the development shall remain available for Queenstown Lakes District Council Events Centre use at all times. This parking shall not be set aside for any particular tenancy or landowner, nor shall any restrictions be posted that precludes Events Centre parking. A time limit of four hours may be imposed if required. The design of this parking shall include suitable pedestrian linkage with the neighbouring playing fields.

Mitigation Plan

- 39 Where, after a period of 3 years from the commencement of any construction on the site, the development (as shown on plans approved) is not complete or substantially complete, or where there is any period exceeding 12 months from the commencement of construction in which no construction activity occurs on the site, the consent holder shall be required to submit to Council for approval a landscaping / mitigation plan to treat the areas of the site which have not been developed, ensuring the following:

- Landscaping acts as a buffer to assist with screening views of any buildings and car parking areas from the State Highway
- Pedestrian and cycle ways are formed and connected

The works approved under this plan shall be implemented immediately following approval and in the case of landscaping at grades and locations approved by Lakes Environmental's landscape architect. Landscaping within the 50m strip shall already have been implemented and may be added to and/or landscaping shall be located in other areas of the site as necessary to achieve the above objective.

Review

- 40 Within ten working days of each anniversary of the date of this decision, for a period of seven years the Council may, in accordance with Sections 128 and 129 of the Resource Management Act 1991, serve notice on the consent holder of its intention to review the conditions of this resource consent for any of the following purposes:
- a) To deal with any adverse effects on the environment that may arise from the exercise of the consent which were not foreseen at the time the application was considered and which it is appropriate to deal with at a later stage.
 - b) To deal with any adverse effects on the environment which may arise from the exercise of the consent and which could not be properly assessed at the time the application was considered.
 - c) To avoid, remedy and mitigate any adverse effects on the environment which may arise from the exercise of the consent and which have been caused by a change in circumstances or which may be more appropriately addressed as a result of a change in circumstances, such that the conditions of this resource consent are no longer appropriate in terms of the purpose of the Resource Management Act 1991.

- d) A review of the functioning of the basement car parking pedestrian routes (painted) in the context of (a) to (c) above and with respect to an appropriate level of pedestrian safety.
- e) To deal with any adverse effects on the environment that may arise in relation to glare and illumination of the signs approved by RM161187.

Surrender of Existing Consents

- 41 Within 10 working days of the commencement of this consent, the consent holder shall, by advice in writing to Council, surrender all other existing consents in relation to the site (with the exception of RM060580 which has been given effect to and shall govern the landscape strip until RM120373 is given effect to) and shall withdraw applications RM110365 and RM110366. This condition has been volunteered by the applicant.

Conditions added by way of RM151051

- 42 A detailed landscape plan and cross sections plans of the sunken 'rain garden' feature adjacent to Building 5 shall be submitted to QLDC Urban Designer for certification in terms of safety, visibly, edge treatment, and plant species utilised.
- 43 In conjunction with Condition 31, a plan depicting the locations of outdoor seating shall be submitted to QLDC for the certification of an Urban Designer. This plan shall include two seats within Public Amenity Area 4, and five seats within Public Amenity Area 7.
- 44 The colour of Alpine Tray Cladding, window frames, roofs, and roof plant screens, utilised for Building 5, 6 and 7 shall be within the LRV range of 5 – 35%.
- 45 The western most 5 Mile Identification sign on the corner of Building 5 facing State Highway 6 (SK.S127.305) may utilise either Alpine Tray (or similar) or Weathering Steel material.
- 46 Glazing and roofing within the identified 'View Shafts' shall remain clear of obstructions (such as signage). Tinting, up to 50%, may be allowed subject to approval from a QLDC Monitoring Officer.
- 47 All roof plant units (aircon units) shall be screened from public view.
- 48 Roof plants on Building 5 shall be screened as shown on 'Five Mile. S.92. RM151051. Appendix 3.' listed in Appendix G and stamped approved under RM151051
- 49 The coloured internal wall treatment within the outdoor area of T5 is restricted as indicated on SK.127.305 listed in Appendix G and stamped approved under RM151051

Conditions added by way of RM161187

- 50 The signs erected for the anchor tenancy in Building 5 shall not be illuminated outside of the opening hours of the Retail Activity.
- 51 Prior to the commencement of construction of the ramp entrance into the basement car park, the consent holder shall submit to the Queenstown Lakes District Council Monitoring Team for urban design certification detailed designs of the palisade fence feature and carpark island. This design shall achieve the following objectives:
 - a) Clear pedestrian access shall be retained and trip hazards avoided
 - b) The vents of the basement car park shall be incorporated into the overall form of the ramp structure; and
 - c) Connectivity throughout the development is retained.

- 52 Prior to the commencement of works on Building 7 a detailed construction methodology shall be prepared by a suitably qualified engineer including the stages of excavation and retention measures to ensure adequate support is provided to the excavation, such that no adverse effects are caused to surrounding land, structures, roads and underground services. This shall specifically take into account any adverse impacts on Council assets within Grant Road. The methodology shall be submitted to the Principal Resource Management Engineer at Council for review and certification.
- 53 Throughout earthworks and construction associated with Building 7 the consent holder shall undertake the excavation, temporary works, retaining walls and batter slopes in accordance with the methodology certified under Condition 52.
- 54 Throughout earthworks and construction associated with Building 7 the Principal Resource Management Engineer at Council shall be notified and work shall stop immediately if any cracking, movement, structural distress or damage to existing buildings, structures, underground services, public roads, pathways and/or surrounding land occurs.
- 55 Prior to commencement of any construction works on Building 7 beyond earthworks the consent holder shall provide to the Principal Resource Management Engineer at Council for review and certification, copies of specifications, calculations and design plans as is considered by Council to be both necessary and adequate to detail the proposed basement carpark access ramp. This shall include details associated with the relocation of the existing 5 Mile zebra crossing raised table and any required line marking and signage. It is acknowledged that relocation of the existing zebra crossing raised table will require the removal of a stormwater sump on its southern side.
- 56 The design of the basement carpark access ramp shall be accompanied by a preconstruction safety audit from an independent suitably experienced and qualified Traffic Engineer.

Conditions added by way of RM180271

- 57 Prior to any HVAC equipment for guest rooms being installed in Building 7 the consent holder shall engage a suitably qualified and experienced acoustics expert at detailed design stage to advise on the Heating, Ventilation and Air Conditioning (HVAC) design to enable compliance with noise limits of 35 dB LAeq(1 min) on High Setting and 30 dB LAeq(1 min) on Low Setting from the ventilation systems in guest-rooms. A report from the expert certifying that the design is capable of achieving these requirements shall be submitted to the Queenstown Lakes District Council Monitoring Team for certification.
- 58 Prior to the opening of the visitor accommodation operation, the consent holder shall engage a suitably qualified and experienced acoustics expert to measure the internal sound level from HVAC systems within guest-rooms. Noise levels shall be measured at a distance of 1.5 metres from any diffuser. A report summarising the results of testing shall be submitted to the Queenstown Lakes District Council Monitoring Team for certification within 2 weeks of the testing, to the satisfaction of Queenstown Lakes District Council, The report shall confirm that the HVAC equipment complies with the noise limits detailed under condition 57.
- 59 There shall be no more than 120 rooms within the visitor accommodation facility approved with Building 7
- 60 The total gross floor area of Building 7 used for visitor accommodation activities shall not exceed 6540m².

Advice Notes

- i) Prior approval from Council's Three Waters Manager and use of a backflow prevention device will be required to prevent contamination of Council's potable water supply if this water supply is to be utilised for dust suppression during earthworks.

- ii) The sewer and possibly water connection for this site require approval by Council under a 'Connection to Council Service Application'. It would be advisable to submit the application along with engineering approval.
- iii) The consent holder should be aware that as future development of Plan Change 19 land occurs it is likely Council will alter the Grant Road street design. This may include changes to kerblines, on-street parking provision, cycling and pedestrian facilities.
- iv) This site may contain archaeological material. Under the Historic Places Act 1993, the permission of the NZ Historic Places Trust must be sought prior to the modification, damage or destruction of any archaeological site, whether the site is unrecorded or has been previously recorded. An archaeological site is described in the Act as a place associated with pre-1900 human activity, which may provide evidence relating to the history of New Zealand. These provisions apply regardless of whether a resource consent or building consent has been granted by Council. Should archaeological material be discovered during site works, any work affecting the material must cease and the NZ Historic Places Trust must be contacted (Dunedin office phone 03 477 9871).
- v) This consent may trigger a requirement for Development Contributions, please see the attached information sheet for more details on when a development contribution is triggered and when it is payable. For further information please contact the DCN Officer at QLDC.

CONDITIONS OF RM180271

General Conditions

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

JCY Architects

- 'B7 Hotel Images' Project 15103*B7* Sheets A 10-01, B7 10-02 and A 10-04
- 'Master Site Plan' Project 15103*B7* Sheet A 10-03
- 'Basement Plan' Project 15103*B7* Sheet A 11-01
- 'Ground Floor Plan' Project 15103*B7* Sheet A 11-02
- 'First Floor Plan' Project 15103*B7* Sheet A 11-03
- 'Second Floor Plan' Project 15103*B7* Sheet A 11-04
- 'Pavilion Plan' Project 15103*B7* Sheet A 11-05
- 'Roof Plan' Project 15103*B7* Sheet A 11-06
- 'Elevations' Project 15103*B7* Sheets A 13-01, A13-02, A13-03 and A13-04
- 'Type A & B Room Layout' Project 15103*B7* Sheet A 14.01
- 'Type C & D Room Layout' Project 15103*B7* Sheet A 14.02
- 'Type E Room Layout' Project 15103*B7* Sheet A 14.03
- 'Type F Room Layout' Project 15103*B7* Sheet A 14.04
- 'Type G Room Layout' Project 15103*B7* Sheet A 14.05
- 'Type H Room Layout' Project 15103*B7* Sheet A 14.06
- 'Type I Room Layout' Project 15103*B7* Sheet A 14.07

stamped as approved on 17 May 2018

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

2. This consent shall not be exercised and no work or activity associated with it may be commenced or continued until the following charges have been paid in full: all charges fixed in accordance with section 36(1) of the Resource Management Act 1991 and any finalised, additional charges under section 36(3) of the Act.
3. The consent holder is liable for costs associated with the monitoring of this resource consent under Section 35 of the Resource Management Act 1991.
4. Prior to any HVAC equipment for guest rooms being installed in Building 7 the consent holder shall engage a suitably qualified and experienced acoustics expert at detailed design stage to advise on the Heating, Ventilation and Air Conditioning (HVAC) design to enable compliance with noise limits of 35 dB LAeq(1 min) on High Setting and 30 dB LAeq(1 min) on Low Setting from the ventilation systems in guest-rooms. A report from the expert certifying that the design is capable of achieving these requirements shall be submitted to the Queenstown Lakes District Council Monitoring Team for certification.
5. Prior to the opening of the visitor accommodation operation, the consent holder shall engage a suitably qualified and experienced acoustics expert to measure the internal sound level from HVAC systems within guest-rooms. Noise levels shall be measured at a distance of 1.5 metres from any diffuser. A report summarising the results of testing shall be submitted to the Queenstown Lakes District Council Monitoring Team for certification within 2 weeks of the testing, to the satisfaction of Queenstown Lakes District Council, The report shall confirm that the HVAC equipment complies with the noise limits detailed under condition 57.
6. There shall be no more than 120 rooms within the visitor accommodation facility approved with Building 7

7. The total gross floor area of Building 7 used for visitor accommodation activities shall not exceed 6540m².

**APPROVED PLAN:
RM180271**

Thursday, 17 May 2018



1

South East view



2

North East view

RESOURCE CONSENT

A 05/12/17

RC
Revisions



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Job

Five Mile

Building 7

Grant Rd.

Queenstown 9300

Sheet

B7 Hotel

Images

Scale
AS SHOWN

Drawn
DM

Checked

Date

JCY

DEC 2017

Project no
15103*B7*

Sheet
A 10-01

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM180271

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1 South West view



2 North East view

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15103*B7*	B7-10-02



1 Proposed Kitchen and Roof Plant Screen View

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Project no	Sheet
15103*B7*	A 10-04



CARPARKS			
ACCESSIBILITY CARPARKS TO COMPLY WITH NZS4121			
Zones	Description	B.7 Consented	Accessible Consented
A	MAIN PARKING FIELD	326	10
B	FRONT OF BUILDING 1	70	3
B	CAMPER VAN PARKING	0	0
C	B2 (UNCOVERED REAR)	127	0
C	B2 (BASEMENT)	262	3
D	B7 (BASEMENT)	59	2
E	B2 UNCOVERED REAR	22	0
F	BUILDING 8	142	3
F	CAMPER VAN PARKING	13	3
	TOTAL PROVIDED	1021	24
	No SPACE REQUIRED	1132	18
	SHORTFALL	111	0

5 MILE 15103*B7*	
5 MILE BUILDING COVERAGE	
BUILDING	AREA (m2)
BLD 1	2514.0
BLD 2 & 3	10033.0
BLD 4	3304.0
BLD 5 & 6	8729.3
BLD 7	3351.0
BLD 8	1333.3
TOTAL BUILDING COVERAGE	29264.6
TOTAL SITE AREA	78267.0
TOTAL COVERAGE %	37.4

MASTER SITE LEGEND	
	EXISTING BUILDINGS
	BUILDING 7
	STREETS
	CARPARKS
	FOOTPATHS
	GREEN AREAS

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B7 Hotel
Master Site Plan

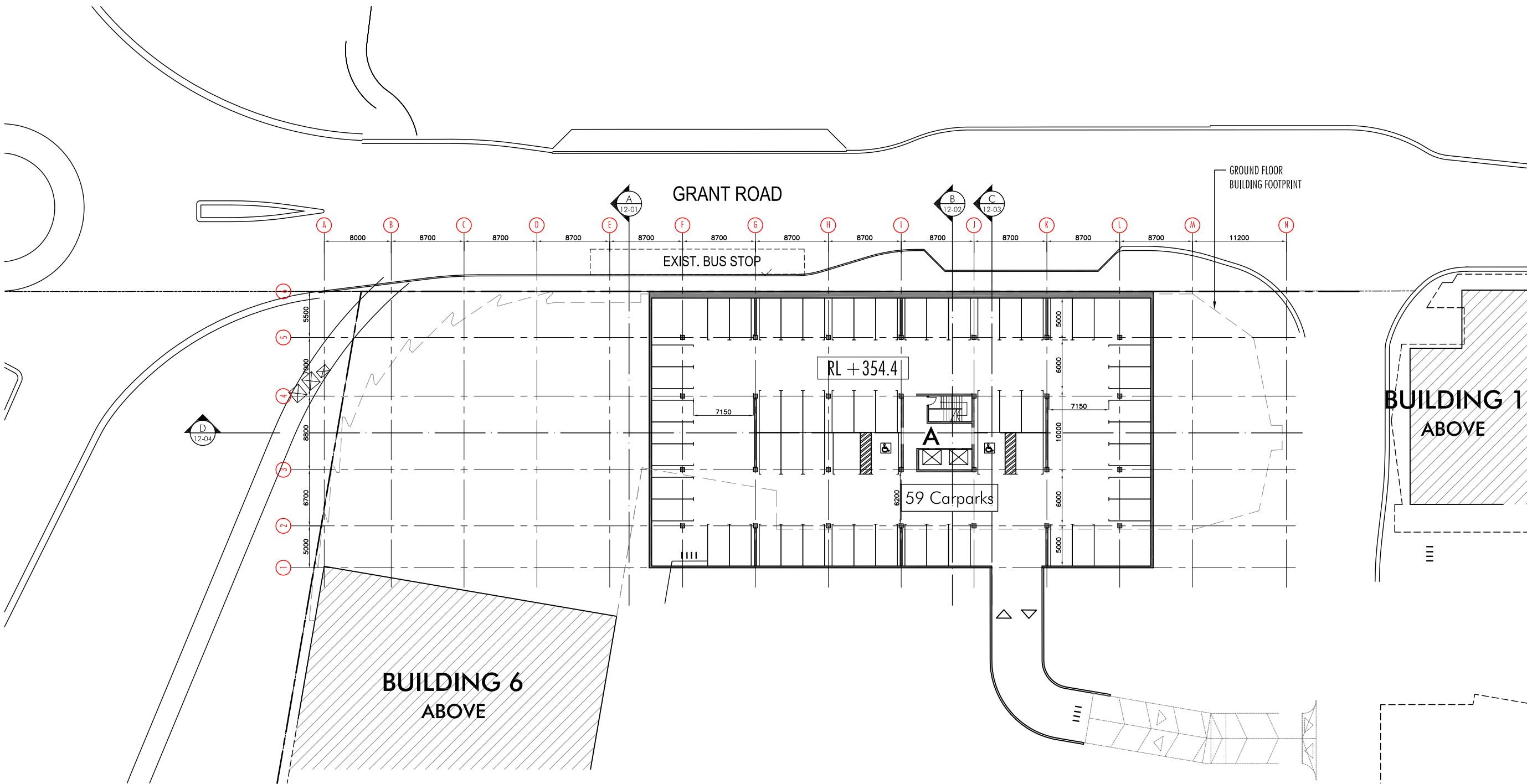
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APPROVED PLAN:
RM180271

Thursday, 17 May 2018

1 Master site plan - Building 7
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Project no	Sheet
15103*B7*	A 10-03



1 Basement Plan
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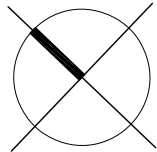
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BUILDING 7 S.127 PRE APP		BASEMENT AREAS
AREAS	SUB-ZONE	TOTAL AREA (m2)
GFA		1986.6
PARKING & CAR PATHS		1905.7
CIRCULATION	A	80.9
RAMP		284.5

NOTE: ACCESSIBILITY CARPARKS TO COMPLY WITH
NZS4121



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Five Mile
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Sheet
Basement Plan

Scale
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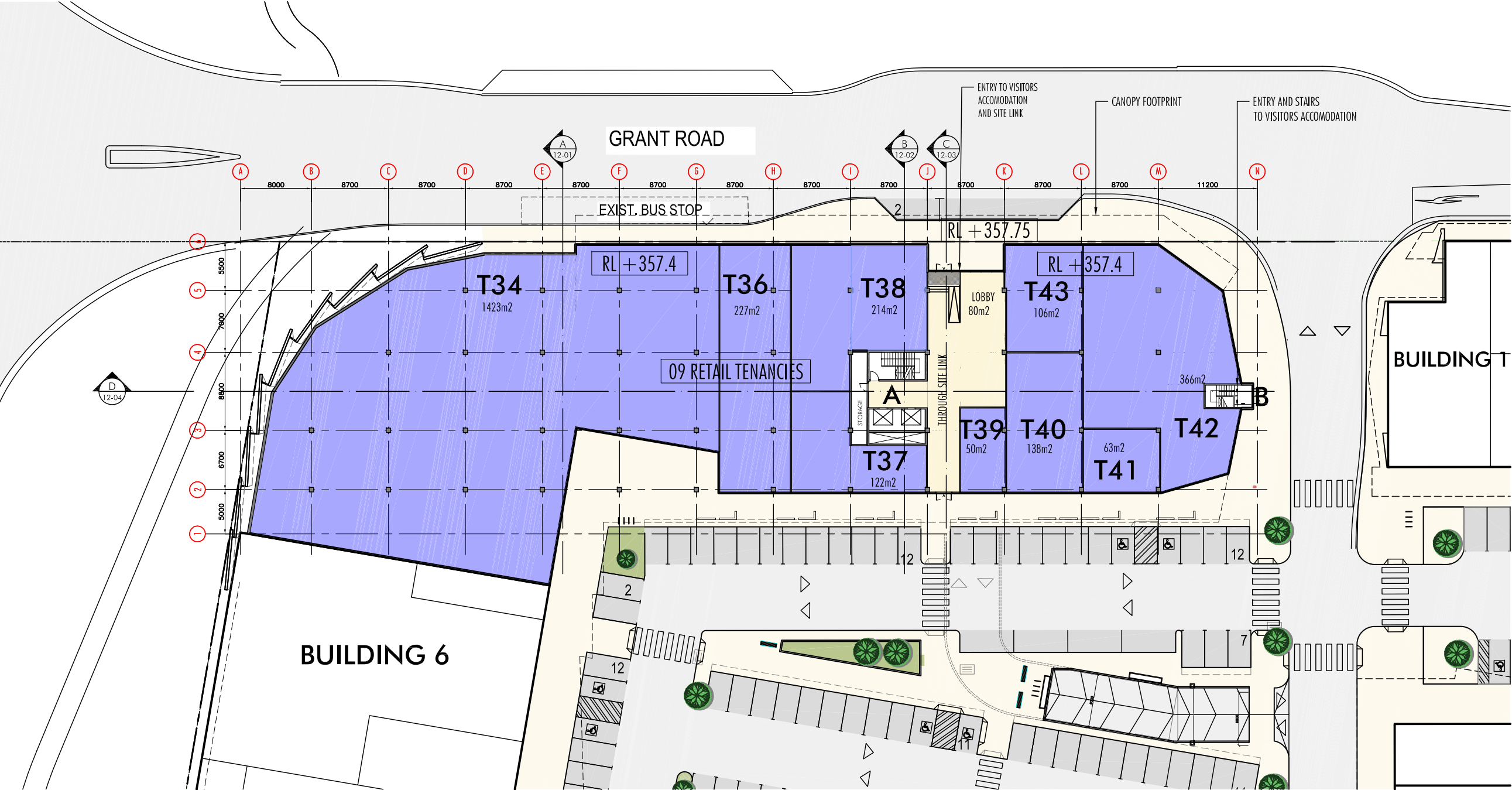
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15103*B7*

Drawn
DM

Date
DEC 2017

Sheet
A 11-01



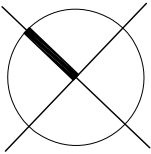
1 Ground floor Plan
1:500@A3

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APPROVED PLAN:
RM180271

Thursday, 17 May 2018

BUILDING 7 S.127 PRE APP. GROUND FLOOR AREAS			
GROUND FLOOR AREAS	SUB. ZONE	AREA (m2)	TOTAL AREA (m2)
O/A GFA	--	3019	3019.0
NLA			2733.0
	T34	1423	
	T36	251	
	T37	122	
	T38	214	
	T39	50	
	T40	138	
	T41	63	
	T42	366	
	T43	106	
LOBBY	--	77.9	77.9
CIRCULATION			109.7
	A	94	
	B	15.7	
TSL		91.2	91.2



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Ground floor Plan

Scale
1:500@A3

Drawn
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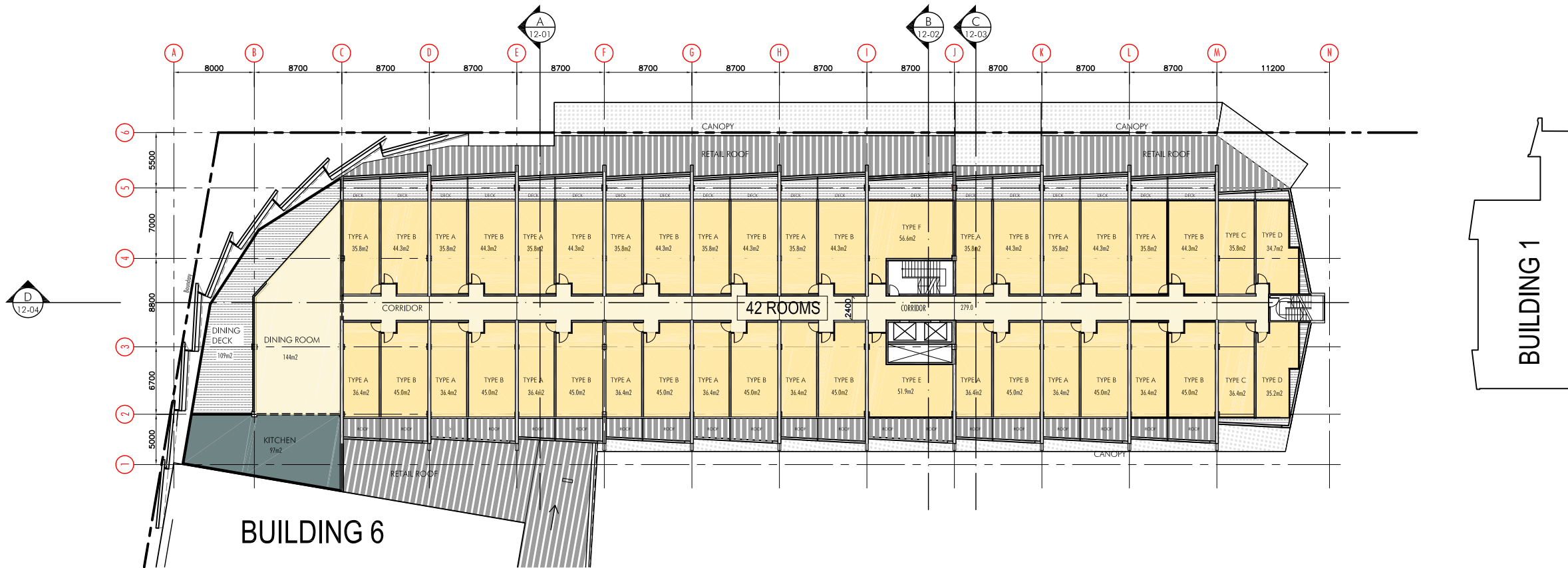
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Project no
15103*B7*

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A 11-02

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RM180271

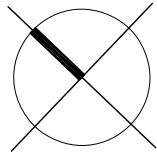
Thursday, 17 May 2018



1 First floor Plan
1:500@A3

5 MILE15103*B7*				
BUILDING 7 HOTEL				
FIRST FLOOR	QTY	SUB-ZONE	No of BEDS	TOTAL BEDS
ROOMS	18	TYPE A	1	18
	18	TYPE B	1	
	2	TYPE C	1	
	2	TYPE D	1	
	1	TYPE E	1	
	1	TYPE F	2	
	42			43

5 MILE15103*B7*					
BUILDING 7 RESOURCE CONSENT FIRST FLOOR AREAS					
FIRST FLOOR AREAS	QT	SUB-ZONE	AREA (m2)	SUB-TOTAL	TOTAL (m2)
GFA		--	2650.0		2644.0
ROOMS					1704.1
	9	TYPE A -1	35.8	322.2	
	9	TYPE A -2	36.5	328.5	
	9	TYPE B-1	44.3	398.7	
	9	TYPE B-2	44.9	404.1	
	1	TYPE C-1	35.8	35.8	
	1	TYPE C-2	36.4	36.4	
	1	TYPE D-1	34.7	34.7	
	1	TYPE D-2	35.2	35.2	
	1	TYPE E	51.9	51.9	
42 ROOMS	1	TYPE F	56.6	56.6	
CORRIDOR + CIRCULATION	1	--	351.0	351	351.0
KITCHEN	1		97	97	241
DINING	1		144	144	
DECKS					347.9
	10	TYPES A + B -1 / F	21.6	216	
	1	C + D -1	12	12	
	1	C + D -2	10.9	10.9	
	1	DINING DECK	109	109	



RESOURCE CONSENT

A 05/12/17 RC Revisions



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Five Mile
Building 7
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B7 Hotel
First floor Plan

Scale
1:500@A3

Checked
JCY

Drawn
DM

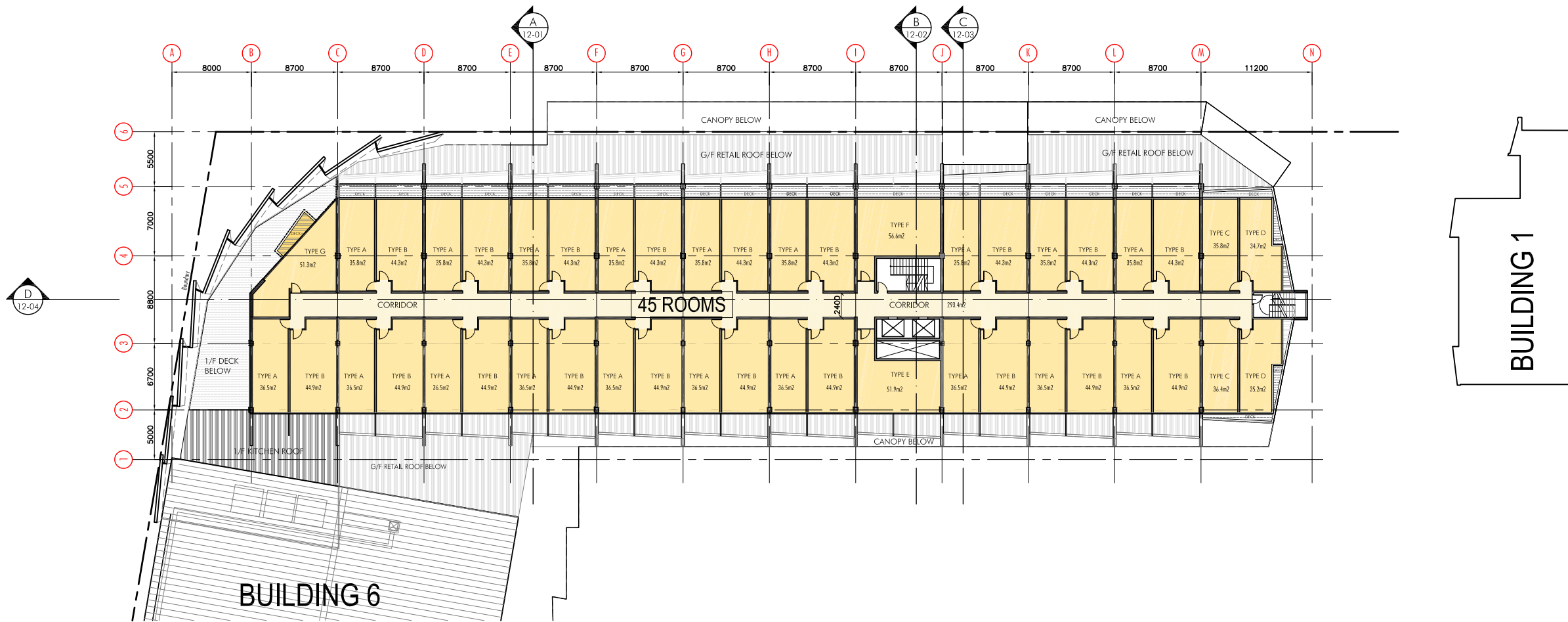
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DEC 2017

Project no
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APPROVED PLAN:
RM180271

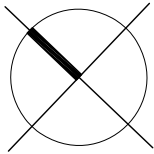
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1 Second floor Plan
1:500@A3

5 MILE15103*B7*				
BUILDING 7 HOTEL				
SECOND FLOOR	QTY	SUB-ZONE	No of BEDS	TOTAL BEDS
ROOMS	19	TYPE A	1	19
	19	TYPE B	1	19
	2	TYPE C	1	2
	2	TYPE D	1	2
	1	TYPE E	1	1
	1	TYPE F	2	2
	1	TYPE G	2	2
	45			47

5 MILE15103*B7*					
BUILDING 7 RESOURCE CONSENT SECOND FLOOR AREAS					
SECOND FLOOR	QT	SUB-ZONE	AREA (m2)	SUB-TOTAL	TOTAL AREA (m2)
GFA		--	2369.7		2369.7
ROOMS					1836.8
	9	TYPE A-1	35.8	322.2	
	10	TYPE A-2	36.5	365	
	9	TYPE B-1	44.3	398.7	
	10	TYPE B-2	44.9	449	
	1	TYPE C-1	35.8	35.8	
	1	TYPE C-2	36.4	36.4	
	1	TYPE D-1	34.7	34.7	
	1	TYPE D-2	35.2	35.2	
	1	TYPE E	51.9	51.9	
	1	TYPE F	56.6	56.6	
24 ROOMS	1	TYPE G	51.3	51.3	
CORRIDOR + CIRCULATION	1	--	365.0	365	365.0
DECKS					167.9
	10	TYPES A + B -1 / F	13.8	138	
	1	C + D -1	12	12	
	1	C + D -2	10.9	10.9	
	1	TYPE G	7	7	



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Job
Five Mile
Building 7
Grant Rd.
Queenstown 9300

Sheet
B7 Hotel
Second floor Plan

Scale
1:500@A3

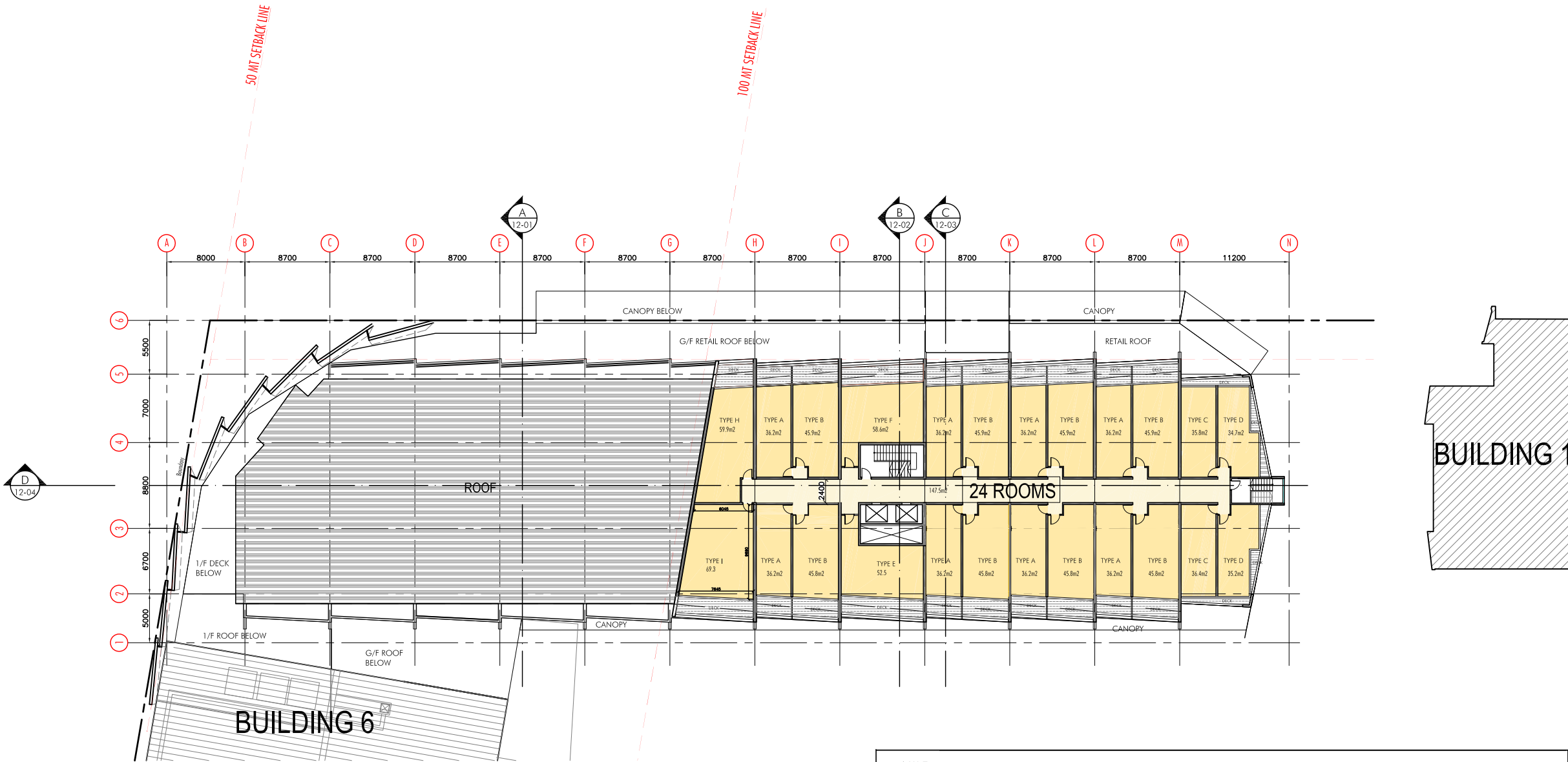
Drawn
DM

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JCY

Date
DEC 2017

Project no
15103*B7*

Sheet
A 11-04



1 Pavilion Plan
1:500@A3

5 MILE 15103*B7*				
BUILDING 7 HOTEL				
PAVILLION	QTY	SUB-ZONE	No of BEDS	TOTAL BEDS
ROOMS	8	TYPE A	1	8
	8	TYPE B	1	8
	2	TYPE C	1	2
	2	TYPE D	1	2
	1	TYPE E	1	1
	1	TYPE F	2	2
	1	TYPE H	2	2
	1	TYPE I	2	2
	24			27

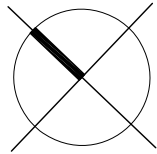
5 MILE B7 HOTEL 15103*B7*					
ROOMS V/S OCCUPATION COMPARISON					
EXISTING RC VISITORS ACCOMODATION			PROPOSED HOTEL		
FLOOR	ROOMS / APT.	No BEDS	ROOMS	BEDS	DUAL KEY
FIRST FLOOR	34	45	42	43	18
SECOND FLOOR	24	45	45	47	19
PAVILLION	12	28	24	27	8
TOTAL	70	118	111	117	45

5 MILE 15103*B7*					
BUILDING 7 RESOURCE CONSENT PAVILLION AREAS					
PAVILLION	QT	SUB-ZONE	AREA (m2)	SUB-TOTAL	TOTAL (m2)
GFA		--	#REF!		1519.4
ROOMS					1040.0
	8	TYPE A	36.2	289.6	
	8	TYPE B	45.8	366.4	
	1	TYPE C-1	35.8	35.8	
	1	TYPE C-2	36.4	36.4	
	1	TYPE D-1	34.7	34.7	
	1	TYPE D-2	35.2	35.2	
	1	TYPE E	52.5	52.5	
	1	TYPE F	58.6	58.6	
	1	TYPE H	59.9	59.9	
	1	TYPE I	70.9	70.9	
CORRIDOR + CIRCULATION	1	--	221.0	221	221.0
DECKS					258.4
	10	DUAL KEY & E & F	20.6	206	
	1	CORNER GRANT RD	12	12	
	1	CORNER CARPARK	10.9	10.9	
	1	TYPE H	11.5	11.5	
	1	TYPE I	18	18	

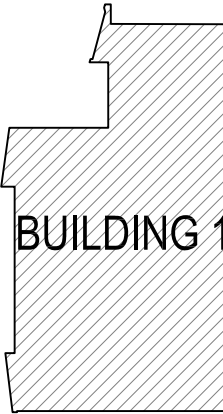
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Building 7
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B7 Hotel
Pavilion Plan

Scale
1:500@A3

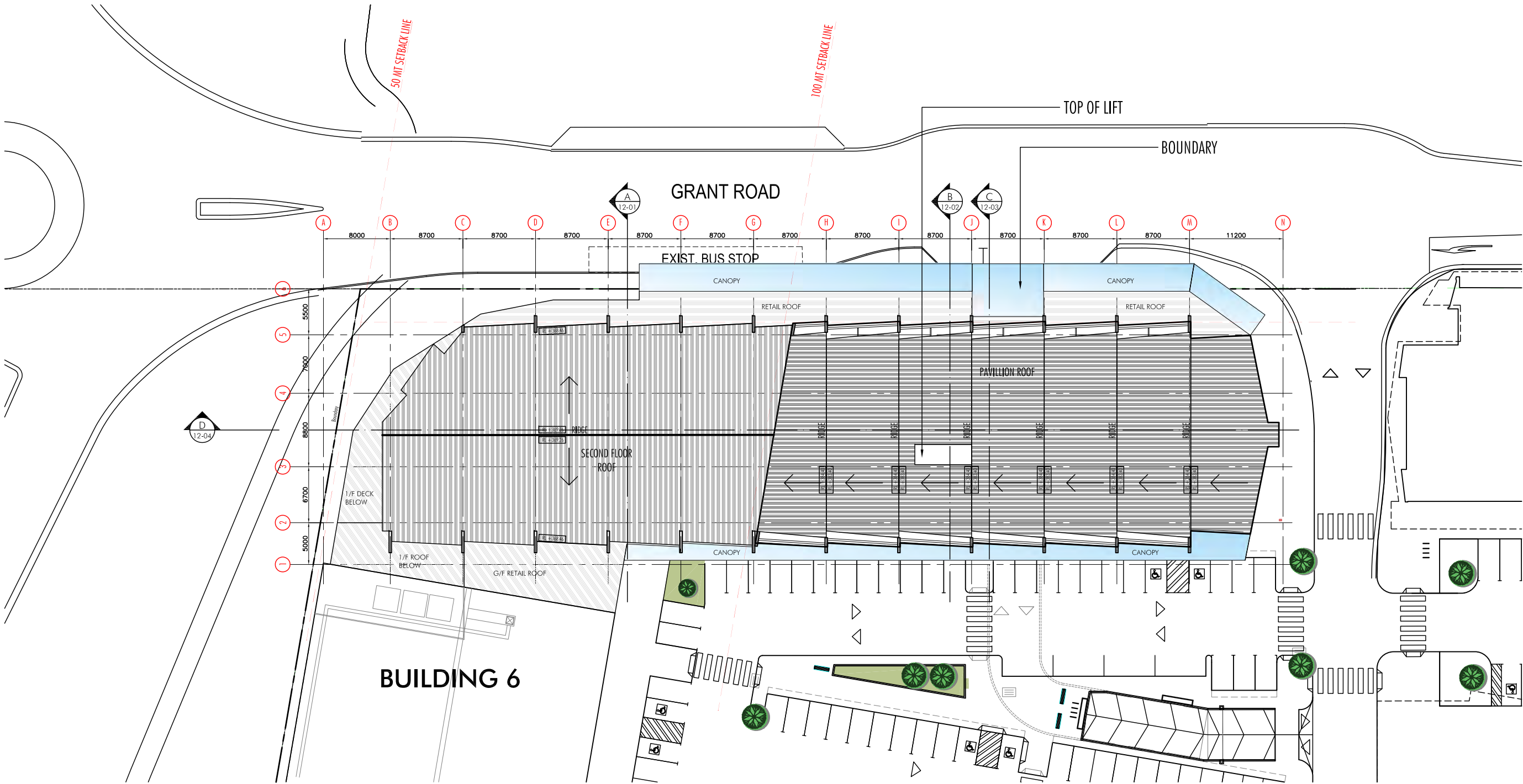
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Date
DEC 2017

Project no
15103*B7*

Sheet
A 11-05

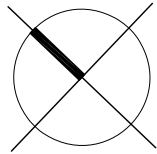


1 Roof Plan
1:500@A3

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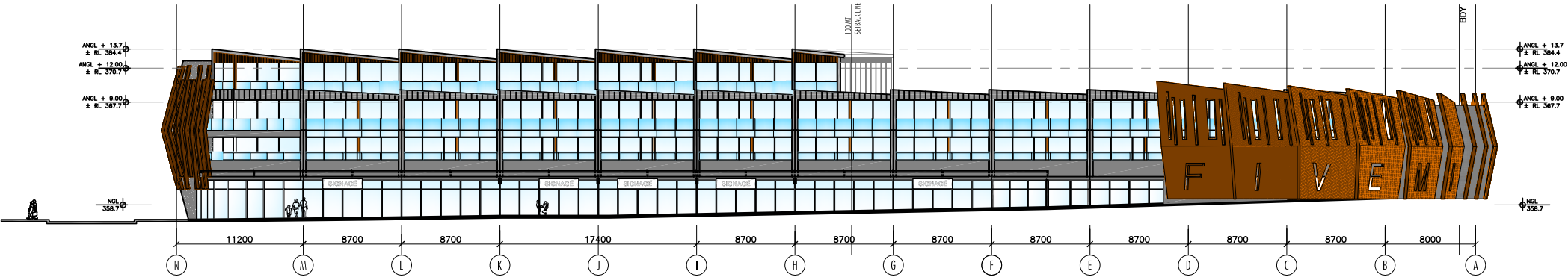
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Five Mile
Building 7
Grant Rd.
Queenstown 9300

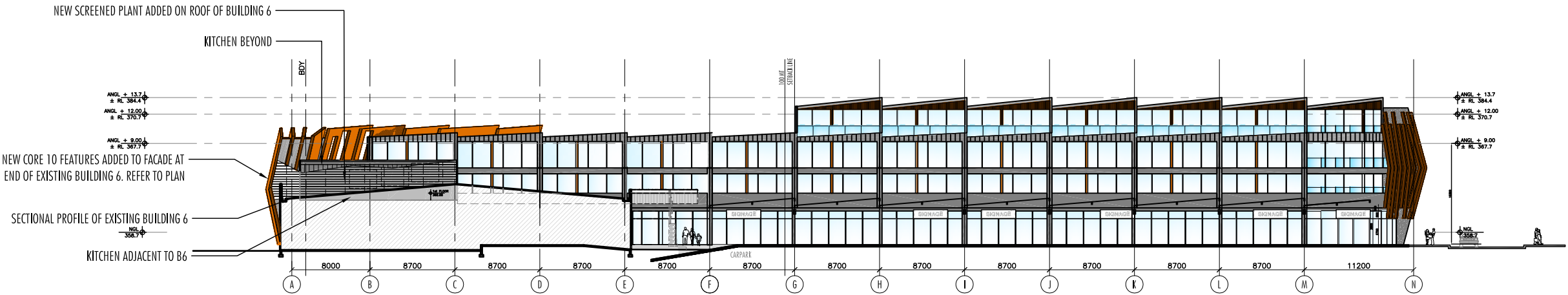
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Roof Plan

Scale	Drawn
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Checked	Date
JCY	DEC 2017
Project no	Sheet
15103*B7*	A 11-06



1 NE elevation
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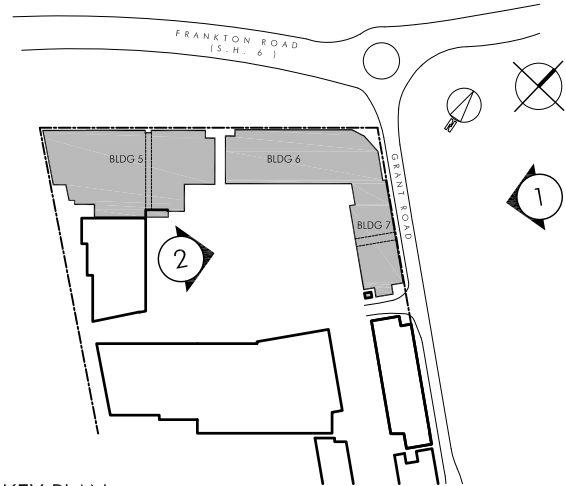


2 SW elevation
1:500@A3

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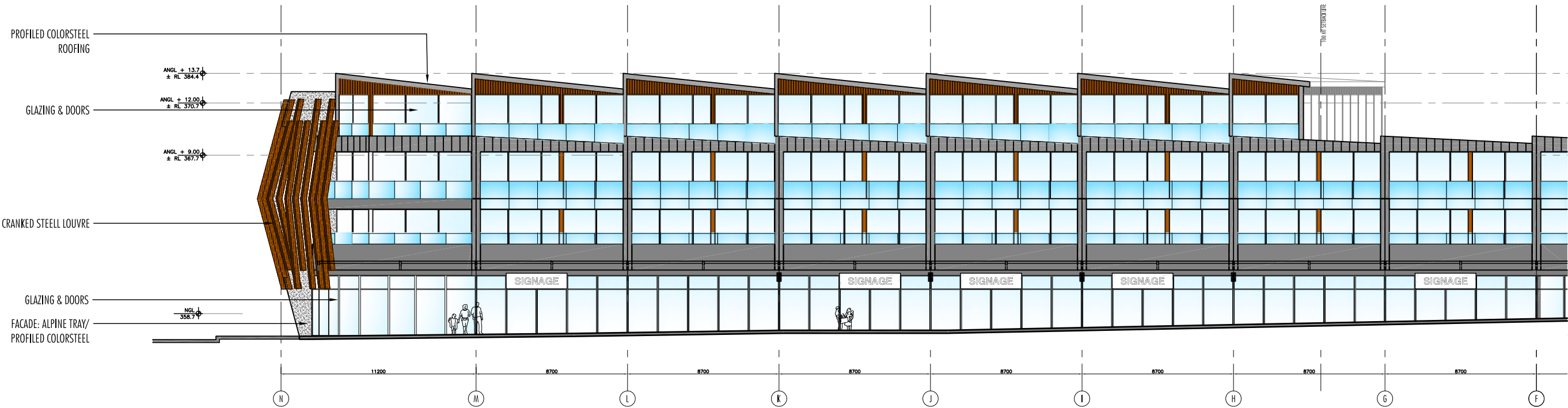
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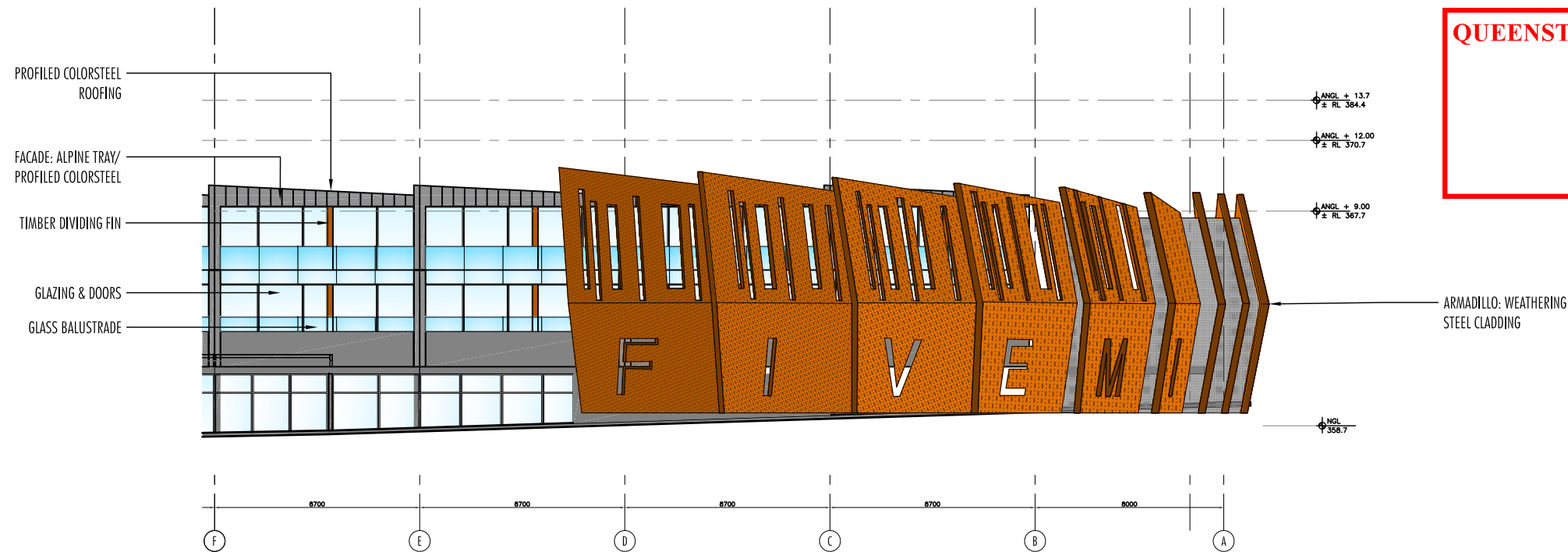
Job
Five Mile
Building 7
Grant Rd.
Queenstown 9300

Sheet
NE & SW
Elevations

Scale	Drawn
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Checked	Date
JCY	DEC 2017
Project no	Sheet
15103*B7*	A 13-01



1 NE elevation Part 1
1:250@A3

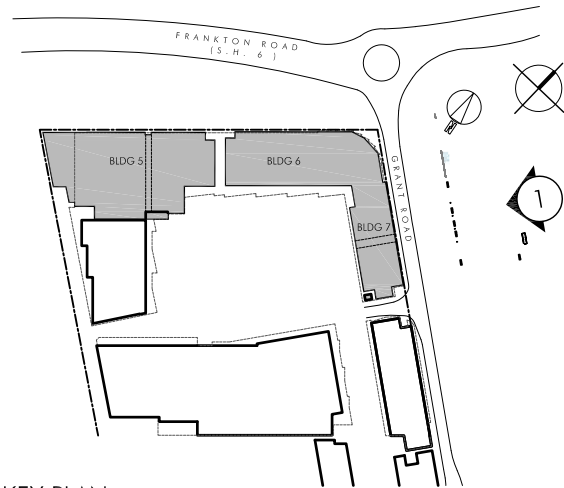


1 NE elevation Part 2
1:250@A3

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Job

Five Mile

Building 7

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Sheet

NE

Elevation

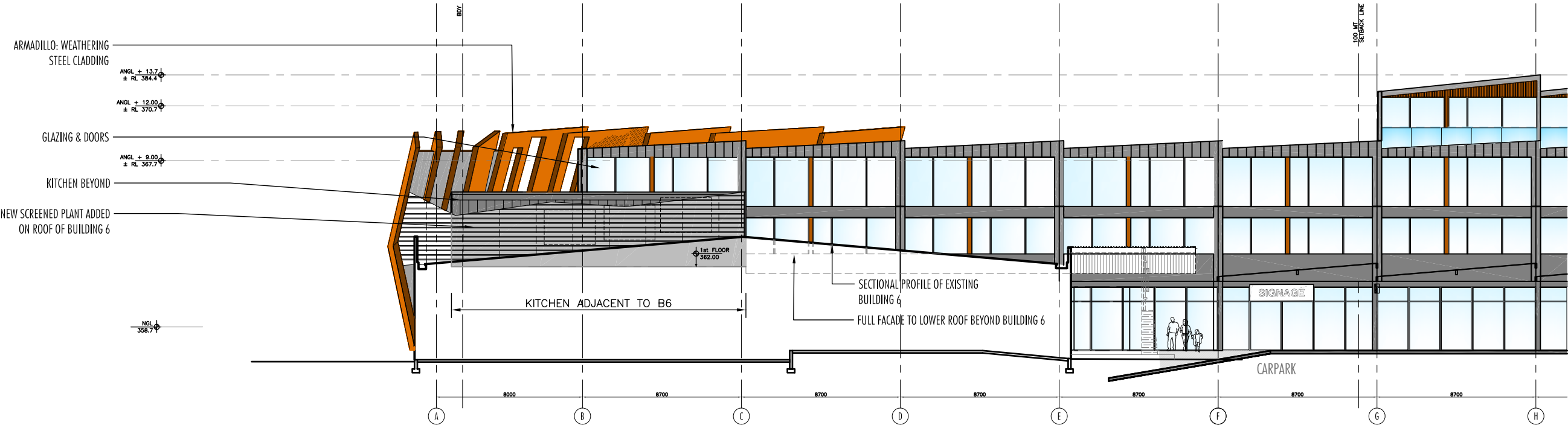
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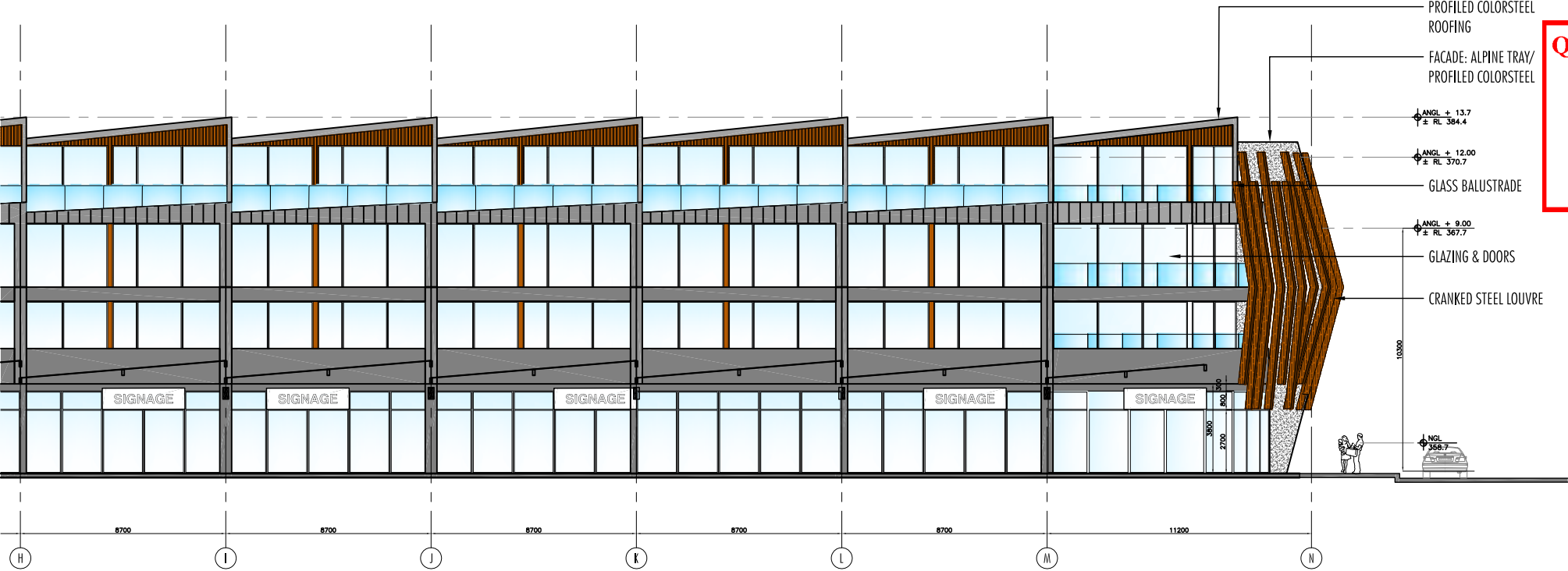
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JCY DEC 2017

Project no 15103*B7* Sheet A 13-02



2 SW elevation Part 1
1:250@A3



2 SW elevation Part 2
1:250@A3

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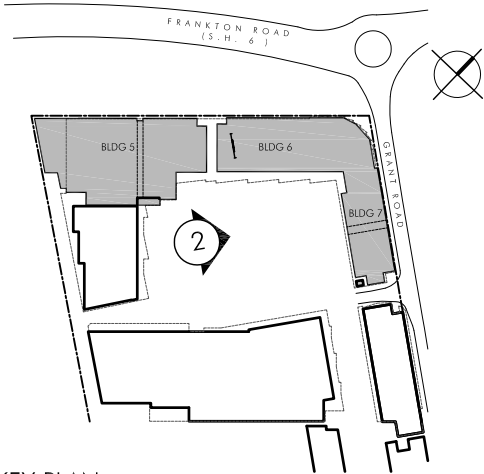


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Five Mile
Building 7
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KEY PLAN

Sheet

SW
Elevation

Scale
1:250@A3

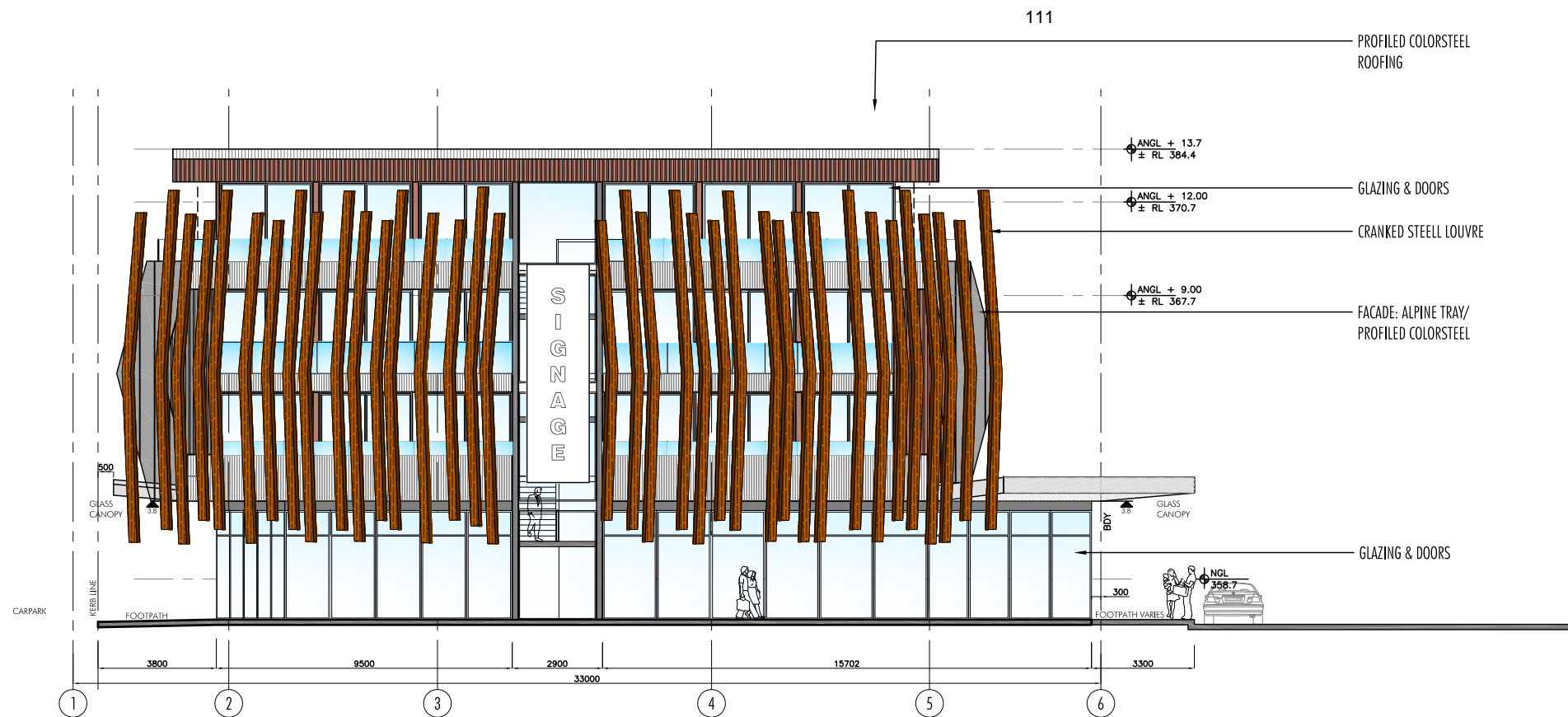
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DM

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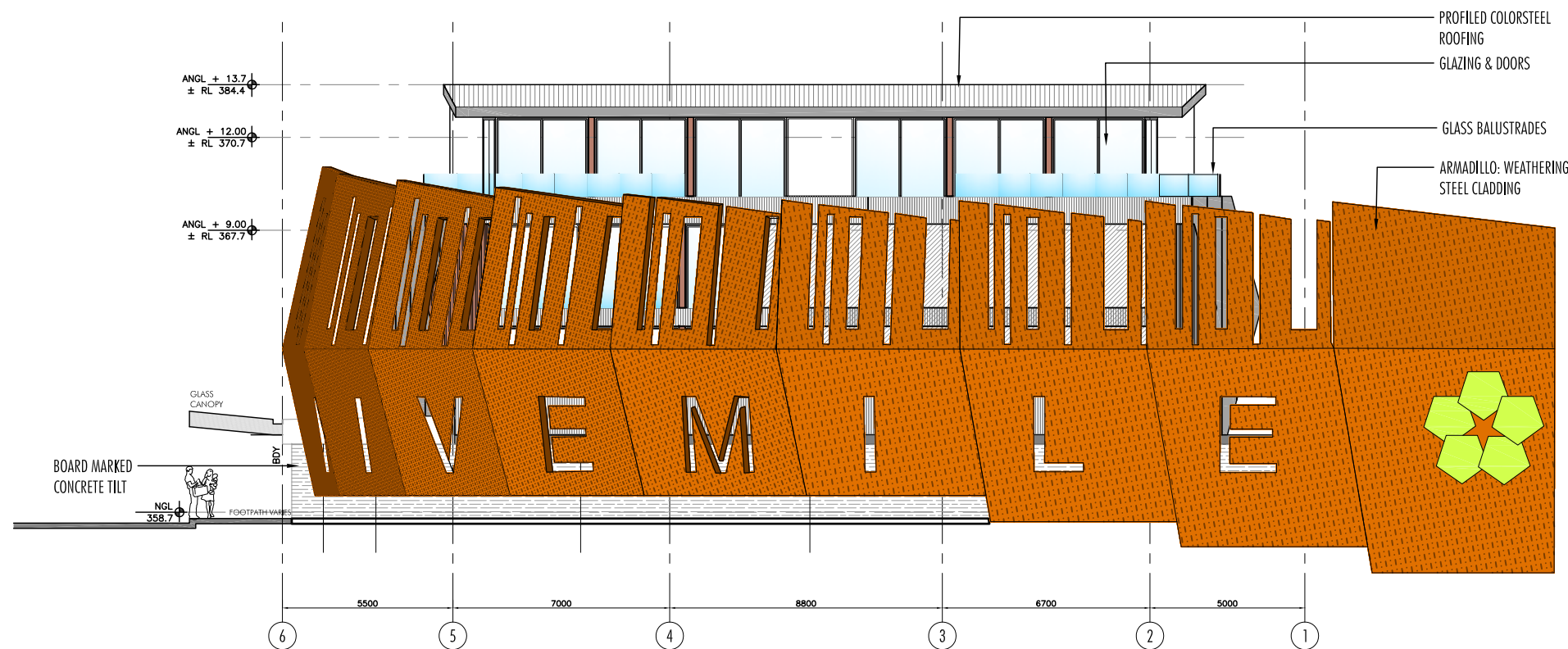
Date
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Project no
15103*B7*

Sheet
A 13-03



3 SE elevation
1:200@A3



4 NW elevation
1:200@A3

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Five Mile

Building 7

Grant Rd.

Queenstown 9300

Sheet

SE & NW

Elevations

Scale Drawn

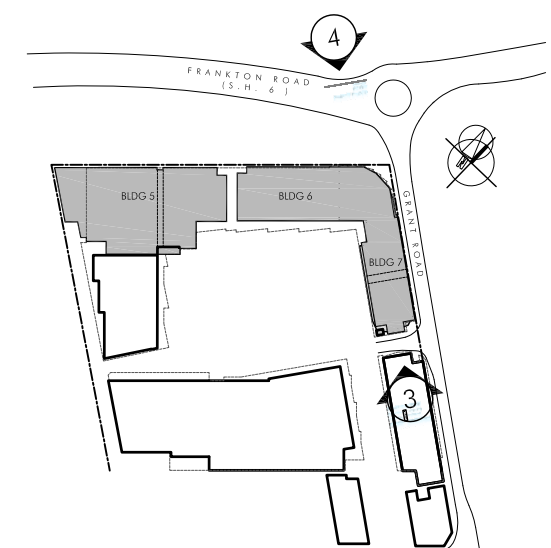
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Project no Sheet

15103*B7* A 13-04



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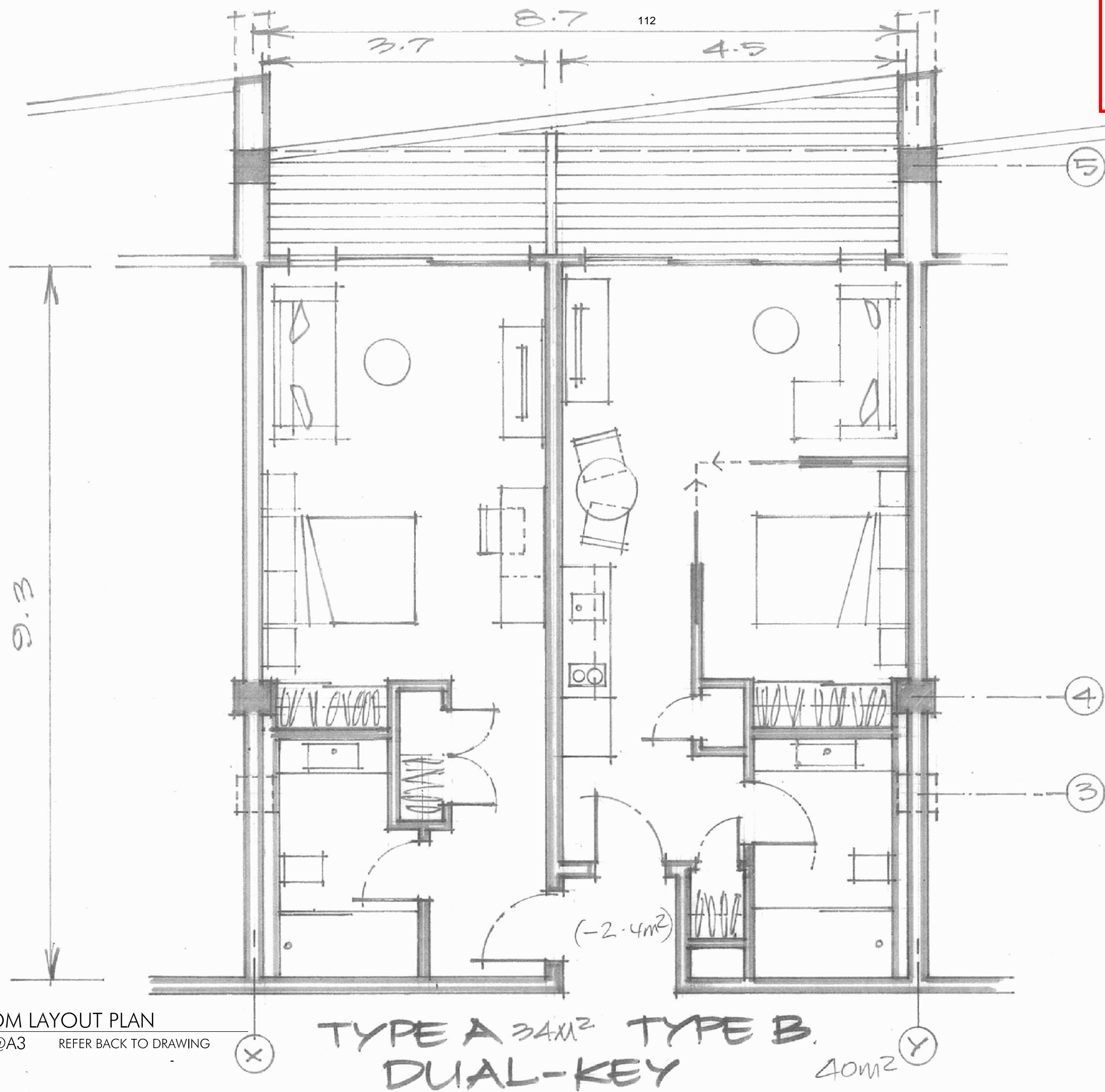
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Job
Five Mile
Building 7
Grant Rd.
Queenstown 9300

Sheet

B7 Hotel
TYPE A & B ROOM LAYOUT

Scale	Drawn
1:50@A3	SJ
Checked	Date
JCY	DEC 2017
Project no	Sheet
15103*B7*	A 14-01



01 ROOM LAYOUT PLAN
1/50@A3 REFER BACK TO DRAWING

TYPE A 34m² TYPE B 40m²
DUAL-KEY

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Job

Five Mile
Building 7
Grant Rd.

Queenstown 9300

Sheet

B7 Hotel
TYPE C & D ROOM LAYOUT

Scale Drawn

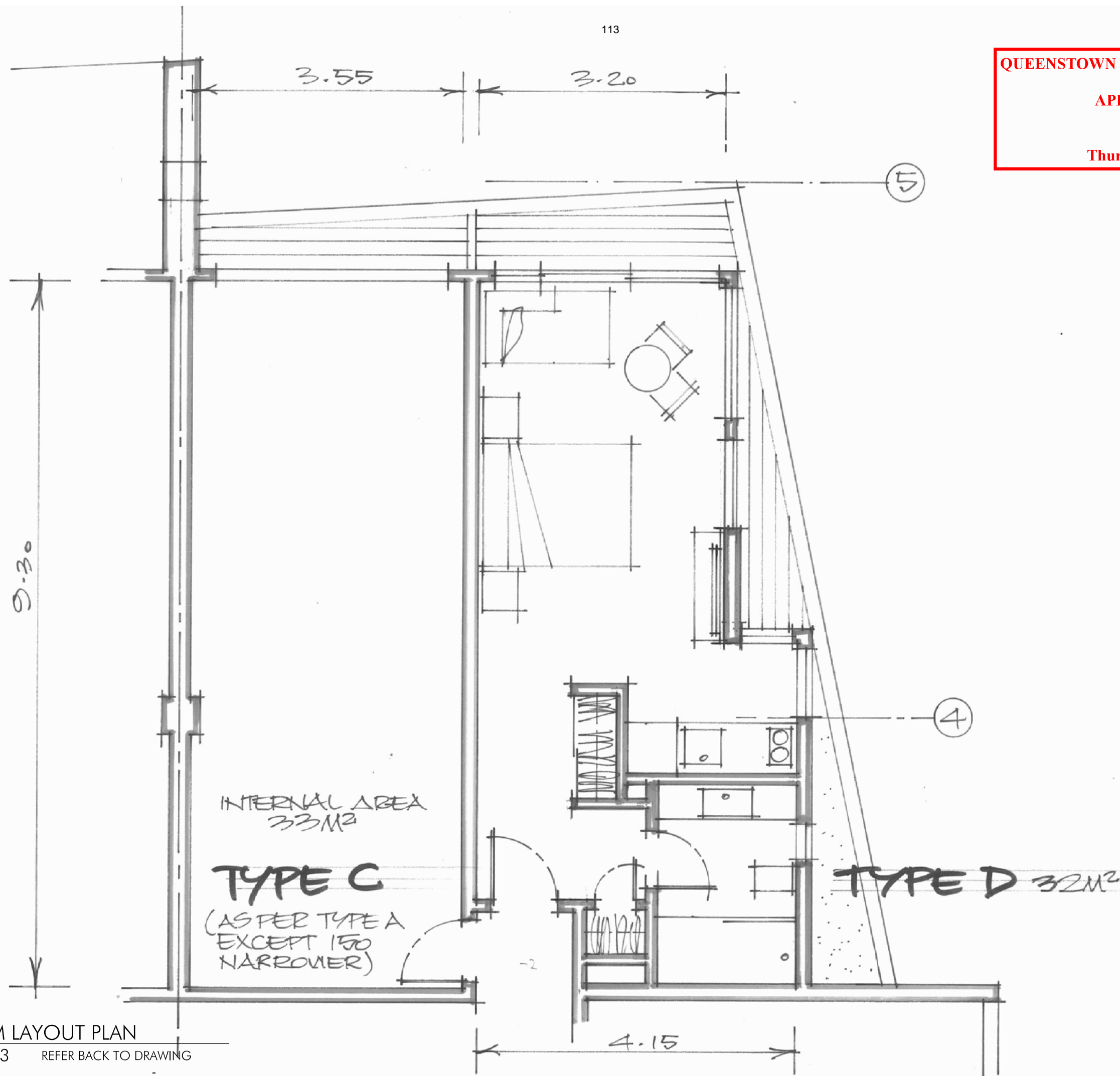
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Project no Sheet

15103*B7* A 14-02



01

ROOM LAYOUT PLAN

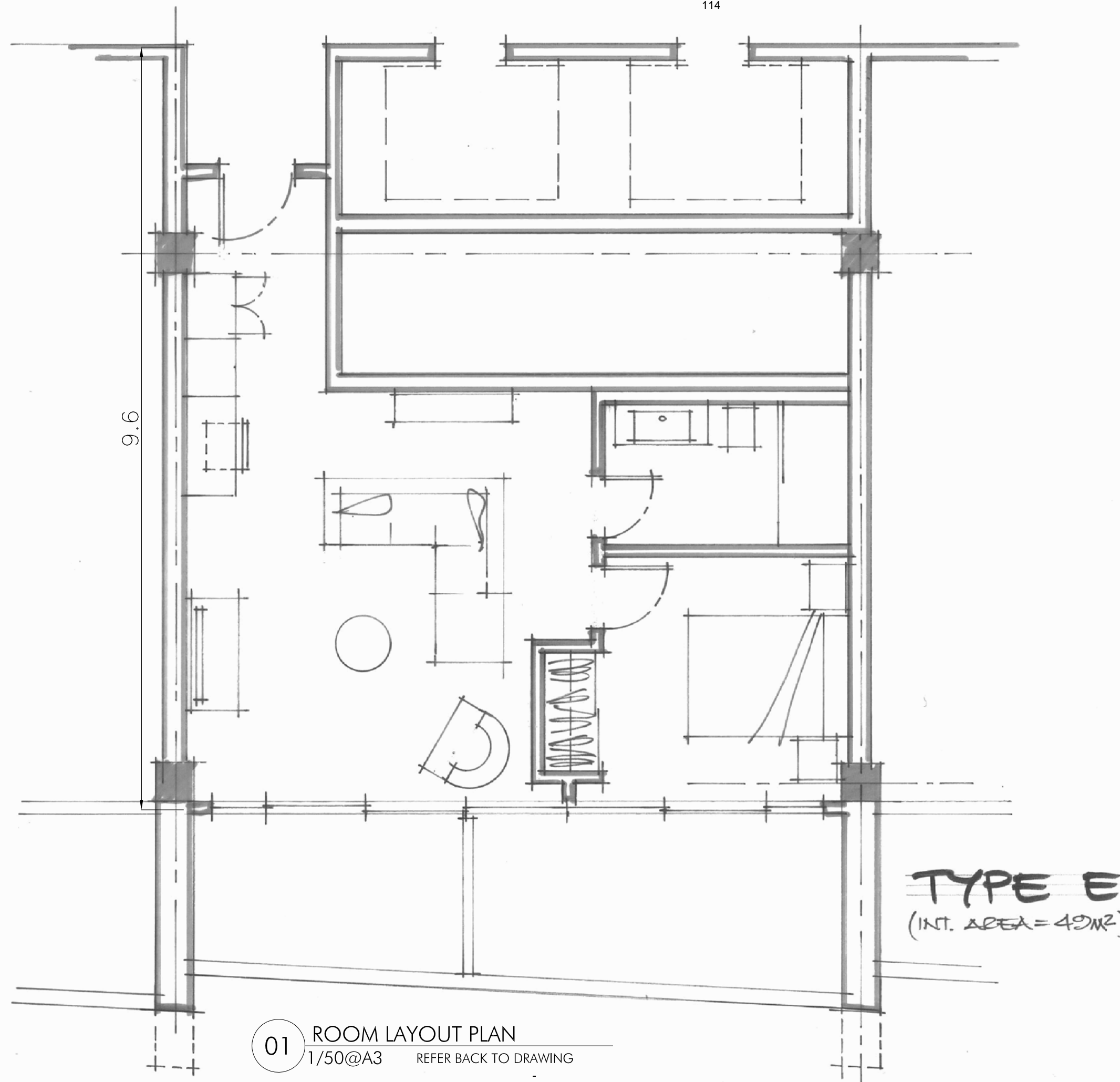
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Job

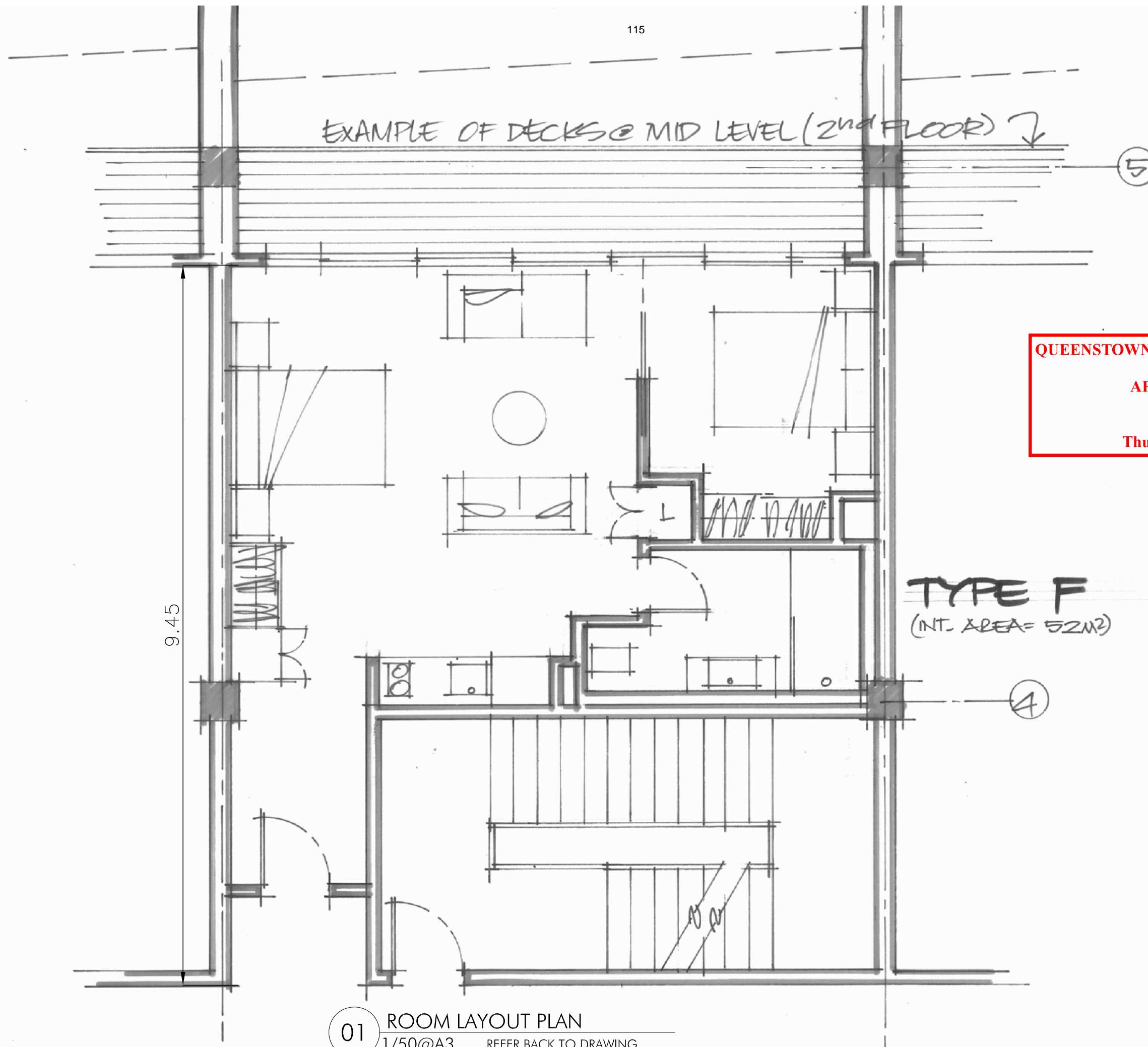
Five Mile
Building 7
Grant Rd.
Queenstown 9300

Sheet

B7 Hotel
TYPE E ROOM LAYOUT

Scale	Drawn
1:50@A3	SJ
Checked	Date
JCY	DEC 2017

Project no	Sheet
15103*B7*	A 14-03



01 ROOM LAYOUT PLAN
1/50@A3 REFER BACK TO DRAWING

DEVELOP DESIGN

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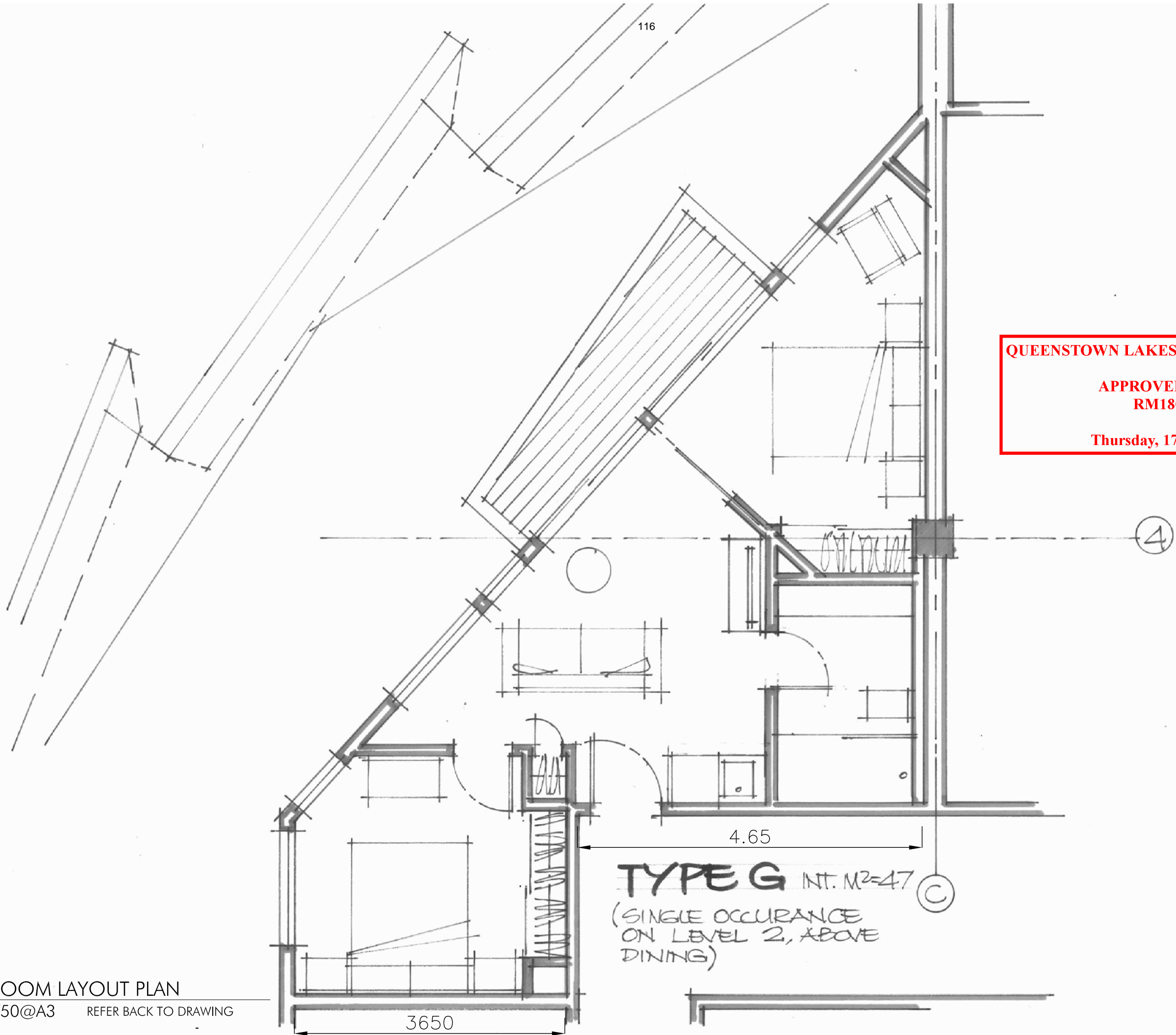
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Job
Five Mile
Building 7
Grant Rd.
Queenstown 9300

Sheet

B7 Hotel
TYPE F ROOM LAYOUT

Scale	Drawn
1:50@A3	SJ
Checked	Date
JCY	DEC 2017
Project no	Sheet
15103*B7*	A 14-04



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Job
Five Mile
Building 7
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Sheet

B7 Hotel
TYPE G ROOM LAYOUT

Scale	Drawn
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Checked	Date
JCY	DEC 2017

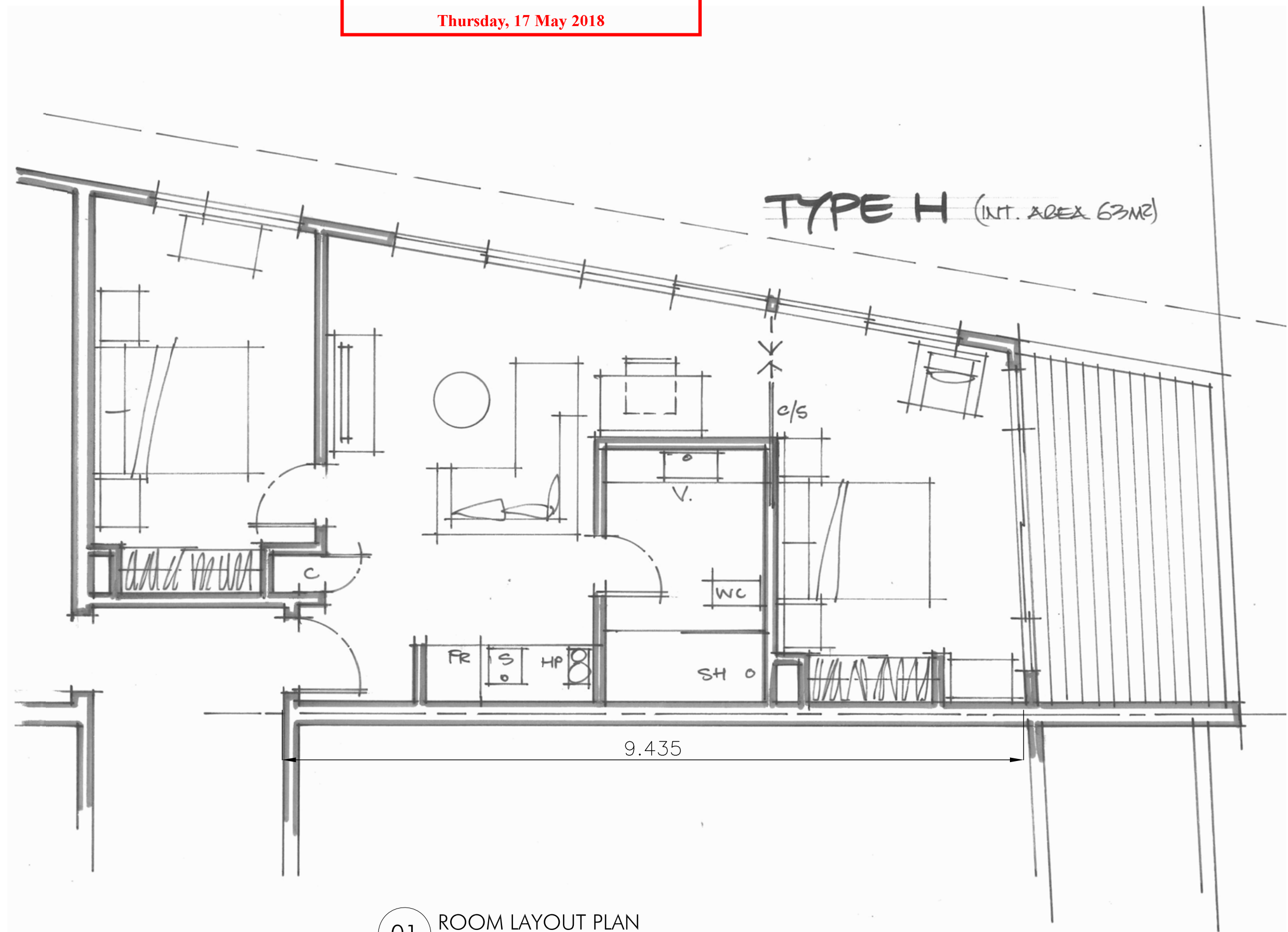
Project no	Sheet
15103*B7*	A 14-05

01

ROOM LAYOUT PLAN

1/50@A3

REFER BACK TO DRAWING



01

ROOM LAYOUT PLAN
1/50@A3 REFER BACK TO DRAWING

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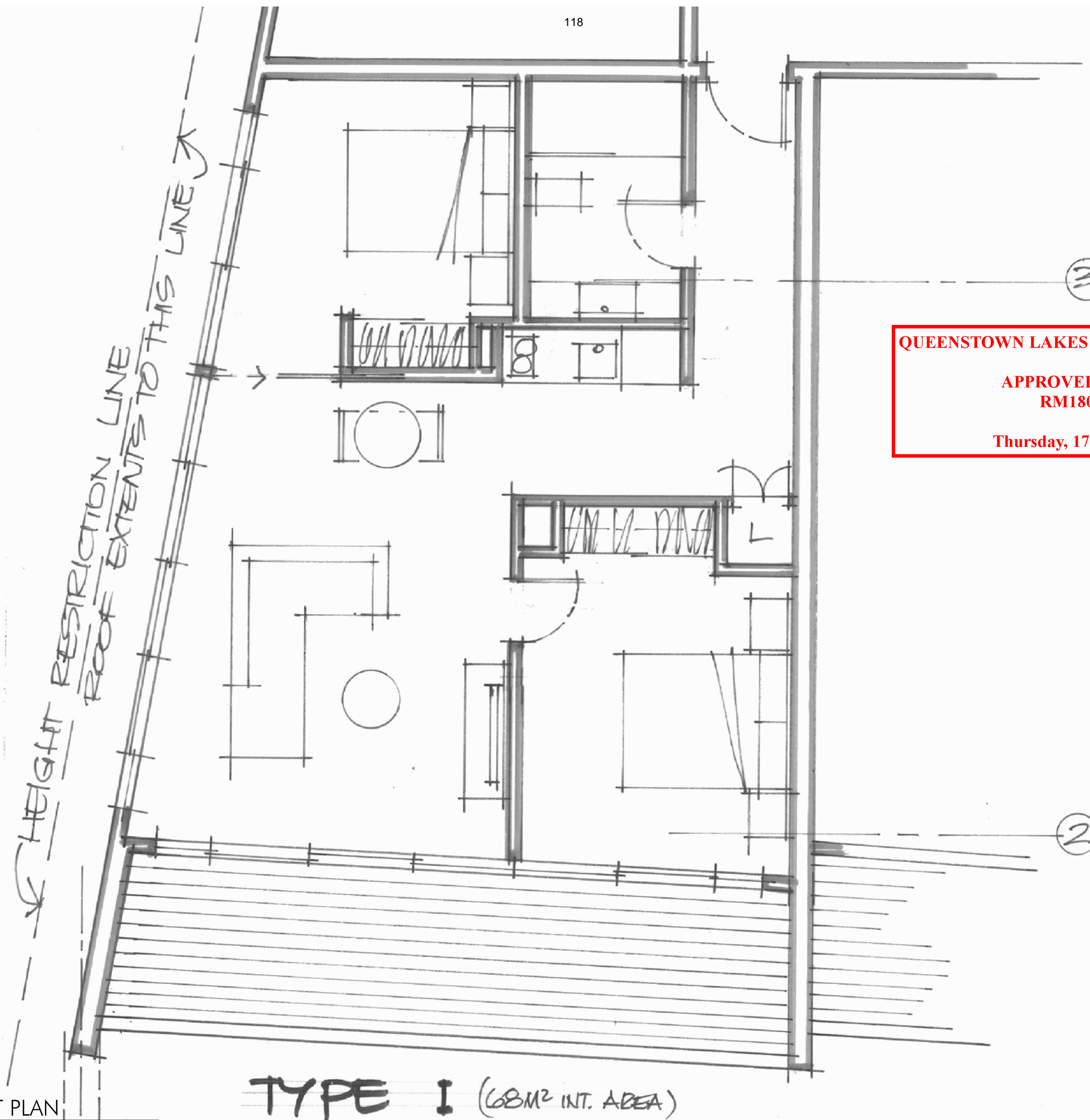
Job
Five Mile
Building 7
Grant Rd.
Queenstown 9300

Sheet

B7 Hotel
TYPE H ROOM LAYOUT

Scale	Drawn
1:50@A3	DM
Checked	Date
JCY	DEC 2017

Project no	Sheet
15103*B7*	A 14-06



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Five Mile
Building 7
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Sheet

B7 Hotel
TYPE I ROOM LAYOUT

Scale	Drawn
1:50@A3	DM
Checked	Date
JCY	May 2017

Project no	Sheet
15103*B7*	A 14-07

01

ROOM LAYOUT PLAN

1/50@A3

REFER BACK TO DRAWING

TYPE I (68M² INT. AREA)