

DECISION OF THE QUEENSTOWN LAKES DISTRICT COUNCIL

UNDER s104 RESOURCE MANAGEMENT ACT 1991

Applicant: Brecon Street Partnership Limited

RM reference: RM180507

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

(RMA) for Land Use Consent to establish a visitor accommodation activity comprising two hotels and associated commercial activities within four buildings, totalling 393 guest rooms and 12 ground floor

commercial tenancies.

Application under Section 348 of the Local Government Act 1974 (LGA)

to grant a Right of Way.

Location: 34 Brecon Street and Cemetery Road, Queenstown

Legal Description: Lot 1 Deposited Plan 27703 held in Record of Title OT19B/260

Road reserve (Cemetery Road)

Block LVI, Town of Queenstown, comprised in Identifier OT1B/1277 (for

proposed Right of Way)

Zoning: Queenstown Town Centre (Lakeview Sub-Zone)

Unzoned legal road (Cemetery Road)

Activity Status: Non-Complying

Notification Decision: Publicly Notified

Delegated Authority: Erin Stagg, Senior Planner

Final Decision: Granted Subject to Conditions

Date Decisions Issued: 28 June 2019

SUMMARY OF DECISIONS

- Pursuant to Section 104B of the RMA, consent is GRANTED SUBJECT TO CONDITIONS outlined in Annexure 1 of this decision imposed pursuant to Section 108 of the RMA. <u>The consent only applies if</u> the conditions outlined are met.
- 2. Consent is **GRANTED** pursuant to Section 348 of the LGA, subject to the conditions outlined in **Annexure 2** of this decision, imposed pursuant to Section 348 (2) of the LGA. <u>The consent only applies</u> 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 Erin Stagg, Senior Planner, as delegate for the Council.

1. PROPOSAL AND SITE DESCRIPTION

Section 2 of the Section 42A (S42A) report prepared for Council (attached as **Annexure 3**) provides a full description of the proposal, the site and surrounds and the consenting history.

NOTIFICATION, SUBMISSIONS AND OBLIGATION TO HOLD A HEARING

The application was publicly notified on 7 March 2019.

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 Alana Standish (Team Leader, Resource Consents) on 25 June 2019.

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 of the S42A report outlines Part 2 of the Act.

3.1 RELEVANT PLAN CONSIDERATIONS

The site is zoned Queenstown Town Centre – Lakeview Sub-Zone and the site includes land which is currently unzoned legal road. The proposed activity requires resource consent for the following reasons:

General matters

- A controlled activity for verandas in accordance with Rule 10.6.3.2 ii.
- A **controlled activity** for visitor accommodation, and for activities on 34 Brecon Street, in accordance with Rule 10.6.3.2 iv.
- A controlled activity for buildings located in the Lakeview Sub-zone in accordance with Rule 10.6.3.2vi.
- A controlled activity for a car parking area proposed in the Town Centre zone, in accordance with Rule 14.2.2.2i.
- A **restricted discretionary activity** for 'building and façade height' under Rules 10.6.3.2A v and 10.6.3.3 v, for exceeding the permitted 15.5m building height (site standard 10.6.5.1xi(d)). Discretion is restricted to the purpose of the site standard.
- A **restricted discretionary activity** under Rule 10.6.3.2A v and 10.6.3.3 v for a breach of site standard 10.6.5.1xiv(a)a relating to active frontages for the glazing being less than 80%. Glazing over 75% of the frontage is proposed. Discretion is restricted to the purpose of the site standard.
- A restricted discretionary activity under Rule 10.6.3.2A v and 10.6.3.3 v for a breach of site standard 10.6.5.1xiv(a)e relating to minimum ground floor depth of 8m. A minimum internal floor depth of approximately 7m is proposed. Discretion is restricted to the purpose of the site standard.

Earthworks matters

• A **restricted discretionary activity** for earthworks under Rule 22.3.2.3(a), for earthworks exceeding the maximum permitted volume of 500m³ under site standard 22.3.3i. A total volume of 17,449m³ is proposed within the site. A further 3,400m³ of earthworks is required for temporary batters outside the site.

- A **restricted discretionary activity** for earthworks under Rule 22.3.2.3(a), for earthworks exceeding the maximum permitted cut depth of 2.4m under site standard 22.3.3ii(b)(i). The proposed earthworks involve a maximum cut of up to 9m.
- A **restricted discretionary activity** for earthworks under Rule 22.3.2.3(a), for earthworks that breach site standard 22.3.3ii(b)(iii) as the depth of the cut is greater than the distance from the boundary and the retained depth is greater than 0.5m.
- A restricted discretionary activity for earthworks under Rule 22.3.2.3(a), for earthworks that breach site standard 22.3.3vii(a) as the construction noise will breach limits specified in NZS 6803:1999 "Acoustics – Construction Noise".

Transport matters

- A restricted discretionary activity for car parking and loading under Rule 14.2.2.3ii, for a breach
 of Site standard 14.2.4.1i (Table 1) as no on-site coach parks are proposed. The required ratio of
 1 coach park per 50 rooms would mean that 8 coach spaces are required.
- A **restricted discretionary activity** under Rule 14.2.2.3ii for queueing under site standard 14.2.4.1xi as a queuing space of 18m is required and no queueing space is provided.
- A restricted discretionary activity under Rule 14.2.2.3ii for a breach of site standard 14.2.4.2iv
 and the required 80m sight distance for 'Other Activities' in a 50kmph area. The new access to the
 underground parking will have a sight distance of less than 80m to the northeast and southwest.
- A **restricted discretionary activity** under Rule 14.2.2.3ii for a breach of site standard 14.2.4.1iv(b) for heavy vehicle parking and loading spaces which shall comply with the relevant noise emission standards for the activity to which they relate. The applicant's acoustic report confirms a breach of this rule for buses parked on Lakeview Lane.

Noise related matters

- A **non-complying activity** consent under Rule 10.6.3.4ix for a breach of zone standard 10.6.5.2ii(a) which specifies day time and night time operational noise limits. The predictions prepared with the AECOM acoustic report submitted with the application confirms that these limits will be breached, and this has been confirmed through a peer review.
- A **non-complying activity** consent under Rule 10.6.3.4ix for a breach of zone standard 10.6.5.2ii(c) which requires sound from activities which is received in another zone shall comply with the noise limits set in the zone standards for that zone. Council's consultant acoustic expert has confirmed that sound levels would breach these standards.
- A non-complying activity consent under Rule 10.6.3.4ix for a breach of zone standard 10.6.5.2ii(d) which specifies construction noise shall comply with NZS6803:1999. Council's consultant acoustic expert has confirmed that sound levels would breach these standards.

[It is noted that there was some discussion with the applicant around interpretation of District-wide noise standards found in the Transport and Earthworks chapters of the District Plan and whether these supersede the noise standards specified in the Town Centre Zone. There is no statement in any of those chapters which would suggest that one chapter takes precedence over another and therefore the noise standards in Chapter 10 are considered to apply and are undiluted.]

PROPOSED DISTRICT PLAN - STAGE 1 DECISIONS

Council notified its decisions on Stage 1 of the Proposed District Plan (**Stage 1 Decisions Version 2018**) on 5 May 2018. As the zoning of the subject site was dealt with under Plan Change 50 (PC50), the site was not considered by Stage 1. Therefore the proposed activity does not require resource consent under Stage 1 of the PDP.

PROPOSED DISTRICT PLAN - STAGE 2 NOTIFIED VERSION

Council notified Stage 2 of the Proposed District Plan (Stage 2 Notified Version 2017) on 23 November 2017. As the zoning of the subject site was dealt with under PC50, the site was not considered by Stage 2. Therefore the proposed activity does not require resource consent under Stage 2 of the PDP.

Overall the proposal is considered to be a **non-complying activity** under the Operative District Plan.

3.2 THE LOCAL GOVERNMENT ACT 1974

Consent is needed under s348 of the LGA to grant a Right of Way over a portion of the land to the west of the proposed hotel which currently forms part of the adjoining camp ground.

3.3 NATIONAL ENVIRONMENTAL STANDARD FOR ASSESSING AND MANAGING CONTAMINANTS IN SOIL TO PROTECT HUMAN HEALTH

Based on the applicant's review of Council records, the piece of land to which this application relates is not a HAIL site, and therefore the NES does not apply.

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:

- Height and design of the proposed buildings and their effects on the streetscape, adjoining cemetery, and nearby Ben Lomond Reserve;
- Height of the proposed buildings and their effects on views across the lake to the distant mountains beyond;
- Parking and manoeuvring;
- The proposed street layout;
- Adverse effects relating to construction and operational noise;
- Servicing.

The findings relating to these principal issues of contention are outlined in Section 8.2.1 of the attached S42A report.

6. ASSESSMENT

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

Actual and potential effects on the environment have been addressed in Section 8.2.1 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, the proposed activity is likely to have adverse effects on the environment that are more than minor. Specifically, the adverse effects that are more than minor relate to:

1. The height and scale of the building, specifically the prominent and solid built form on its northwestern elevation, and its bulk and dominance which is considered will adversely affect the heritage values and setting of the Queenstown Cemetery and the Ben Lomond reserve. However, given the increased scale of built form anticipated by PC50, separation of the buildings from the reserves, other positive effects of the proposal and the ability to impose mitigating conditions, adverse effects are considered to be appropriate in this regard.

2. The additional height will interrupt views of The Remarkables and the Hector Mountains from Queenstown Cemetery and Ben Lomond Reserve and will have adverse effects on the visual quality and amenity values of the landscape that are more than minor. Nonetheless, the broad, dramatic vistas from the relevant part of the cemetery will be maintained and these adverse effects are acceptable.

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

As outlined in detail in Section 8.3 of the S42A report, overall the proposed development is not contrary to the relevant policies and objectives of the District Plan.

In addition, the proposed development appropriately aligned with the objectives and policies of the National Policy Standard – Urban Development Capacity.

The proposed development also accords with the objectives and policies of the Otago Regional Council (ORC) Regional Policy Statement 1998 and the Partially Operative Otago Regional Policy Statement 2019.

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

With respect to the assessment above, the first gateway test for a non-complying activity required under section 104D(1)(a) has not been met in that the application will have some adverse effects on the environment which are more than minor.

With respect to the second gateway test under section 104D(1)(b), while the proposal has some small inconsistencies with a very limited number of policies of the District Plan, overall, the application is generally consistent with and not contrary to the relevant objectives and policies of the Operative District Plan or the Proposed District Plan.

Accordingly, as the application has passed one of the gateway tests in s104D, consent can be granted for this non-complying activity.

6.4 PART 2 OF THE RMA

In terms of Part 2 of the RMA, the proposal is considered to be in accordance with the purpose of the Resource Management Act 1991 as outlined in further detail in Section 9 of the S42A report.

7.1 DECISION 1: LAND USE CONSENT PURSUANT TO SECTION 104B OF THE RMA

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

7.2 DECISION 2: GRANT OF A RIGHT OF WAY PURSUANT TO SECTION 348 OF THE LGA

Pursuant to section 348 of the LGA consent is **granted** subject to the conditions stated in *Annexure 2* of this decision imposed pursuant to Section 108 of the RMA.

8. OTHER MATTERS

Local Government Act 2002: Development Contributions

In granting this resource consent, pursuant to the Local Government Act 2002 and the Council's Policy on Development Contributions the Council has identified that a Development Contribution is required. Payment will be due prior to commencement of the consent, except where a Building Consent is required when payment shall be due prior to the issue of the code of compliance certificate.

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

Administrative Matters

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

You are responsible for ensuring compliance with the conditions of this resource consent found in Appendices 1 and 2. The Council will contact you in due course to arrange the required monitoring. It is suggested that you contact the Council if you intend to delay implementation of this consent or reschedule its completion.

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

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

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

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

Report prepared by

Decision made by

Kenny Macdonald SENIOR PLANNER Erin Stagg SENIOR PLANNER

ANNEXURE 1 – Consent Conditions – Land Use Consent

ANNEXURE 2 – Consent Conditions – Right of Way

ANNEXURE 3 – Section 42A Report

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ANNEXURE 1 – CONSENT CONDITIONS – LAND USE CONSENT

General Conditions

- That the development must be undertaken/carried out in accordance with the plans:
 - 'Lot 1 DP 27703 LAND SWAP AREAS OPTION 1' Drawing No. 02, Sheet 001, dated 26.11.14, by Clark Fortune McDonald & Associates
 - '3.1 AREA TABLE/METRICS' [page 12] dated May 2019 by Warren and Mahoney
 - '3.2 ROOM ALLOCATION DIAGRAM' [page 13] dated May 2019 by Warren and Mahoney
 - '4.1 BASEMENT PLAN' [page 14] dated May 2019 by Warren and Mahoney
 - 'A J PART PLAN FOR 9M WIDE 2-WAY RAMP' [page 78] dated June 2018 by Warren and Mahoney
 - 'A J AXO OF 2-WAY CAR PARK RAMP' [page 79] dated June 2018 by Warren and Mahoney
 - '4.2 GROUND FLOOR PLAN' [page 15] dated May 2019 by Warren and Mahoney
 - '4.3 LEVEL 1 PLAN' [page 16] dated May 2019 by Warren and Mahoney
 - '4.4 LEVEL 2 PLAN' [page 17] dated May 2019 by Warren and Mahoney
 - '4.5 LEVEL 3 PLAN' [page 18] dated May 2019 by Warren and Mahoney
 - '4.6 LEVEL 4 PLAN' [page 19] dated May 2019 by Warren and Mahoney
 - '4.7 LEVEL 5 PLAN' [page 20] dated May 2019 by Warren and Mahoney
 - '4.8 LEVEL 6 PLAN' [page 21] dated May 2019 by Warren and Mahoney
 - '6.2 EAST ELEVATION, BRECON STREET' [page 26] dated April 2018 by Warren and Mahoney
 - '6.3 WEST ELEVATION' [page 27] dated April 2018 by Warren and Mahoney
 - '6.4 SOUTH ELEVATION' [page 28] dated April 2018 by Warren and Mahoney
 - '6.5 EAST ELEVATION (LAKEVIEW LANE)' [page 29] dated April 2018 by Warren and Mahoney
 - '6.6 EAST ELEVATION LOOK AND FEEL (NTS)' [page 30] dated April 2018 by Warren and Mahoney
 - [page 31] dated April 2018 by Warren and Mahoney
 - '7.1 SECTION 01' [page 32] dated April 2018 by Warren and Mahoney
 - '7.2 SECTION 01' [page 33] dated April 2018 by Warren and Mahoney
 - 'A B EXCAVATION DEPTHS' [page 48] dated April 2018 by Warren and Mahoney
 - 'A B EXCAVATION VOLUMES' [page 49] dated April 2018 by Warren and Mahoney
 - 'A E AVERAGE BOUNDARY GRADIENTS AND MAIN CROSS FALL' [page 61] dated April 2018 by Warren and Mahoney
 - 'A F HEIGHT OF BOUNDARY ON LAKEVIEW LANE' [page 62] dated April 2018 by Warren and Mahoney
 - '5.2 PIAZZA AND GROUND FLOOR TENANCIES' [page 23] dated April 2018 by Warren and Mahoney
 - '1.2 SITE PLAN' [page 5] dated April 2018 by Warren and Mahoney
 - Diagram of Campground Alternative Access

stamped as approved on 26 June 2019

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.

General

4. All engineering works shall be carried out in accordance with the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd May 2018 and subsequent amendments to that document up to the date of issue of any resource consent.

Note: The current standards are available on Council's website via the following link: http://www.qldc.govt.nz

To be completed prior to the commencement of any works on-site or within public road areas

- 5. Prior to commencement of works, the consent holder shall provide Council's Manager: Resource Consents with a copy of a legal agreement which allows the consent holder to provide off-site coach parking for a minimum of 4 coaches in circumstances where the operators of those coaches require overnight coach parking The legal agreement shall have a minimum term of 5 years and shall come into effect once the development is complete and the hotel is licensed to accommodate guests.
- 6. Prior to commencement of works, the consent holder shall either:
 - Obtain a Licence to Occupy for the sole use of four (4) parking spaces on Lakeview Lane for the purposes of valet pick up/drop off;

OR

- Submit to Council's Manager of Resource Management Engineering for review and certification, a revised layout for basement parking access and manoeuvring to provide safe access for unfamiliar public users to the basement parking area. The revised layout shall demonstrate compliance with the relevant District Plan standards and shall include the required number of disabled parking spaces.
- 7. Prior to the commencement of works, a roof plan (and elevations if necessary) shall be submitted to Council's Manager: Resource Consents for review and certification. The roof plan shall demonstrate that mechanical ventilation and/or plant is full screened and not protruding further above the consented building height.
- 8. Prior to the commencement of works, a landscaping plan shall be submitted to Council's Manager: Resource Consents for review and certification. The landscaping plan shall show proposed planting within the site and the adjoining road reserve, including details of species and grade of trees, planting methodology, and maintenance. The landscaping plan shall be developed to achieve the following outcomes:
 - A high quality urban environment with a high level of amenity for users;
 - A significant degree of screening of the cemetery when viewed from the hotel rooms on the northern elevation of buildings 3 and 4 in order to retain a sense of privacy for users of the cemetery.

The landscaping plan shall be developed in general accordance with Appendix I (Street Tree Planting Guidelines) of Council's Land Development and Subdivision Code of Practice.

9. Prior to commencing works on site or within public road areas, the consent holder shall submit a revised layout for Lakeview Lane to Council's Manager: Resource Consents for review and certification. The revised layout shall be in general accordance with that shown on submitted plans 'L100-L102 Concept Plans', Revisions R1, dated 20.08.2018 but shall include vehicular access to the cemetery to the north.

- 10. Prior to commencing works on site or within public road areas, the consent holder shall submit a construction noise and vibration management plan (CNVMP) to Council's Manager: Resource Consents for review and certification to ensure that noise and vibration nuisance effects on all neighbouring lands are minimised. This management plan shall:
 - a) set out roles and responsibilities for dealing with construction related noise and/or vibration complaints;
 - b) Identify noisy construction activities or construction activities that will likely result in offsite vibration (e.g. compaction equipment);
 - Identify noise or vibration sensitive receptors. This shall include the Queenstown Child Care Centre located at 45 Brecon St Queenstown.
 - d) Identify mitigation and control measures necessary to assist in reducing the effect of construction noise and construction vibration on identified sensitive receptors (such as the selection of construction equipment or methods, screening of the work site) and requirements to liaise with the owners or occupiers of the identified sensitive receptors to provide advance warning of particularly noisy or vibratory events and how these can be managed to avoid, as far as practicable, disruption to activities at these sensitive receptors;
 - e) Establish a complaints procedure;
 - f) Provide for staff training and induction to implement the Construction Noise and Vibration Management Plan.
- 11. At least 5 working days prior to commencing work on site the consent holder shall advise the Manager of Resource Management Engineering at Council of the scheduled start date of physical works. Compliance with the prior to commencement of works conditions detailed in Conditions 12 21 below shall be demonstrated.
- 12. Prior to commencing works on site or within public road areas, the consent holder shall submit a traffic management plan to the Road Corridor Engineer at Council for approval. Amongst other things, the Traffic Management Plan shall demonstrate how construction traffic will be managed so that it does not impede vehicle or pedestrian access along Brecon Street and to the Queenstown Childcare Centre site at 45 Brecon Street. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor. All contractors obligated to implement temporary traffic management plans shall employ a qualified STMS on site. The STMS shall implement the Traffic Management Plan. A copy of the approved plan shall be submitted to the Manager of Resource Management Engineering at Council prior to works commencing.
- 13. The consent holder shall provide a letter to the Manager of Resource Management Engineering at Council advising who their representative is for the design and execution of the engineering works and construction works required in association with this development and shall confirm that these representatives will be responsible for all aspects of the works covered under Sections 1.7 & 1.8 of QLDC's Land Development and Subdivision Code of Practice, in relation to this development.
- 14. The consent holder shall provide a letter to the Manager of Resource Management Engineering at Council advising the name of a suitably qualified professional as defined in Section 1.7.2 of QLDC's Land Development and Subdivision Code of Practice who shall ensure earthworks are carried out in accordance with the Holmes Consulting Limited "Geotechnical Excavation Feasibility Assessment" dated 26th April 2018 and who shall monitor and confirm the ongoing ground conditions and cut depths encountered are those expected and designed for in the Hadley Consultants Limited report titled "Preliminary Earthworks Assessment Proposed Brecon Street Hotel 34 Brecon Street Queenstown" dated 25 September 2017.

- 15. Prior to commencing any work on the site the consent holder shall install a construction vehicle crossing, which all construction traffic shall use to enter and exit the site. The minimum standard for this crossing shall be a minimum compacted depth of 150mm AP40 metal that extends 10m into the site. Wooden planks or similar shall be provided to protect the footpath and kerb from damage caused by construction traffic movements, in accordance with 'A Guide to Earthworks in the Queenstown Lakes District' brochure, prepared by the Queenstown Lakes District Council.
- 16. The consent holder shall submit a construction Site Management Plan (SMP) to the Manager of Resource Management Engineering at Council for 'Engineering Review and Acceptance'. This shall detail measures to control and or mitigate any dust, silt run-off and sedimentation that may occur, in accordance with (but not limited to) the with QLDC's Land Development and Subdivision Code of Practice and 'A Guide to Earthworks in the Queenstown Lakes District' brochure, prepared by the Queenstown Lakes District Council. These reviewed SMP measures shall be implemented prior to the commencement of any earthworks on site and shall remain in place for the duration of the project until exposed areas of earth are permanently stabilised. In addition the measures shall include, but not be limited to, the following:

Staging

- The ongoing provision of public parking areas adjacent to the development unless the temporary parking removal(s) is otherwise approved by Council through a temporary license to occupy.
- The maintenance and protection of Council and network provider servicing (stormwater, sewer, water, power and telecommunications) to neighbouring lots at all times during development, including the protection of services relocated under this consent.
- Details of excavations, groundwater control measures, and retention measures to ensure adequate support is provided to the proposed stages of excavations, such that no adverse effects are caused to surrounding land, structures, roads and underground services.

Dust Control

• Sprinklers, water carts or other similar measures shall be utilised on all materials to prevent dust nuisance in the instance of ANY conditions whereby dust may be generated.

Stormwater, Silt and Sediment Control

- Silt traps (in the form of fabric filter dams or other approved mechanism) shall be in place
 prior to the commencement of works on site to trap stormwater sediments before stormwater
 is funnelled into the QLDC stormwater reticulation system.
- Site drainage paths shall be constructed and utilised to keep any silt laden materials on site and to direct the flows to the silt traps.
- Stormwater flows into the site from neighbouring lots shall be managed during earthworks.
- Protection of the existing/rerouted QLDC sewer, water and stormwater mains located near the new southern boundary of the site.
- Silt traps shall be replaced or maintained as necessary to assure that they are effective in their purpose.
- The principal contractor shall take proactive measures in stopping all sediment laden stormwater from entering the QLDC reticulated stormwater system. The principal contractor shall recognise that this may be above and beyond conditions outlined in this consent.

Roading Maintenance

- The consent holder shall ensure tyres remain free of mud and debris by utilising wheel
 washing equipment, constructing a gravel hardstand area of sufficient depth, or other similar
 measures.
- The principal contractor shall ensure that the entrance to the site shall be swept regularly with stiff brooms.
- A suitably resourced contractor shall regularly mechanically sweep and clean the site entrance and the road 100m in each direction of the site entrance during works.

The measures outlined in this condition are minimum required measures only. The principal contractor shall take proactive measures in all aspects of the site's management to assure that virtually no effects are realised with respect to effects on the environment, local communities or traffic. The principal contractor shall recognise that this may be above and beyond conditions outlined in this consent.

- 17. Prepare a photo survey of the neighbouring properties, buildings, roads, paths, and structures etc within 20m of the application site boundaries (excluding the land within the neighbouring cemetery and subject to being permitted access to neighbouring properties for this purpose) so that the extent of damage, if any, due to excavation can be clearly and accurately determined. A copy of these photo records shall be submitted to the Manager of Resource Management Engineering at Council. Upon completion of the construction works the consent holder shall undertake a post-construction survey inspection of the same area.
- 18. Prepare a detailed photo survey of all gravestones, structures and monuments within the neighbouring cemetery up to 100m of the site boundary. The photo survey shall include photos of the grave's surrounds, including any sculpted stone, concrete, wrought iron, steel or wire fencing. The photo survey shall include front and back profiles of all headstones, including the angle at which the headstone is sitting on the base. The photo survey is to enable the extent of damage or movement, if any, of any cemetery features due to excavation to be clearly and accurately determined. A copy of these photo records shall be submitted to the Manager of Resource Management Engineering at Council. Upon completion of the construction the consent holder shall undertake a post-construction survey inspection of the same area.
- 19. Any damage or movement on cemetery features which is identified during construction or excavation works, or following the submission of the post-construction survey, shall be remedied by the consent holder at their own cost. Any remediation work shall be undertaken in accordance with NZS 4242:2018 (Headstone and Cemetery Monuments 2018) and shall be carried out by an accredited member of the New Zealand Master Monumental Masons Association.
- 20. A bond shall be entered into, in a form to be determined by the Council's solicitors, to secure performance of the earthworks to be carried out as per the plans approved for this development. The cost of setting up the bond is to be borne by the applicant. Any guaranteed bond shall be guaranteed by a financial institution approved by Council's solicitors. This resource consent shall not be exercised until the applicant has provided evidence to the Council that the bond has been established. The bond shall be for a sufficient amount to cover the cost of stabilising the site and associated completion of Council infrastructure relocation works should the works be abandoned for a period in excess of 30 days. The amount of such a bond shall be 1.5 times the value of stabilisation and relocation works as determined by an estimate made by a suitably qualified engineer experienced in such works, using as a basis for his/her calculations engineered plans and specifications provided by the applicant. Council may require that a second estimate be provided to confirm the proposed bond amount is appropriate. Such bond may be released upon the issuance of a Certificate of Compliance for the proposed earthworks authorised by this consent.
- 21. Prior to commencing works on the site, the consent holder shall obtain 'Engineering Review and Acceptance' from the Queenstown Lakes District Council for development works to be undertaken and information requirements specified below. The application shall include all development items listed below unless a 'partial' review approach has been approved in writing by the Manager of Resource Management Engineering at Council. The 'Engineering Review and Acceptance' application(s) shall be submitted to the Manager of Resource Management Engineering at Council for review, prior to acceptance being issued. At Council's discretion, specific designs may be subject to a Peer Review, organised by the Council at the applicant's cost. The 'Engineering Review and Acceptance' application(s) shall include copies of all specifications, calculations, design plans and Schedule 1A design certificates as is considered by Council to be both necessary and adequate, in accordance with Condition (4), to detail the following requirements:

- a) The relocation of all Council reticulated services affected by the development to new locations, as agreed with Council engineers, to enable the continuation of suitable maintenance access and to provide uninterrupted servicing to neighbouring lots. All relocated gravity services (stormwater and sewer) shall be installed above 1.5% grade to minimise loss of grade through minor settlement. The provision of a water supply to the development in terms of Council's standards and connection policy. This shall include upgrading the Brecon Street main to provide capacity to the subject site frontage at no less than 150mm diameter. The subject site connection shall include a bulk flow meter which consists of an approved valve and valve box with backflow prevention and provision for water metering to be located at the road reserve boundary. The costs of the connection shall be borne by the consent holder.
- b) The provision of fire hydrants with adequate pressure and flow to service all buildings within the development site(s) with a minimum Class FW3 firefighting water supply and detailed designs shall be accompanied with a report from a suitably qualified professional demonstrating compliance with the NZ Fire Service Code of Practice for Firefighting Water Supplies SNZ PAS 4509:2008. Any alternative solution must be approved in writing by the Area Manager for the Central North Otago branch of the New Zealand Fire Service.
- c) The provision of fire hydrants with adequate pressure and flow to service adjacent lands and/or development areas, where servicing has/will be affected by the subject development site(s), with a minimum Class FW3 firefighting water supply in compliance with the NZ Fire Service Code of Practice for Firefighting Water Supplies SNZ PAS 4509:2008. Any alternative solution must be approved in writing by the Area Manager for the Central North Otago branch of the New Zealand Fire Service.

Note: For clarity this condition is to ensure that hydrant firefighting services to the wider area, including but not limited to the Lakeview Holiday Park, remain unaffected by the subject development site and associated land swaps.

- d) The provision of a foul sewer connection to the development. The costs of the connection shall be borne by the consent holder.
- e) The provision of a connection from all potential impervious areas within the development to the Council reticulated stormwater disposal system and the provision of an onsite stormwater detention system with flow control devices to attenuate flows from the site to predevelopment rates. All attenuation shall occur within the final legal boundaries of the hotel site. The individual lateral connections shall be designed to provide gravity drainage for the entire area within the development site.
- f) Details showing the removal or capping of all redundant Council reticulated service connections to the site(s). Redundant water connections shall be capped at the Council mains unless otherwise approved by Council engineers.
- g) Details demonstrating all sealed surface materials for public roading and footpath areas being constructed under this consent comply with Council standards, or as otherwise approved by Council engineers.
- h) The formation of all intersections in accordance with the latest Austroads intersection design guides. These designs shall be subject to review and acceptance by Council with any associated costs met by the consent holder. Intersections shall include, but not limited to:
 - (i) Brecon Street intersecting the new public road (referenced Lakeview Lane by application).
 - (ii) New public road (referenced Lakeview Lane by application) intersecting the Lakeview Holiday park access road (formerly Cemetery Road). This shall include expert transport evidence demonstrating the provision of safe and appropriate inter-visibility sight lines to intersection approaches.

- i) The formation of the Brecon Street frontage to the development in compliance with the QLDC Brecon Street Masterplan and Council standards. Specifically this shall include, but not limited to:
 - (i) Defining and establishing horizontal and vertical set out levels and layouts with Council engineers for all paths and parking surfaces along the Brecon Street road frontage that complement a future 5m wide eastern (I-Fly side of street) footpath and 7m minimum width Brecon Street movement lane.
 - (ii) The widening and construction of the Brecon Street movement lane where aligned outside of existing structural road pavements.

 Note: For clarity the kerb alignment of new indented parking is approximately 2.5m outside of the existing formed road construction (due to future footpath widenings on east side of Brecon Street pushing road over) and also noting in this context any existing parking areas are not considered 'structural' roading.
 - (iii) Indented public parking provisions along the western side of Brecon Street and in general dimensional accordance with draft plans endorsed by Council Property and Infrastructure engineers. No public areas shall be detailed for use solely by the development site.
 - (iv) A 3.8m minimum width sealed public footpath along the development side of Brecon Street and contained within the legal road frontage. The footpath shall extend from the cemetery side of the new road intersection (referenced Lakeview Lane by application) to the Isle street intersection.
 - (v) Road berms shall not be provided with permanent gradients exceeding 1V:5H.
 - (vi) Provision shall be made for stormwater connection to the Council reticulated network for all roading stormwater. The designs shall ensure that stormwater provisions are located/relocated to the redefined outer edge of movement lanes, in compliance with Council standards.
- j) The formation of a sealed public road (referenced Lakeview Lane by application) along the north-western side of the development site in accordance with Table 3.2 Figure E34 of the QLDC's Land Development and Subdivision Code of Practice. Specifically this shall include, but not limited to:
 - (i) New sealed road formation (approximately 90 meters length) extending from the Brecon Street intersection to the south-western side of the new Lakeview Holiday Park intersection.
 - (ii) A minimum legal width of 20m.
 - (iii) A 2.5m minimum width sealed footpath along each side of the road.
 - (iv) 5.7m wide sealed Movement Lane with a maximum longitudinal gradient that provides adequate inter-visibility with the new Cemetery Road intersection approaches, but not exceeding 12% gradient.
 - (v) Indented public parking provisions along each side of the road formations and in general dimensional accordance with plans already endorsed by Council Property and Infrastructure engineers.
 - (vi) Road berms shall not be provided with permanent gradients exceeding 1V:5H, excluding the hotel basement ramp provision.
 - (vii) Copies of all specifications, calculations, design plans and a PS1 for all Lakeview Lane retaining walls within/adjacent to public road areas from a suitably qualified Chartered Professional Engineer. This shall demonstrate that all retaining below the road level can accept surcharge traffic loading from fully laden HGV located anywhere within the road areas.
 - (viii) Safety barriers shall be provided for vehicular and pedestrian safety where the road and/or footpath runs parallel with land which drops away to a height of greater than 1m at an angle of greater than 45° within 2m of the edge of the accessway and/or paths, in accordance with Clause 3.3.4 of QLDC's Land Development and Subdivision Code of Practice and NZBC Clause F4/AS1 1.1.
 - (ix) Road naming in compliance with the Council road naming policy.
 - (x) Provision shall be made for stormwater connection to the Council reticulated network for all roading stormwater.

- (xi) The provision of a sealed crossing point for Council maintenance/service access from the new road to the (upper terrace) cemetery to the north over the existing access alignment.
- k) The formation of a new sealed access road linking through to the Lakeview Holiday Park (formerly Cemetery Road) in accordance with Table 3.2 Figure E34 of the QLDC's Land Development and Subdivision Code of Practice. Specifically this shall include, but not limited to:
 - A 2.5m minimum width sealed footpath along the eastern hotel side of the road. No footpath is necessary along the western side.
 - (ii) 5.7m minimum width sealed Movement Lane.
 - (iii) Indented parking provisions along each side of the road formations and in general dimensional accordance with plans already endorsed by Council Property and Infrastructure engineers.
 - (iv) Road berms shall not be provided with permanent gradients exceeding 1V:5H.
 - (v) The provision of a sealed commercial crossing point to the hotel 'Loading Area' with gradients and break over angles in compliance with Council standards.
 - (vi) Road naming in compliance with the Council road naming policy.
 - (vii) Provision shall be made for stormwater connection to the Council reticulated network for all roading stormwater.
- I) The construction and sealing of all onsite vehicle manoeuvring, loading areas, and car parking areas to Council's standards. Designs shall demonstrate full dimensional compliance with the Operative District Plan to basement parking stalls, aisles and ramps for use by valet staff and include the provision of an 8m long by 3.5m wide by 3.8m high Loading Area. All trafficable parking and access areas of the basement shall be provided with no less than 2.3m vertical obstruction-free clearance to permit valet parking of disability use vehicles in any basement space. Parking and loading spaces and vertical height restrictions shall be clearly and permanently marked out and/or signed. Provision shall be made for stormwater disposal.
- m) The provision of a commercial sealed vehicle crossing from Lakeview Lane (referenced used by application) movement lane and basement car park access ramp in compliance with Council standards. The crossing/ramp shall be designed with compliant break over angles and be designed for two way travel to minimise queuing effects on the Lakeview Lane frontage road. The crossing design shall include expert evidence demonstrating appropriate and safe footpath access can be achieved along the public path and ramp area by all users, including but not limited to, mobility scooters and visually impaired pedestrians. The sides of the ramp sides shall be designed with high visibility fall protection barriers and associated tactile paving provisions in compliance with Council standards. There shall be no drainage or other discontinuities on vehicle wheel paths for the car park and loading bay. Any mechanical joint across the vehicle wheel paths at the building perimeter shall be designed to minimise noise and be installed to ensure smooth and level surfaces into the car park and loading bay.
- n) The provision of an Site Parking Management Plan (SPMP) that shall include, but not be limited to:
 - (i) Management controls to distinguish between hotel guests and general public utilising the public parking areas.
 - (ii) Controls to ensure adequate valet staff availability at all times.
 - (iii) Controls to ensure the basement car parking is accessed by valets only. This includes restricting hotel guests and retail staff from directly parking.
 - (iv) Vehicle drop off and vehicle collection provisions operated by the hotel to ensure there is no queueing by guests on the public road frontages.
 - (v) Physical controls at the carpark and/or direct communication controls between valets over the ramp area, including approaches, to ensure that queueing does not extend back onto the public road frontage of Lakeview Lane.

- The provisions for all signage and markings in accordance with the NZTA Manual of Street Signs and Markings (MOTSAM) and the NZTA Traffic Control Devices Manual. This shall include, but not limited to:
 - (i) Vertical height restrictions to vehicles entering basement and Loading Zone areas.
 - (ii) On-street parking signage and marking controls to implement parking signage and markings as shown on plans endorsed by Council Property and Infrastructure engineers.
 - (iii) The removal of all redundant street signs and road markings associated with the land exchange and road stopping processes.
 - (iv) The implementation of all necessary 'no-parking' controls and changes to facilitate unimpeded 12.6m length coach vehicle single manoeuvre turning at the western end of Cemetery Road cul-de-sac head.

Note: For clarity this last point references the turning head area with right of way easement being created over adjacent Lakeview holiday park lands where outside of legal road alignment, as further described in the Computed Easement Plan condition below.

- p) Copies of all specifications, calculations, design plans and a PS1 for all boundary retaining walls within/adjacent to public road areas from a suitably qualified Chartered Professional Engineer. This shall demonstrate that all retaining below the road level can accept surcharge traffic loading from fully laden HGV located anywhere within the road areas.
- q) The provision of lighting to all road, access, and pedestrian areas in accordance with Council's road lighting policies and standards, including the Southern Light lighting strategy. 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.
- r) The provision of Design Certificates for all engineering works associated with this subdivision/development submitted by a suitably qualified design professional (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of the QLDC's Land Development and Subdivision Code of Practice Schedule 1A Certificate.
- s) A Computed Easement Plan shall be submitted to Council for approval showing details of all easements required as a result of this development. This shall include, but not limited to:
 - (i) Unless already registered on the relevant titles easements shall be provided in favour of relevant parties for all infrastructures rerouted under the land exchange and road realignment processes.
 - (ii) All Council reticulation shall be provided with easements in gross no less than 3m width.
 - (iii) Unless already registered on the relevant titles a right of way easement in gross shall be provided in favour of QLDC over the portion of the Cemetery Road cul-de-sac turning head located within Part Block LVI Town of Queenstown, at the western end of Cemetery Road.
 - (iv) Unless already registered on the relevant titles a right of way easement shall be provided in favour of the hotel site over the former Cemetery Road alignment to permit legal hotel access for transport movements associated with the loading zone on the south-western side of the development.

Once approved by Council, the easement(s) shall then be registered on the relevant Computer Freehold Register(s) at the consent holder's expense, prior to any occupation of the development.

[Note: the Right of Way easements will need to be established pursuant to s348 of the Local Government Act 1974.]

Prior to lodgement of building consent application

- 22. Prior to the lodgement of building consent, the consent holder shall submit a statement outlining how the construction will implement the sustainable building design opportunities identified in Appendix 2B of the application documents. Thereafter, the identified opportunities shall be implemented in the construction and operation of the hotel wherever practicable.
- 23. Prior to the lodgement of building consent, details of a boundary wall between the proposed Lakeview Lane and the cemetery to the north shall be submitted to Council's Manager: Resource Consents for review and certification.
- 24. Prior to the lodgement of building consent, the consent holder shall submit details of all external materials to be used on the buildings to Council's Manager: Resource Consents for review and certification. The schedule of materials shall ensure that:
 - Buildings 3 and 4 are visually darker than Buildings 1 and 2 to ensure greater diversity in visual appearance.
 - Where pre-cast concrete panels are to be used on the exterior of any building, this should be textured or otherwise treated so as to give it depth, weathering and visual interest. Smooth finishes shall be avoided.
- 25. Prior to the commencement of works, a detailed landscaping plan shall be submitted to Council's Manager: Resource Consents for review and certification showing all hard and soft landscaping in the central piazza.
- 26. Prior to the lodgement of building consent, the consent holder shall submit details of the design of canopies projecting above the ground floor facades of all commercial units to Council's Manager: Resource Consents for review and certification.

To be monitored throughout earthworks and construction

- 27. Hours of operation for earthworks, shall be:
 - Monday to Saturday (inclusive): 7.30am to 6.00pm.
 - Sundays and Public Holidays: No Activity

In addition, no heavy vehicles are to enter or exit the site, and no machinery shall start up or operate earlier than 8.00am. All activity on the site is to cease by 6.00pm.

- 28. Construction shall not involve rock breaking, impact piling or drilling unless the consent holder demonstrates to the consent authority that the New Zealand Standard for Acoustics Construction Noise (NZS 6803: 1999) can be compiled with. Prior to undertaking any rock breaking, impact piling or drilling, the consent holder shall submit a work methodology to Council's Manager: Resource Consents for review and certification, demonstrating that the work can be undertaken in compliance with NZS 6803: 1999.
- 29. Construction shall be suspended during ceremonies at the cemetery.
- 30. The provision of legal and formed vehicular and pedestrian access, between the Lakeview Holiday Park and Brecon Street, shall be maintained at all times by the consent holder. The vehicle access shall at all times be suitable for a 12.6m coach travel without any reverse manoeuvres.
- 31. Construction shall only be conducted in accordance with the certified Site Management Plan, Traffic Management Plan, Site Parking Management Plan, and Construction Noise and Vibration Management Plan (CNVMP).

- 32. The earthworks, batter slopes, retaining, and site management shall be undertaken in accordance with the recommendations of the Holmes Consulting Limited "Geotechnical Excavation Feasibility Assessment" dated 26th April 2018 and Hadley Consultants Limited "Preliminary Earthworks Assessment Proposed Brecon Street Hotel 34 Brecon Street Queenstown" dated 25 September 2017 and those within the reviewed and accepted construction 'SMP' in Condition (16) above.
- 33. A suitably qualified professional as defined in Section 1.7.2 of QLDC's Land Development and Subdivision Code of Practice shall monitor and confirm the ground conditions and cut depths encountered are those expected and designed for in the Holmes Consulting Limited "Geotechnical Excavation Feasibility Assessment" dated 26th April 2018 and the Hadley Consultants Ltd "Preliminary Earthworks Assessment Proposed Brecon Street Hotel 34 Brecon Street Queenstown" dated 25 September 2017 report. Should the site conditions be found unsuitable for the proposed retaining methods, then a suitably qualified and experienced engineer shall submit to the Council new designs/work methodologies for the excavation/retention systems prior to further work being undertaken with the exception of work to stabilise the site in the interim.
- 34. All temporary retention systems shall be installed immediately following excavation to avoid any possible erosion or instability.
- 35. No permanent road batter slopes shall be formed at a gradient that exceeds 1V:5H except for the basement ramp access that may be up to 1V:6H.
- 36. The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.
- 37. Any works near power lines, including excavations, shall be undertaken in accordance with any requirements of Aurora Energy/Delta, the Electricity Act and the New Zealand Electrical Code of Practice for Electrical Safe Distances NZECP 34:2001. The consent holder shall notify Delta prior to any excavations within electricity easement areas or within 5m of power lines or power poles.
- 38. If at any time Council, or its elected representatives, receive justifiable complaints about or proof of effects from vibration sourced from the earthworks activities approved by this resource consent, the consent holder at the request of the Council shall cease all earthworks activities and shall engage a suitably qualified professional who shall prepare a report, which assesses vibration caused by earthworks associated with this consent and what adverse effect (if any) these works are having on any other land and buildings beyond this site. Depending on the outcome of this report a peer review may be required to be undertaken by another suitably qualified professional at the consent holder's expense. This report must take into consideration the standard BS 5228:1992 or a similar internationally accepted standard. Both the report and peer review (if required) shall be submitted to Council for acceptance and review. The consent holder shall implement any recommended mitigation measures to address vibration effects that have caused the concern.
- 39. 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.
- 40. 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.
- 41. No earthworks, temporary or permanent, are to breach the boundaries of the site except for those reviewed and accepted works above.

42. The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent, on an ongoing basis.

To be completed when works finish and before completion or occupation of any building(s)

- 43. Prior to completion or occupation of any building on the site, the consent holder shall complete the land swap and shall own that part of the site which currently contains Cemetery Road and shall have provided a formed road along the northern edge of the site to link in with the western portion of the existing Cemetery Road and shall have vested this road with Council.
- 44. The certified boundary wall referred to in Condition (23) shall be fully constructed prior to completion of any buildings on the application site.
- 45. A Coach Parking Management Plan shall be prepared for the activity and shall be submitted to Council's Manager: Resource Consents for review and certification prior to the occupation of the development. This plan shall include protocols to ensure:
 - a) the efficient performance of the coach drop-off and pick-up parking provision;
 - b) the coach drop-off and pick-up parking operates safely; and
 - c) all hotel staff are aware of their duties and the general ways in which the coach drop-off and pick-up parking is expected to operate.
- 46. A mechanical ventilation system shall be installed for all critical listening environments in accordance with Table 1 in Appendix 13 of the Operative Queenstown Lakes District Plan recreated below.

Table 1: Ventilation Requirements for Critical Listening Environments

Room Type	Outdoor Air Ventilation	Outdoor Air Ventilation Rate			
	(Air Changes per Hour, ac/hr)				
	Low Setting*	High Setting*			
Bedrooms	1-2 ac/hr	Min. 5 ac/hr			
Other critical listenin environments	g 1-2 ac/hr	Min. 15 ac/hr			

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.

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.

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 deg 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.

If air conditioning is provided to any space then the high setting ventilation requirement for that space is not required.

- 47. Prior to the use of the building commencing, the consent holder shall provide a certificate from a recognised acoustic engineer stating that all elements of the façade of any critical listening environment shall have an airborne sound insulation of at least 40 dB Rw+Ctr determined in accordance with ISO 10140 and ISO 717-1.
- 48. Prior to completion of any building, a design report prepared by an acoustics specialist must be submitted to Council, demonstrating that all building services equipment on that building will comply with the District Plan noise limits.

- 49. On completion of the earthworks and prior to any occupation of the building(s), the consent holder shall submit the following information to the Manager of Resource Management Engineering at Council for review and certification:
 - An engineer's PS4 Producer Statement shall be submitted for any permanent retaining walls within the lot which exceed 1.5m in height or are subject to additional surcharge loads; or
 - b) The consent holder shall provide a copy of a Code of Compliance Certificate obtained under a Building Consent for any permanent retaining walls within the lot which exceed 1.5m in height or are subject to additional surcharge loads.
- 50. Prior to any occupation of the building(s), 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 subdivision/development at the consent holder's cost. This information shall be formatted in accordance with Council's 'as-built' standards and shall include all Roads (including right of way and access lots), Water, Wastewater and Stormwater reticulation (including private laterals and toby positions).
 - b) The completion and implementation of all certified works detailed in Condition (21) above.
 - c) A post construction safety audit of roads and access ways amended or created by this development to confirm construction in accordance with plans reviewed and accepted by Council and that minor unforeseen issues identified are remedied. Recommendations from this post construction safety audit will not include amendment to roading alignments but may require amendment to road markings, signage and other minor changes to appropriately mitigate unforeseen safety concerns. All recommendations shall be completed at the Consent Holder's expense to Council's satisfaction.
 - d) All signage shall be installed in accordance with Council's signage specifications and all necessary road markings completed on all public or private roads (if any), created by this subdivision.
 - e) All necessary easements shall be registered on the subject title and Lakeview Lane shall be legally vested as a road.
 - f) Road naming shall be carried out, and signs installed, in accordance with Council's road naming policy.
 - g) Any power supply and/or telecommunications connections to the building shall be underground from existing reticulation and in accordance with any requirements/standards of the network provider's requirements.
 - The submission of Practical Completion Certificates from the Contractor for all assets to be vested in the Council.
 - i) All newly constructed foul sewer and stormwater mains shall be subject to a closed circuit television (CCTV) inspection carried out in accordance with the New Zealand Pipe Inspection Manual. A pan tilt camera shall be used and lateral connections shall be inspected from inside the main. The CCTV shall be completed and reviewed by Council before any surface sealing.
 - j) The submission of Completion Certificates from both the Contractor and Approved Engineer for all infrastructure engineering works completed in relation to or in association with this subdivision/development (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of the QLDC's Land Development and Subdivision Code of Practice Schedule 1B and 1C Certificate.

- All earthworked/exposed areas shall be top-soiled and grassed/revegetated or otherwise permanently stabilised.
- The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.

Accidental Discovery Protocol

51. If the consent holder:

- a) does not have an archaeological authority from Heritage New Zealand Pouhere Taonga and discovers koiwi tangata (human skeletal remains), waahi taoka (resources of importance), waahi tapu (places or features of special significance) or other Maori artefact material, the consent holder shall without delay:
 - (i) notify Council, Tangata whenua and Heritage New Zealand Pouhere Taonga and in the case of skeletal remains, the New Zealand Police.
 - (ii) stop work within the immediate vicinity of the discovery to allow a site inspection by the Heritage New Zealand Pouhere Taonga and the appropriate runanga and their advisors, who shall determine whether the discovery is likely to be extensive, if a thorough site investigation is required, and whether an Archaeological Authority is required.

Any koiwi tangata discovered shall be handled and removed by tribal elders responsible for the tikanga (custom) appropriate to its removal or preservation. Site work shall recommence following consultation with Council, the New Zealand Pouhere Taonga , Tangata whenua, and in the case of skeletal remains, the New Zealand Police, provided that any relevant statutory permissions have been obtained.

- discovers any feature or archaeological material that predates 1900, or heritage material, or disturbs a previously unidentified archaeological or heritage site, the consent holder shall without delay:
 - (i) stop work within the immediate vicinity of the discovery or disturbance and;
 - (ii) advise Council, the Heritage New Zealand Pouhere Taonga and in the case of Maori features or materials, the Tangata whenua and if required, shall make an application for an Archaeological Authority pursuant to the New Zealand Pouhere Taonga Act 2014 and;
 - (iii) arrange for a suitably qualified archaeologist to undertake a survey of the site.

Site work may only recommence following consultation with Council.

Ongoing Conditions/Covenants

52. In the event that the Engineering Acceptance issued under Condition (21) contains ongoing conditions or requirements associated with the installation, ownership, monitoring and/or maintenance of any infrastructure subject to Engineering Acceptance, then at Council's discretion, a Covenant in Gross (or other alternative legal instrument acceptable to Council) shall be registered on the relevant Computer Freehold Registers detailing these requirements for the lot owner(s) prior to operation of the hotel. The final form and wording of the document shall be checked and approved by Council's solicitors at the consent holder's expense prior to registration to ensure that all of the Council's interests and liabilities are adequately protected. The applicant shall liaise with the Subdivision Planner and/or Manager of Resource Management Engineering at Council in respect of the above. All costs, including costs that relate to the checking of the legal instrument by Council's solicitors and registration of the document, shall be borne by the applicant.

[Note: This condition is intended to provide for the imposition of a legal instrument for the performance of any ongoing requirements associated with the ownership, monitoring and maintenance of any infrastructure within this development that have arisen through the detailed engineering design and acceptance process, to avoid the need for a consent variation pursuant to s.127 of the Resource Management Act].

- 53. In the event that the basement parking area and access ramp are not redesigned to meet District Plan standards as part of Condition (6), a covenant pursuant to Section 108(2)(d) of the Resource Management Act 1991 shall be registered on the Computer Freehold Register of the subject site prior to operation of the hotel providing for the ongoing requirements below. The final wording of the instrument shall be checked and approved by the Council's solicitors at the consent holder's expense prior to registration to ensure that all of the Council's interests and liabilities are adequately protected.
 - Access to the basement parking areas shall be restricted at all times to 'valet' parking staff only. This includes the prevention of other hotel and retail staff using the basement parking areas.

Landscaping

54. The certified landscaping plans detailed in Conditions (8) and (25) above shall be implemented prior to completion and/or occupation of any building, and the plants shall thereafter be maintained and irrigated in accordance with that plan. It shall be the responsibility of the consent holder to ensure that all street trees and reserve trees shall be suitably maintained for a period of no less than 5 years from the date of planting. Should any of these trees die or decline during this period it shall be the responsibility of the consent holder to ensure that they are replaced with a tree of the same species and grade within the following planting season. For the avoidance of doubt, street trees and reserve trees include those trees planted in the Brecon Street and Cemetery Road road reserves and the proposed road reserve to the north of the hotel, referred to as Lakeview Lane in the application documents.

Ongoing operational conditions

- 55. The consent holder shall ensure that disabled access to all publicly accessible lifts is available 24 hours a day, including disabled access to the basement car parking area.
- 56. The operation of the hotel and all commercial activities shall comply with a daytime noise limit of 60 dB LAeq(15 min) between 0800h and 2200h within other sites in all zones, and a night-time noise limit of 50 dB LAeq(15 min) between 2200h and 0800h.
- 57. All outdoor areas associated with commercial units shall be vacated between 2200h and 0800h apart from timely access to buildings.
- 58. All doors and windows to commercial units shall be closed between 2200h and 0800h apart from timely access to the buildings.
- 59. There shall be no outdoor loudspeakers or music operated between 2200h and 0800h.
- 60. In addition to compliance with the noise limit in condition (56), sound from any loudspeaker outside a building must not exceed 75 dB L_{Aeq(5 min)} measured at 0.6 metres from the loudspeaker.
- 61. Music inside buildings shall not exceed a noise limit of 75 dB LAeq(15 min).
- 62. Coaches shall not service the hotel between 2200h and 0800h.
- 63. All delivery vehicles must use the internal loading bay and must be of a size that can turn within the loading bay.
- 64. There shall be no loading or service activity between 2200h and 0800h.

- 65. The loading bay door shall be closed between 2200h and 0800h and at all times vehicles are being loaded or unloaded.
- 66. The consent holder shall implement and enforce a 10 km/h speed limit on vehicles using the car park.

Advice Notes

- 1. This consent triggers 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.
- 2. The consent holder is advised that any retaining walls, including stacked stone and gabion walls, proposed in this development which exceeds 1.5m in height or walls of any height bearing additional surcharge loads will require Building Consent, as they are not exempt under Schedule 1 of the Building Act 2004.
- 3. Prior approval via a Connection to Council Services for a Temporary Water Take is required if Council's water supply is to be utilised for dust suppression during earthworks. This shall include the use of a backflow prevention device to prevent contamination of Council's potable water supply.
- 4. No signs are permitted by this resource consent.



Document Set ID: 3257463 Version: 1, Version Date: 18/05/2018 3.1 AREA TABLE/METRICS

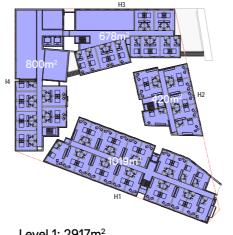
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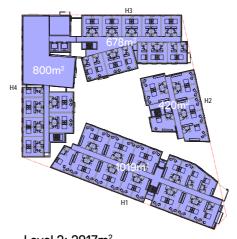
Wednesday, 26 June 2019

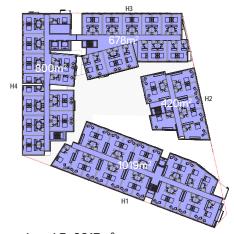
LEVEL	GFA (m²)	RETAIL	вон / гон	ROOM 36m ²	WIDE ROOM 35m ²	ROOM 26m ²	WIDE ROOM 25m ²	ROOM 22m ²	ROOM 19.5m ²	TOTAL
В	2475	-	-	-	-	-	-	-	-	-
G	2925	1314	1010	-	-	-	-	-	-	-
01	2917	83	166	4	26	9	-	16	-	55
02	2917	-	-	4	26	9	-	22	-	61
03	2917	-	-	4	26	12	-	30	-	72
04	2905	-	-	3	20	12	7	30	-	72
05	2791	-	-	2	-	-	28	42	-	72
06	2211	-	-	-	-	-	19	6	36	61
TOTAL	23552	1397	1176	17	98	42	54	146	36	393











Level 1: 2917m²

Level 2: 2917m²

Level 3: 2917m²

3.0 HOTEL METRICS

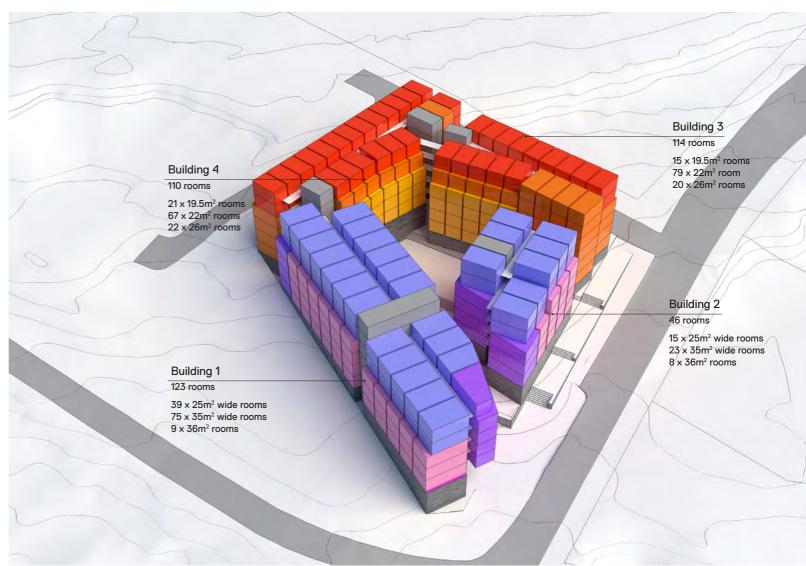
3.2 ROOM ALLOCATION DIAGRAM

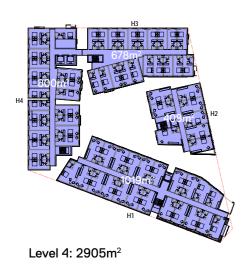
QUEENSTOWN LAKES DISTRICT COUNCIL

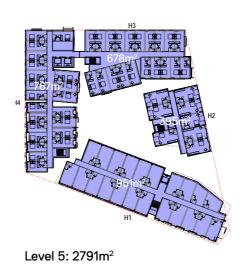
APPROVED PLAN: RM180507

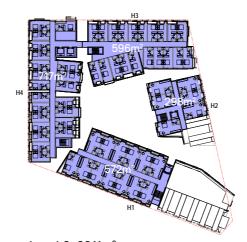
Wednesday, 26 June 2019











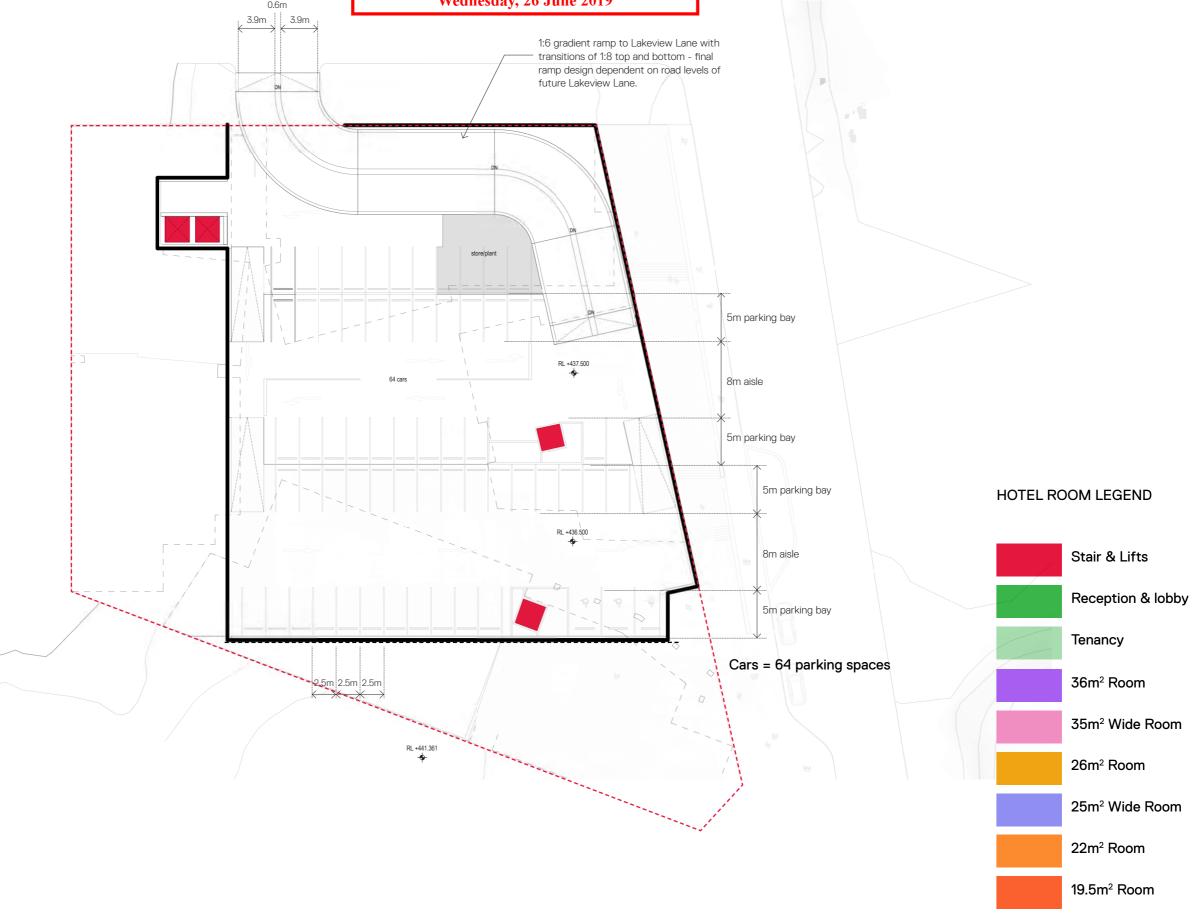
WARREN AND MAHONEY

4.1 BASEMENT PLAN

QUEENSTOWN LAKES DISTRICT COUNCIL **APPROVED PLAN:**

Wednesday, 26 June 2019

RM180507



14

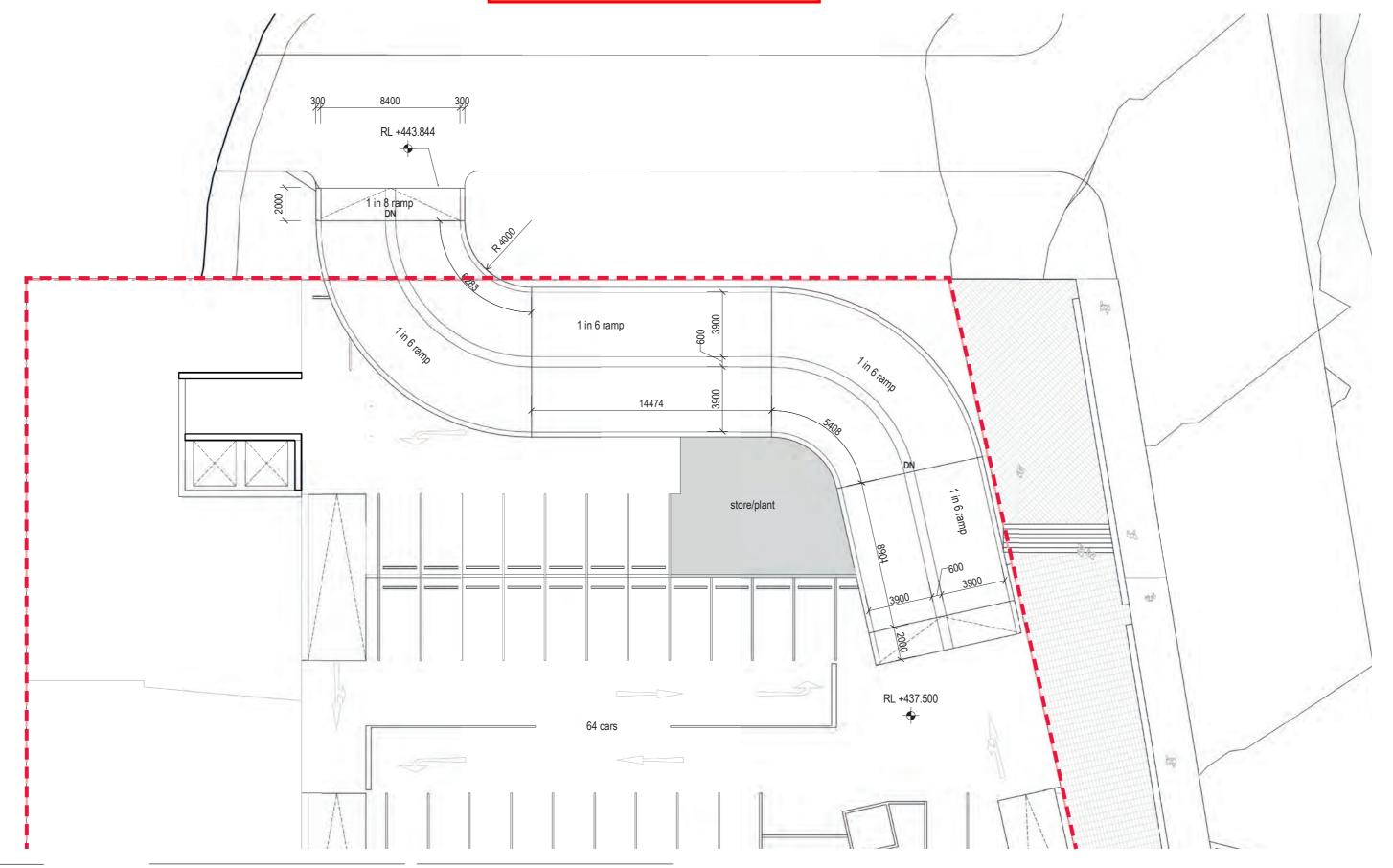
APPENDIX J: CAR PARK RAMP

AJ PART PLAN FOR 9M WIDE 2-WAY RAMP

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN: RM180507

Wednesday, 26 June 2019



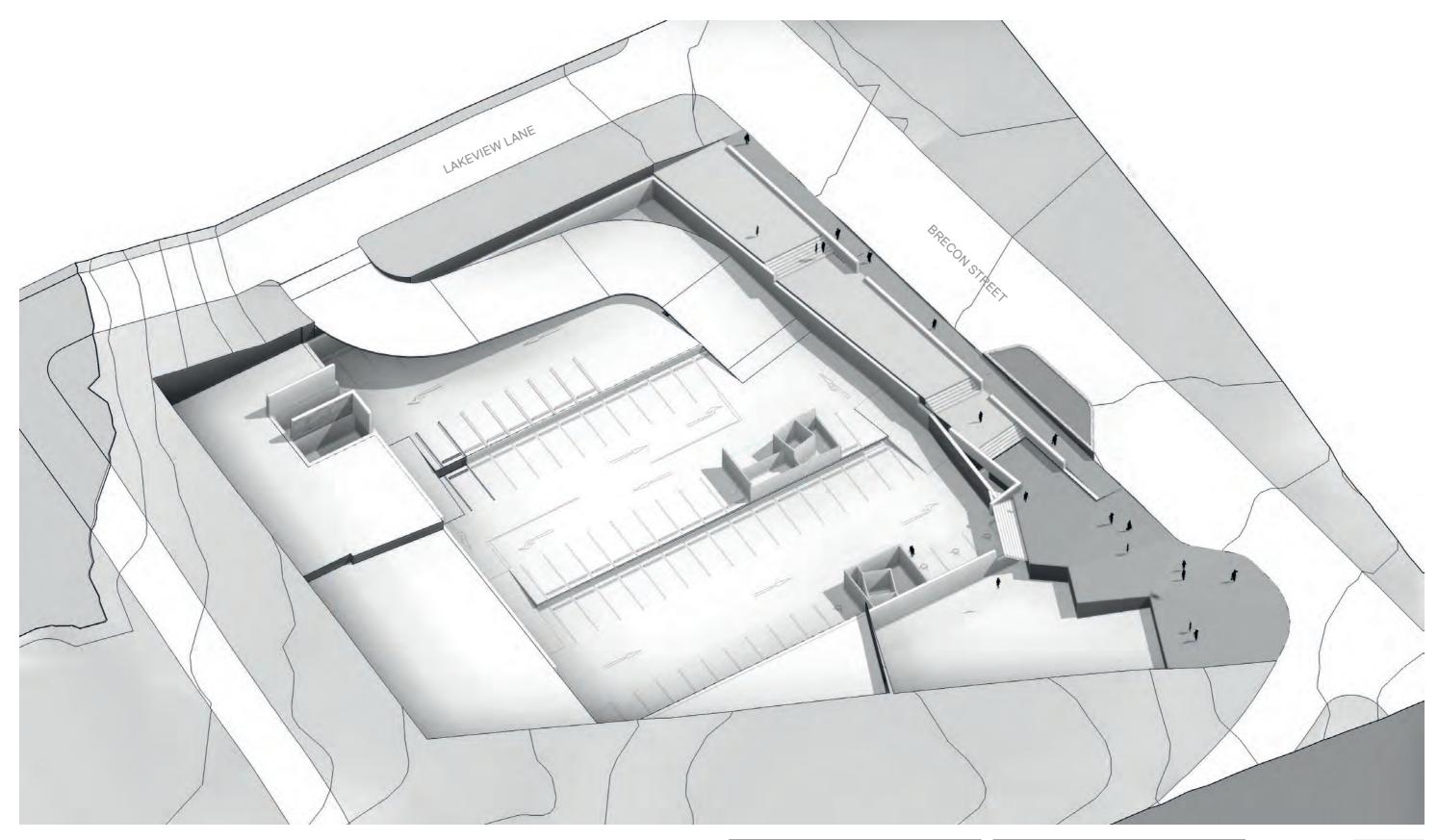
APPENDIX J: CAR PARK RAMP

AJ AXO OF 2-WAY CAR PARK RAMP

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN: RM180507

Wednesday, 26 June 2019



QUEENSTOWN LAKES DISTRICT COUNCIL 4.2 GROUND FLOOR PLAN **APPROVED PLAN:** RM180507 Wednesday, 26 June 2019 1:6 gradient ramp to car park with transitions of 1:8 top and bottom. service lift-••••• 8m internal depth from active frontage HOTEL ROOM LEGEND Stair & Lifts Reception & lobby Tenancy 36m² Room 35m² Wide Room 26m² Room 25m² Wide Room 22m² Room 19.5m² Room

30

4.3 LEVEL 1 PLAN

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN: RM180507

Wednesday, 26 June 2019





HOTEL ROOM LEGEND



4.4 LEVEL 2 PLAN

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN: RM180507

Wednesday, 26 June 2019





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4.6 LEVEL 4 PLAN

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN: RM180507

Wednesday, 26 June 2019



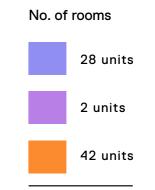
4.7 LEVEL 5 PLAN

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN: RM180507

Wednesday, 26 June 2019







72 units



4.8 LEVEL 6 PLAN

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN: RM180507

Wednesday, 26 June 2019



6.2 EAST ELEVATION, BRECON STREET (1:250@A3)

37 QUEENSTOWN LAKES DISTRICT COUNCIL APPROVED PLAN: RM180507

Wednesday, 26 June 2019



26

6.3 WEST ELEVATION (1:250@A3)

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN: RM180507

Wednesday, 26 June 2019

15.5m Height • • • • • • • • •

Original Ground • • • • • • •



6.4 SOUTH ELEVATION (1:250@A3)

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN: RM180507

Wednesday, 26 June 2019

15.5m Height • • • • • • • •

Original Ground • • • • • • •



6.5 EAST ELEVATION (LAKEVIEW LANE) (1:250@A3)

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM180507

Wednesday, 26 June 2019

15.5m Height • • • • • • • • •

Original Ground • • • • • • •



6.6 EAST ELEVATION - LOOK AND FEEL (NTS)

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN: RM180507

Wednesday, 26 June 2019

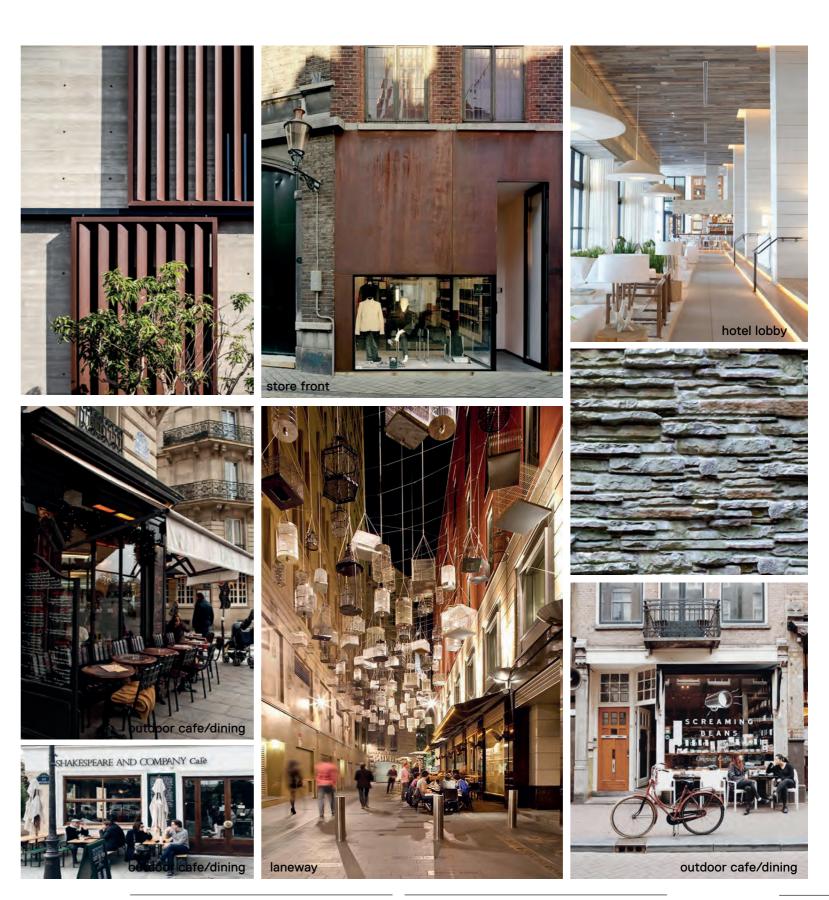


QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN: RM180507

Wednesday, 26 June 2019





WARREN AND MAHONEY

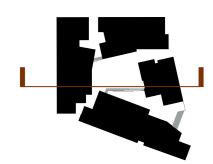
7.0 SECTIONS

7.1 **SECTION 01**

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN: RM180507

Wednesday, 26 June 2019





43

32

Document Set ID: 3257433

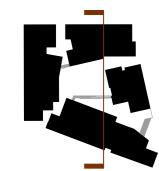
7.0 SECTIONS

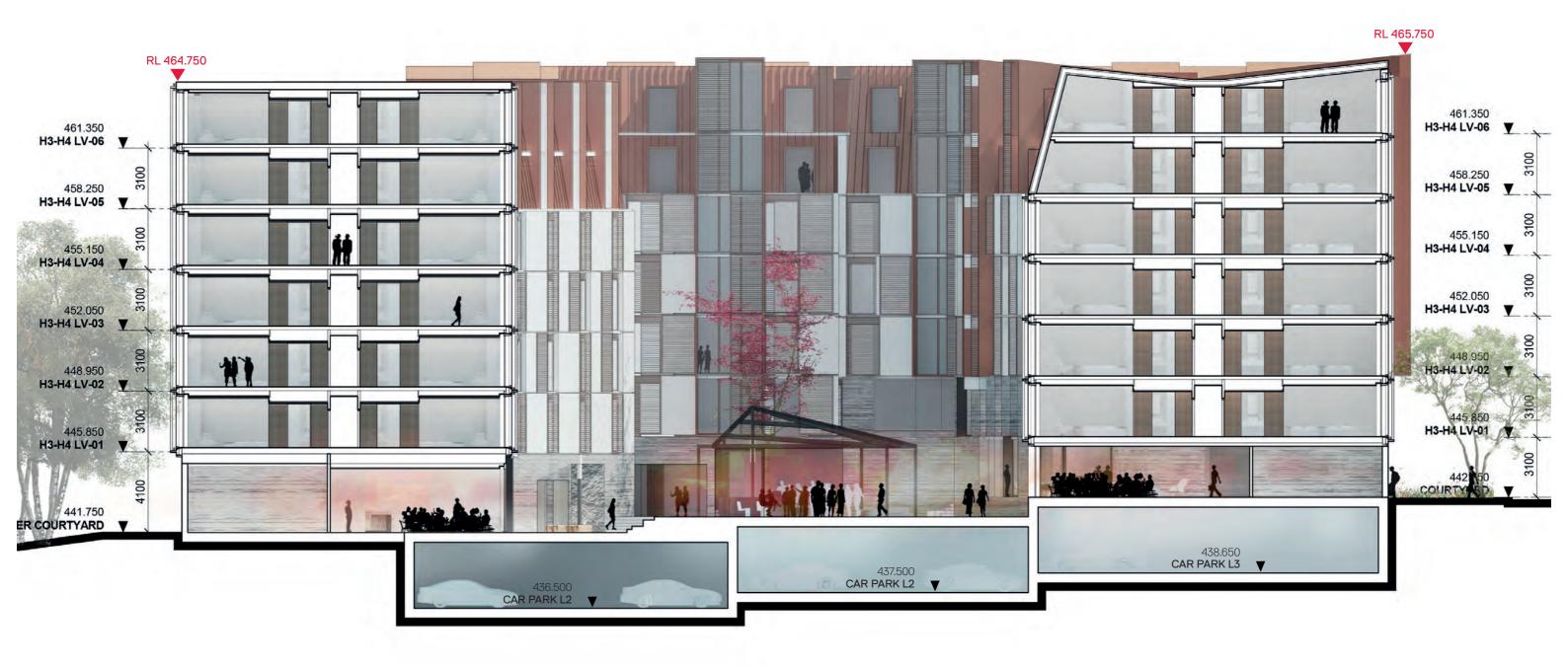
7.2 SECTION 02

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN: RM180507

Wednesday, 26 June 2019



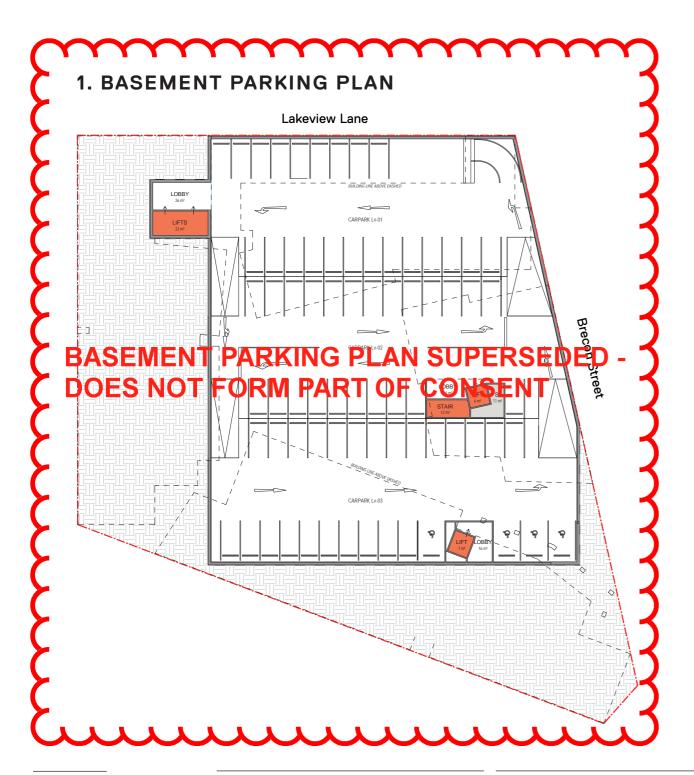


44

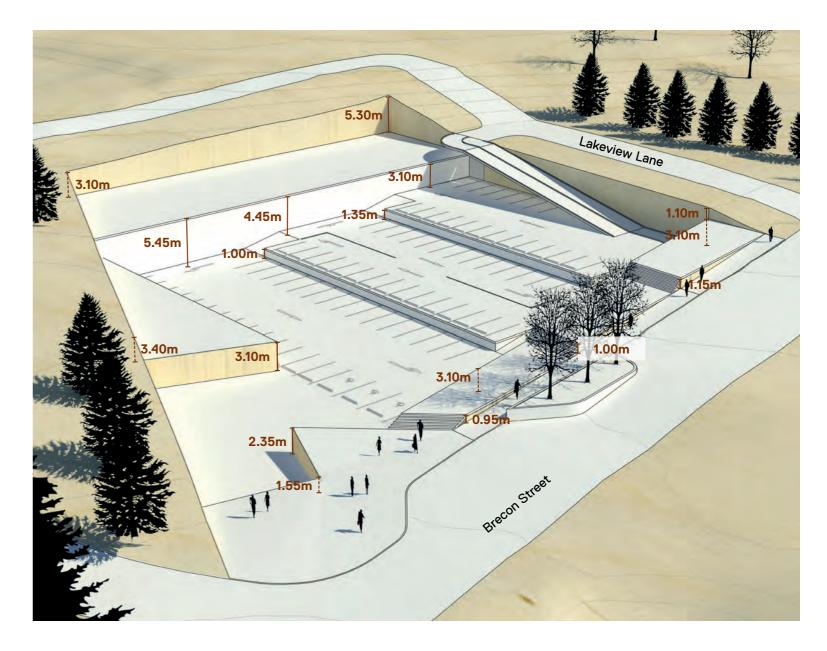
APPENDIX B: EXCAVATION

AB EXCAVATION DEPTHS





1. EXCAVATION DEPTHS



APPENDIX B: EXCAVATION

AB EXCAVATION VOLUMES

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN: RM180507

Wednesday, 26 June 2019



Document Set ID: 3257454 Version: 1, Version Date: 18/05/2018

APPENDIX E: SITE GRADIENTS

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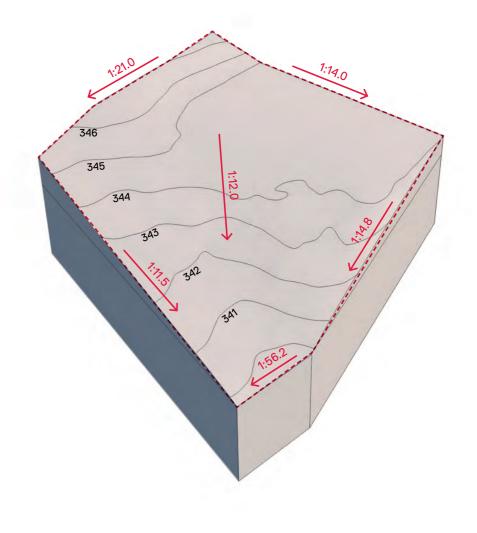
AE AVERAGE BOUNDARY GRADIENTS AND MAIN CROSS FALL

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN: RM180507

Wednesday, 26 June 2019





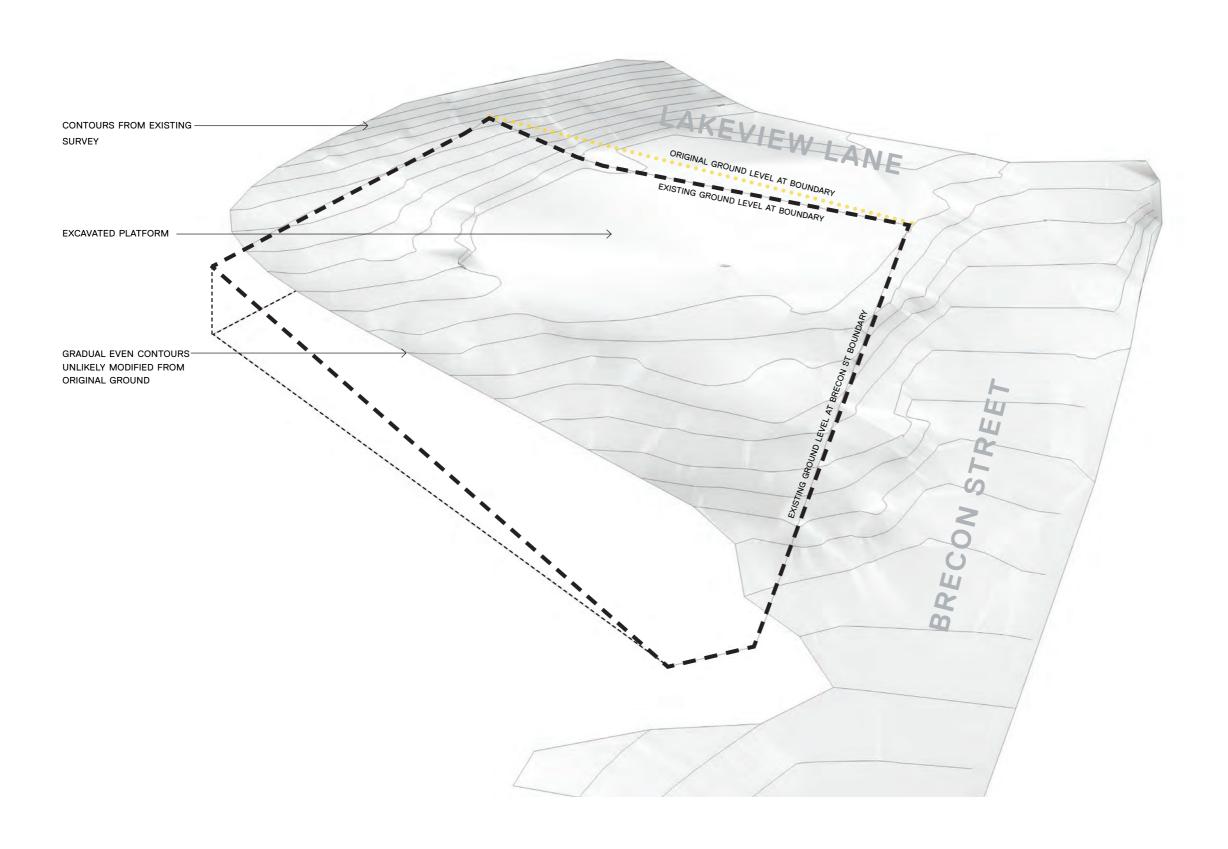
APPENDIX F: ORIGINAL HEIGHTS OF BOUNDARY

AF HEIGHT OF BOUNDARY ON LAKEVIEW LANE

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN: RM180507

Wednesday, 26 June 2019



Document Set ID: 3257436 Version: 1, Version Date: 18/05/2018

1.0 SITE

1.2 SITE PLAN

01. Drop Off

02. Piazza

03. Services/Delivery

04. Car Park Entry

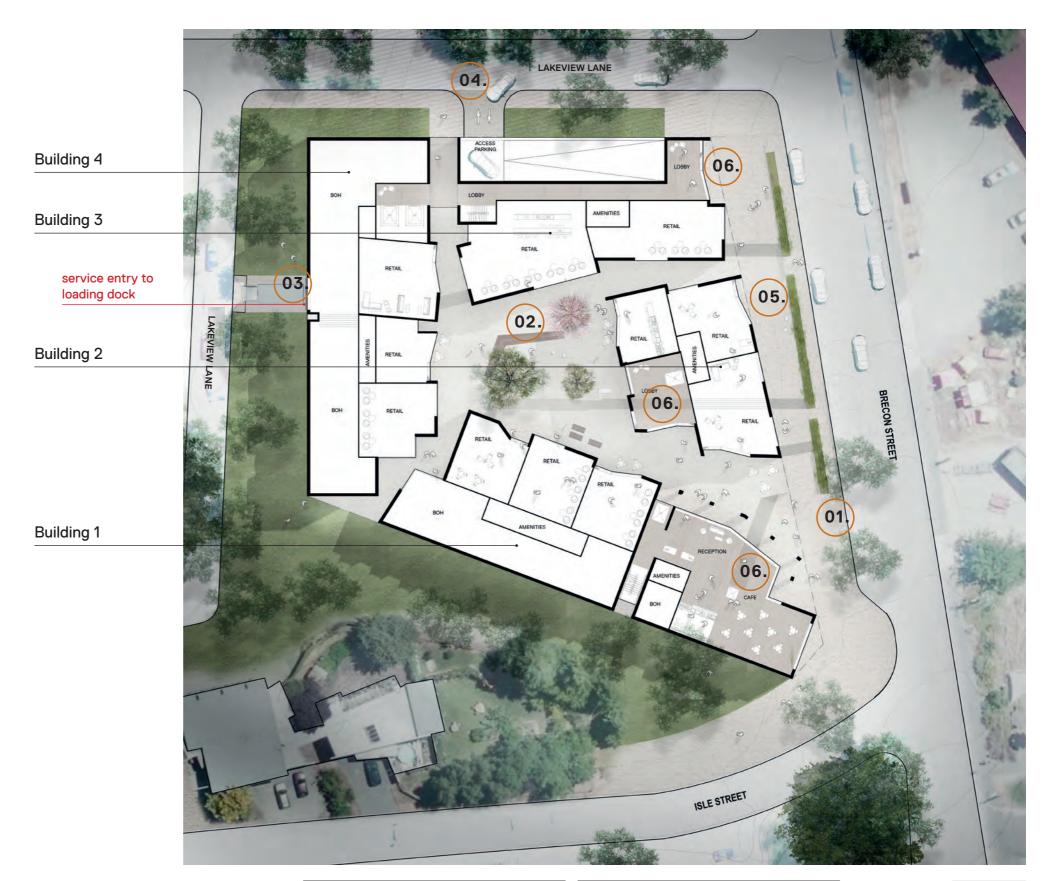
05. Retail/Hospitality Terraces

06. Hotel Lobby

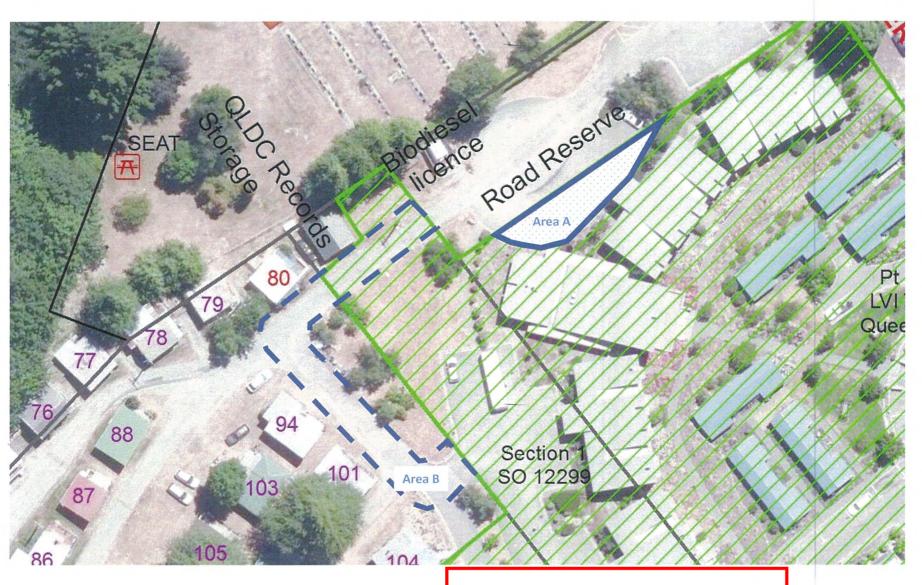
QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN: RM180507

Wednesday, 26 June 2019



DEAGRAM OF CAMPFRONNING ACCESS.



QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN: RMRM180507

Wednesday, 26 June 2019

ANNEXURE 2 – CONSENT CONDITIONS – RIGHT OF WAY

The Queenstown Lakes District Council hereby consents to the granting or reserving of Right of Way Easement A on Block LVI, Town of Queenstown, comprised in Identifier OT1B/1277 in favour of Lot 1 Deposited Plan 27703 held in Record of Title OT19B/260 under section 348 of the Local Government Act 2017, subject to the following conditions:

1. That the activity be undertaken in accordance with the application for the creation of the Right of Way easements as shown on the following plans (stamped as approved on 26 June 2019):

'Area A' shown on 'Diagram of Campground Alternative Access'

 All engineering works shall be carried out in accordance with the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd May 2018 and subsequent amendments to that document up to the date of issue of any resource consent.

Note: The current standards are available on Council's website via the following link: http://www.qldc.govt.nz

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

- 3. Provide a letter to the Manager of Resource Management Engineering at Council advising who their representative is for the design and execution of the engineering works and construction works required in relation to the formation of the ROW and installation of the stormwater sumps and shall confirm that these representatives will be responsible for all aspects of the works covered under Sections 1.7 & 1.8 of QLDC's Land Development and Subdivision Code of Practice, in relation to these works undertaken.
- 4. Prior to commencing works on the site, the consent holder shall obtain 'Engineering Review and Acceptance' from the Queenstown Lakes District Council for development works to be undertaken and information requirements specified below. The application shall include all development items listed below unless a 'partial' review approach has been approved in writing by the Manager of Resource Management Engineering at Council. The 'Engineering Review and Acceptance' application(s) shall be submitted to the Manager of Resource Management Engineering at Council for review, prior to acceptance being issued. At Council's discretion, specific designs may be subject to a Peer Review, organised by the Council at the applicant's cost. The 'Engineering Review and Acceptance' application(s) shall include copies of all specifications, calculations, design plans and Schedule 1A design certificates as is considered by Council to be both necessary and adequate, in accordance with Condition (2), to detail the following requirements:
 - a) The provisions for all signage and markings in accordance with the NZTA Manual of Street Signs and Markings (MOTSAM) and the NZTA Traffic Control Devices Manual. This shall include, but not limited to:
 - (i) The implementation of all necessary 'no-parking' controls and changes to facilitate unimpeded 12.6m length coach vehicle single manoeuvre turning at the western end of Cemetery Road cul-de-sac head.
 - b) The provision of lighting to all road, access, and pedestrian areas in accordance with Council's road lighting policies and standards, including the Southern Light lighting strategy. Any road lighting installed on the right of way shall be privately maintained and all operating costs shall be the responsibility of the lots serviced by such access roads. Any lights installed on the right of way shall be isolated from the Council's lighting network circuits.

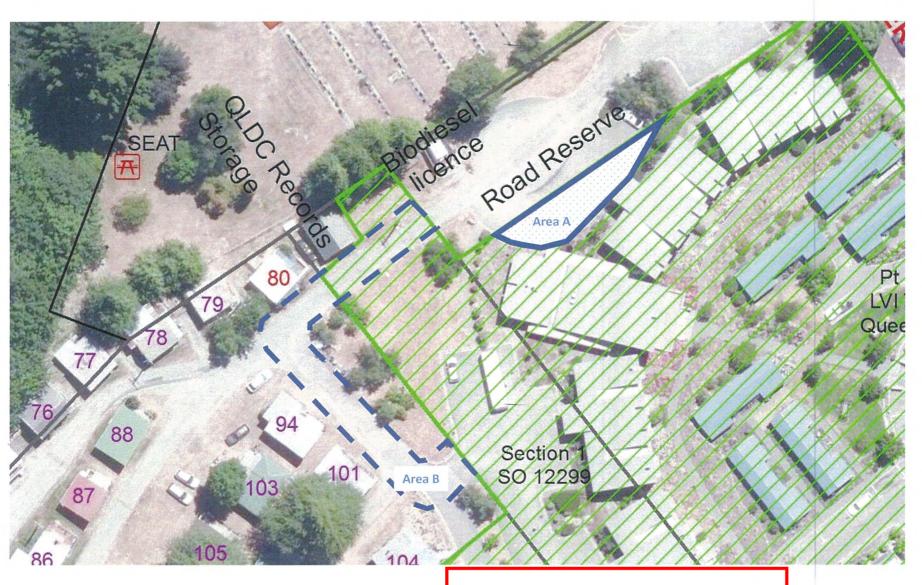
- 5. Prior to the issue of the s348 certificate the consent holder shall complete the following:
 - a) The consent holder shall provide Design Certificates for all engineering works associated with this development submitted by a suitably qualified design professional (for clarification this shall include any Roads and Stormwater reticulation). The certificates shall be in the format of the QLDC's Land Development and Subdivision Code of Practice Schedule 1A Certificate.
 - b) The submission of 'as-built' plans and information required to detail all engineering works completed in relation to or in association with the construction of the ROW and the installation of the stormwater sumps at the consent holder's cost. This information shall be formatted in accordance with Council's 'as-built' standards and shall include all Roads (including right of ways and access lots) and Stormwater reticulation (including private laterals).
 - c) 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 this the construction of the ROW and the installation of the stormwater sumps. The certificates shall be in the format of a Producer Statement, or the QLDC's Land Development and Subdivision Code of Practice Schedule 1B and 1C Certificate.
 - d) A Licensed professional shall prepare all necessary documentation to enable the S348 certification to be lodged and registered as an easement with Land Information New Zealand.
 - e) The final wording of the easement instrument shall be reviewed and approved by Council's solicitors prior to registration. At Council's election either:
 - (i) An additional encumbrance shall be registered to ensure that the ROW easement cannot be varied or cancelled without Councils approval; or
 - (ii) The easement instrument shall include the following acknowledgement:

The Grantor and Grantee acknowledge and agree that this instrument may not be surrendered or varied without consent from Queenstown Lakes District Council (or any replacement local authority). The Grantor and Grantee must obtain written consent from Queenstown Lakes District Council (or any replacement local authority) before surrendering or varying this instrument. This clause is for the benefit of, and is enforceable by, Queenstown Lakes District Council (or any replacement local authority) pursuant to section 12 of the Contract and Commercial Law Act 2017

- f) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for the construction of the ROW and the installation of the stormwater sumps.
- g) The ROW shall be constructed in accordance with Council standards. This shall include the provision for stormwater disposal.
- 6. Within 3 months of the date of issue of the s348 certificate the consent holder shall complete the following:
 - The easement instrument shall be registered contemporaneously with the s348 certification on the relevant Record of Title for the lots.

b) The consent holder shall provide proof of registration with Land Information New Zealand for the s348 certification and related Easement Instrument on the Record of Title for the relevant lots under the Land Transfer Act 2017. This shall be provided to Council Subdivision Planner.

DEAGRAM OF CAMPFRONNING ACCESS.



QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN: RMRM180507

Wednesday, 26 June 2019

ANNEXURE 3 – SECTION 42A REPORT



FILE REF: RM180507

TO Alana Standish, Team Leader: Resource Consents

FROM Kenny Macdonald, Senior Planner

SUBJECT Report on a Publicly Notified Consent Application.

SUMMARY

Applicant: Brecon Street Partnership Limited

Location: 34 Brecon Street and Cemetery Road, Queenstown

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

(RMA) for Land Use Consent to establish a visitor accommodation activity comprising two hotels and associated commercial activities within four buildings, totalling 393 guest rooms and 12 ground floor

commercial tenancies.

Application under Section 348 of the Local Government Act 1974

(LGA) to grant a Right of Way.

Legal Description: Lot 1 Deposited Plan 27703 held in Record of Title OT19B/260

Road reserve (Cemetery Road)

Block LVI, Town of Queenstown, comprised in Identifier OT1B/1277

(for proposed Right of Way)

Zoning: Queenstown Town Centre (Lakeview Sub-Zone)

Unzoned legal road (Cemetery Road)

Public Notification Date: 7 March 2019

Closing Date for Submissions: 4 April 2019

Submissions:

- 0 submissions have been received in opposition to the application.
- 8 submissions have been received in support of the application:
 - Queenstown Gold Limited
 - IFLY Indoor Skydiving NZ Ltd
 - CCR Ltd
 - The Queenstown and District Historical Society
 - o Sir Eion Edgar
 - o Russell McGrouther
 - Skyline Enterprise Limited
 - Ziptrek Ecotours
- 0 have been received neither in support or opposition to the application:
- 0 of the submissions received were late submissions.

• 2 other submissions were received but were later withdrawn.

RECOMMENDATION

That subject to new or additional evidence being presented at the Hearing (if necessary), 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 more than minor, but acceptable, for the following reasons:
 - The height and scale of the building, specifically the prominent and solid built form on its northwestern elevation, and its bulk and dominance which is considered will adversely affect the heritage values and setting of the Queenstown Cemetery and the Ben Lomond reserve. The provision of street landscaping, and the construction of a sympathetic schist boundary wall are considered to mitigate effects to an acceptable level;
 - The additional height will interrupt views of The Remarkables and the Hector Mountains from Queenstown Cemetery and Ben Lomond Reserve and will have adverse effects on the visual quality and amenity values of the landscape that are more than minor. These adverse effects are more than minor when viewed from a small, remote part of the cemetery and the Ben Lomond track, and panoramic views of distant mountains will generally be maintained.
- 2. The proposal is not contrary to the relevant objectives and policies of the District Plan for the following reasons:
 - The proposal gives effect to the purpose of the PC50 provisions, and will result in the efficient
 use of a site in the town centre for uses which are encouraged in this location. Adverse
 amenity effects are reduced, mitigated, or offset to an appropriate degree;
 - Subject to conditions of consent, the proposal will result in a more efficient road layout, will
 provide an adequate volume of parking, and can be undertaken in a way which minimise
 effects on the roading network;
 - Lasting effects of earthworks will be minimal once the building is completed and adverse effects on stability of neighbouring land are not anticipated. Potential adverse effects can be further mitigated by conditions of consent to an appropriate level.
- 3. The proposal promotes the overall purpose of the RMA.

^{*} No submitter wishes to speak at the hearing

1. INTRODUCTION

My name is Kenny Macdonald, Senior Planner for the Queenstown Lakes District Council. I hold the qualifications of Bachelor of Arts (Hons) Environmental Planning from the University of Strathclyde in Scotland. I am an Associate Member of the New Zealand Planning Institute.

I have over 11 years' experience as a planner. I have worked for local government in New Zealand (Queenstown Lakes District), Australia and Scotland for more than 8 years. I have worked as a consultant planner for over two years for TGM Group in Victoria, Australia.

I have practised in the Queenstown Lakes district since 2016 and am currently employed by the Queenstown Lakes District Council ("Council") as a Senior Planner.

I reside in Queenstown. I have visited the land subject to the application on several occasions and am generally familiar with the area.

I confirm that I have read the Code of Conduct for expert witnesses contained in the Environment Court Practice Note. I confirm that I have considered all the material facts that I am aware of that might alter or detract from the opinions I express. In particular, unless I state otherwise, this evidence is within the scope of expertise and I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.

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

Resource consent is sought to construct and operate visitor accommodation and commercial activities at the subject site. The proposed activity will comprise a 3-star and 5-star hotel, providing hotel facilities totalling 393 guest rooms of varying sizes from 19.5m² to 36m² within four buildings.

Buildings 1 and 2, which are located within the eastern half of the site, will be 7 storeys high and will contain a 5-star hotel. Buildings 3 and 4, located within the western half of the site, will also be 7 storeys in height and will contain a 3-star hotel. Twelve commercial premises are proposed on the ground floor, spread over all four buildings, and are proposed to provide a mix of commercial activities. These activities are envisaged to include tourism, service, retail and dining activities, including licenced premises, and will have frontages onto the central piazza and Brecon Street. A basement carpark will be constructed with access from the proposed Lakeview Lane.

The site layout will comprise:

- Four buildings located on the northern, eastern, southern and western sides of the piazza. All four buildings will be 7 storeys. The maximum heights of each building vary from 19.8m (Building 4, westernmost building) and 23m (Building 2, eastern building fronting Brecon Street).
- A central piazza with pedestrian access from two laneways from Brecon Street. Pedestrian
 access is also provided from the proposed Lakeview Lane to the north, and from the adjoining
 Lakeview Holiday Park to the south-west.
- The buildings framing the internal piazza will contain a mix of commercial tenancies at street level, anticipated to provide tourism, service, retail, dining and licenced premises. The frontages of the commercial tenancies have been designed to interact with the adjoining open piazza and street edge dining is envisaged.
- The frontage to Brecon Street will be designed with wide terraced footpaths, street facing commercial activities, the potential for street edge dining, and landscaping.
- Coach and taxi pickup and drop off areas are proposed to be located within the Brecon Street
 and proposed Lakeview Lane Road Reserves. The applicant proposes to operate a valet parking
 service in the underground car park with vehicle pick up and drop off occurring in 5 minute parking
 bays in the Brecon Street and Lakeview Lane Road Reserves. A loading area will be accessed
 via Cemetery Road on the western side of the site.

• Cemetery Road is proposed to be realigned to the north of the site (shown as Lakeview Lane), and access to a basement car park will be provided from the realigned road.

The internal layout of the buildings will comprise the following:

- Basement car park The basement car park will contain 73 car parking spaces, including four
 disability car parks, with access to the buildings via lifts in the western, central, and eastern areas
 of the car park. Ingress and egress for the basement carpark will be from Lakeview Lane to the
 north.
- **Building 1** Building 1 in the southeastern portion of the site will contain four commercial tenancies and hotel reception area on the ground floor, with an adjacent lift and stairwell connecting the reception area to the basement car park and upper floors. The ground floor will also provide 306m² of back of house and amenities areas. The building will house 123 hotel rooms ranging in size from 25m² to 36m². The building will be 7 storeys, with a maximum height of 22.3m (approx.) at the Brecon St end of the building, and 22.5m (approx.) at the stairwell in the centre of the building.
- **Building 2** Building 2 in the northeastern portion of the site will contain three commercial tenancies and hotel lobby on the ground floor, with an adjacent lift and stairwell connecting the lobby area to the basement car park and upper floors. The ground floor will also contain a small amenities area. The building will house 46 hotel rooms ranging in size from 25m² to 36m². The building will be seven storeys, with a maximum height of 23m (approx.).
- **Building 3** Building 3 in the northern portion of the site will contain two commercial tenancies on the ground floor and a large lobby and reception area. This area connects to Building 4 and contains a stairwell and lifts connecting to the basement car park and upper floors. The ground floor will contain a small amenities area. The building will house 108 hotel rooms ranging in size from 19.5m² to 26m². The building will be eight storeys, with a maximum height of 21.9m (approx.).
- **Building 4** Building 4 in the southwestern portion of the site will contain three commercial tenancies and a large lobby and reception area connecting to Building 3. A stairwell and lifts connects the lobby area to the basement car park and upper floors. The ground floor will contain 315m² back of house and amenities area. The first floor will contain a loading area accessed off Cemetery Road to the west. The building will house 116 hotel rooms ranging in size from 19.5m² to 26m². The building will be 7 storeys, with a maximum height of 19.8m (approx.).

The four buildings are shown in Figure 1 below:

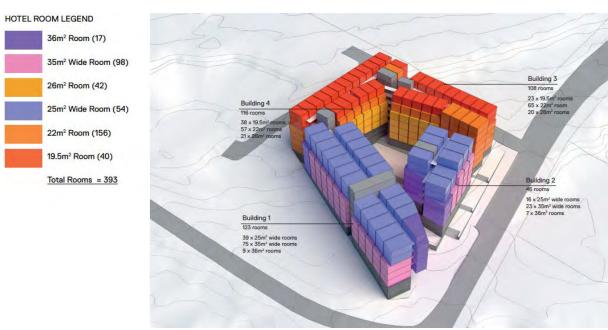


Figure 1

No signage is proposed as part of the application.

The application is described in further detail in section 2 of the applicant's Assessment of Environmental Effects, prepared by Megan Justice of Mitchell Daysh (hereon referred to as the applicant's AEE and appended to the s95 recommendation as **Appendix 1**). This description is considered accurate and is adopted for the purpose of this report with the following additional comment:

Following the submission of the application, the applicant has also sought the approval for a Right of Way over part of the adjacent land to the west. This is intended to allow coaches to utilise an existing turning head in order to avoid having to reverse onto Brecon Street after using the proposed pick up/drop off areas. The Right of Way is sought under s348 of the Local Government Act 1974.

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.

With reference to section 41D of the RMA, none of the submissions were considered to:

- (a) be frivolous or vexatious:
- (b) have failed to disclose a reasonable or relevant case:
- (c) constitute an abuse of the hearing process to allow the submission or the part to be taken further:
- (d) be supported only by evidence that, though purporting to be independent expert evidence, has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert evidence on the matter:
- (e) contains offensive language.

Name	Location of Submitters' Property	Summary of Submission	Relief Sought
Queenstown Gold Limited	27 Brecon Street, and 35 Brecon Street,	Supports the proposal; There is no effect on the submitter's property and the development will	Grant consent.
IFLY Indoor Skydiving NZ Ltd	Queenstown 27 Brecon Street, Queenstown	enhance Brecon Street Supports the proposal; Building design is attractive; Land swap will protect the cemetery in perpetuity; Land swap will prevent accidents; Queenstown needs more hotels; Excellent location; Provision of underground parking; Additional height does not create shadows or affect others; Taller buildings appropriate at the base of a mountain.	Grant consent.
CCR Ltd	4 Cemetery Road, Queenstown	Supports the proposal; District Plan allows buildings to be constructed to the boundary of the cemetery; Land swap will enable efficient access to the holiday park; Land swap will create a buffer with the cemetery;	

The Queenstown and District Historical Society		Increased height will not generate significant shading; Will not be affected any more than for a 15.5m high building; Design and colours will help building blend in with backdrop; Plaza will provide a gathering place; Development will contribute to relieving pressure for lakeside and rural development. Building being constructed on the cemetery boundary would have a greater detrimental effect; Construction of a traditional schist wall would be a positive outcome.	
Sir Eion Edgar	563 Peninsula Road, Kelvin Heights	Attractive and high quality design; Proposal will complement current and future activities in the vicinity; Land swap will provide a buffer for the cemetery and will avoid a building being constructed on the boundary; Council assumed to be supportive of development due to agreement for land swap; Applicant will relocate services at considerable cost; Provision of car parking will avoid congestion in the area; Sun studies show no other person affected by shading; Location means building will not interrupt any person's views and the buffer from the cemetery will result in less effects than a 15.5m high building on the boundary; Development will contribute to reducing development pressure in rural areas and will help avoid sprawl.	
Russell McGrouther	21 Balmoral Drive, Kelvin Heights	Landscape architect's assessment is partially irrelevant; No objection from a local person whom the submitter spoke to; No problem with guests overlooking ceremonies; New burials taking place at northeastern part of the cemetery and will not be affected; Potential for 15.5m high buildings on the cemetery boundary which would have negative effects.	
Skyline Enterprise Limited	53 Brecon Street, Queenstown	Supportive overall; Visitor accommodation and commercial premises will enhance the character of the street; Uses are anticipated by the District Plan; Uses will complement the SEL developments consented by RM160647 and RM171172; Supportive of land swap and separation from the cemetery; Submits that any required Traffic Management Plan should be required to be cognisant of the TMPs for SEL's developments; Supportive of the proposed parallel parking layout and submits that parking	

	alterations should be consistent with requirements for RM171172.	
Ziptrek Ecotours	No concerns regarding the development, including the building height; Land swap and 20m setback from the cemetery is sensible and preferable to building on the cemetery boundary; No concerns relating to construction noise and effects; Hotel is of an appropriate scale and form and are an efficient use of the land.	

CONSULTATION AND WRITTEN APPROVALS

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

Person (owner/occupier)	Address (location in respect of subject site)
Queenstown Lakes District Council	Section I Block LVI Town of Queenstown (SO 16791)
(in relation to earthworks adjacent	(Camp Ground as land owner)
and over land necessary to relocate	
services as part of land swap and	
development)	
1 /	
CCR Limited (in relation to	Section I Block LVI Town of Queenstown (SO 16791)
earthworks adjacent and over land	(Camp Ground as lease holder)
necessary to relocate services as	, , , , , , , , , , , , , , , , , , , ,
part of land swap and development)	

5. PLANNING FRAMEWORK

5.1 THE OPERATIVE DISTRICT PLAN

The subject site is zoned Queenstown Town Centre – Lakeview Sub-Zone and the site includes land which is currently unzoned legal road. The purpose of the Queenstown Town Centre Zone is to allow for a wide range of activities which will enhance the town centre while preserving the important physical and natural character which gives the town its outstanding qualities and image. The zone rules contain a range of standards to achieve the desired environmental outcomes relating to built form, open space, traffic management, heritage protection and pedestrian amenity.

The relevant provisions of the Plan that require consideration can be found in Chapters 10 (Town Centres), 14 (Transport), and 22 (Earthworks).

The proposed activity requires resource consent for the following reasons:

General matters

- A **controlled activity** for verandas in accordance with Rule 10.6.3.2 ii.
- A controlled activity for visitor accommodation, and for activities on 34 Brecon Street, in accordance with Rule 10.6.3.2 iv.
- A **controlled activity** for buildings located in the Lakeview Sub-zone in accordance with Rule 10.6.3.2vi.
- A controlled activity for a car parking area proposed in the Town Centre zone, in accordance with Rule 14.2.2.2i.

- A **restricted discretionary activity** for 'building and façade height' under Rules 10.6.3.2A v and 10.6.3.3 v, for exceeding the permitted 15.5m building height (site standard 10.6.5.1xi(d)). Discretion is restricted to the purpose of the site standard.
- A **restricted discretionary activity** under Rule 10.6.3.2A v and 10.6.3.3 v for a breach of site standard 10.6.5.1xiv(a)a relating to active frontages for the glazing being less than 80%. Glazing over 75% of the frontage is proposed. Discretion is restricted to the purpose of the site standard.
- A **restricted discretionary activity** under Rule 10.6.3.2A v and 10.6.3.3 v for a breach of site standard 10.6.5.1xiv(a)e relating to minimum ground floor depth of 8m. A minimum internal floor depth of approximately 7m is proposed. Discretion is restricted to the purpose of the site standard.

Earthworks matters

- A **restricted discretionary activity** for earthworks under Rule 22.3.2.3(a), for earthworks exceeding the maximum permitted volume of 500m³ under site standard 22.3.3i. A total volume of 17,449m³ is proposed within the site. A further 3,400m³ of earthworks is required for temporary batters outside the site.
- A **restricted discretionary activity** for earthworks under Rule 22.3.2.3(a), for earthworks exceeding the maximum permitted cut depth of 2.4m under site standard 22.3.3ii(b)(i). The proposed earthworks involve a maximum cut of up to 9m.
- A **restricted discretionary activity** for earthworks under Rule 22.3.2.3(a), for earthworks that breach site standard 22.3.3ii(b)(iii) as the depth of the cut is greater than the distance from the boundary and the retained depth is greater than 0.5m.
- A restricted discretionary activity for earthworks under Rule 22.3.2.3(a), for earthworks that breach site standard 22.3.3vii(a) as the construction noise will breach limits specified in NZS 6803:1999 "Acoustics – Construction Noise".

Transport matters

- A **restricted discretionary activity** for car parking and loading under Rule 14.2.2.3ii, for a breach of Site standard 14.2.4.1i (Table 1) as no on-site coach parks are proposed. The required ratio of 1 coach park per 50 rooms would mean that 8 coach spaces are required.
- A **restricted discretionary activity** under Rule 14.2.2.3ii for queueing under site standard 14.2.4.1xi as a queuing space of 18m is required and no queueing space is provided.
- A restricted discretionary activity under Rule 14.2.2.3ii for a breach of site standard 14.2.4.2iv
 and the required 80m sight distance for 'Other Activities' in a 50kmph area. The new access to
 the underground parking will have a sight distance of less than 80m to the northeast and
 southwest.
- A restricted discretionary activity under Rule 14.2.2.3ii for a breach of site standard 14.2.4.1iv(b) for heavy vehicle parking and loading spaces which shall comply with the relevant noise emission standards for the activity to which they relate. The applicant's acoustic report confirms a breach of this rule for buses parked on Lakeview Lane.

Noise related matters

• A **non-complying activity** consent under Rule 10.6.3.4ix for a breach of zone standard 10.6.5.2ii(a) which specifies day time and night time operational noise limits. The predictions prepared with the AECOM acoustic report submitted with the application confirms that these limits will be breached, and this has been confirmed through a peer review.

- A non-complying activity consent under Rule 10.6.3.4ix for a breach of zone standard 10.6.5.2ii(c) which requires sound from activities which is received in another zone shall comply with the noise limits set in the zone standards for that zone. Council's consultant acoustic expert has confirmed that sound levels would breach these standards.
- A non-complying activity consent under Rule 10.6.3.4ix for a breach of zone standard 10.6.5.2ii(d) which specifies construction noise shall comply with NZS6803:1999. Council's consultant acoustic expert has confirmed that sound levels would breach these standards.

[It is noted that there was some discussion with the applicant around interpretation of District-wide noise standards found in the Transport and Earthworks chapters of the District Plan and whether these supersede the noise standards specified in the Town Centre Zone. There is no statement in any of those chapters which would suggest that one chapter takes precedence over another and therefore the noise standards in Chapter 10 are considered to apply and are undiluted.]

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

PROPOSED DISTRICT PLAN - STAGE 1 DECISIONS

Council notified its decisions on Stage 1 of the Proposed District Plan (**Stage 1 Decisions Version 2018**) on 5 May 2018. As the zoning of the subject site was dealt with under Plan Change 50 (PC50), the site was not considered by Stage 1. Therefore the proposed activity does not require resource consent under Stage 1 of the PDP.

PROPOSED DISTRICT PLAN - STAGE 2 NOTIFIED VERSION

Council notified Stage 2 of the Proposed District Plan (Stage 2 Notified Version 2017) on 23 November 2017. As the zoning of the subject site was dealt with under PC50, the site was not considered by Stage 2. Therefore the proposed activity does not require resource consent under Stage 2 of the PDP.

5.2 THE LOCAL GOVERNMENT ACT 1974

Consent is needed under s348 of the LGA to grant a Right of Way over a portion of the land to the west of the proposed hotel which currently forms part of the adjoining camp ground.

5.3 NATIONAL ENVIRONMENTAL STANDARD FOR ASSESSING AND MANAGING CONTAMINANTS IN SOIL TO PROTECT HUMAN HEALTH

Based on the applicant's review of Council records, the piece of land to which this application relates is not a HAIL site, and therefore the NES does not apply.

6. STATUTORY CONSIDERATIONS

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

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

The application must also be assessed with respect to the purpose of the RMA which is to promote the sustainable management of natural and physical resources. Section 9 of this report outlines Part 2 of the RMA in more detail.

In addition, Section 104D (Particular Restrictions on non-complying activity) states that the decision maker can only grant a resource consent for a non-complying activity if it is satisfied that the effects of the activity will be no more than minor, or that activity will not be contrary to the Objectives or Policies of any plan or proposed plan.

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

7. INTERNAL REPORTS

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

Urban Design peer review by Mr Edward Jolly, Consultant Urban Designer, attached as Appendix 6 Landscape report by Mr Richard Denney, Consultant Landscape Architect, attached as Appendix 2 Acoustic peer review by Dr Stephen Chiles, Consultant Acoustic Specialist, attached as Appendix 4 Engineering report by Mr Michael Wardill, Team Leader - Resource Management Engineering, attached as Appendix 8.

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

8. ASSESSMENT

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

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

8.1 EFFECTS ON THE ENVIRONMENT

8.1.1 The Permitted Baseline

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

In the Town Centre zone, all buildings require consent as a controlled activity, and there is no permitted baseline for new buildings as such. While activities such as retailing and residential are permitted activities in the zone, these are carried out within buildings which all require consent (unless less than 5m² in area and 2m in height).

Earthworks up to 500m³ with a maximum height of cut of 2.4m and a maximum height of fill of 2m is permitted provided environmental protection measures are complied with. The relevant permitted baseline is applied with regard to earthworks.

Of particular importance in assessing this application is that there is no permitted baseline for a building up to 15.5m on the site, as this is a controlled activity. Matters of control include control over setbacks.

The permitted baseline is considered to be of little to no relevance.

8.1.2 Existing and Receiving Environment

The <u>existing environment</u> on the subject site is currently occupied by a commercial mini golf operation. It has a small single storey site office. There are no unimplemented resource consents relevant to the subject site.

The surrounding environment is characterised by a range of activities including:

- To the north, the relatively open reserve area known as Queenstown Cemetery and Ben Lomond Hill reserve. The Skyline Gondola is a major commercial tourism activity, with a two storey high base building.
- To the south, Cemetery Road, parts of the QLDC campground, and beyond the low density residential area bounded by Brecon, Man, Isle and Hay Streets.
- To the east, Brecon Street, a busy thoroughfare for both vehicles, cyclists and pedestrians heading to the Gondola, as well as commercial activities such as indoor mini golf, the I-fly Queenstown and other activities such as a childcare centre, and Kiwi Birdlife Park.
- To the west is the QLDC campground leased to CCR Limited, with predominantly one and two storey buildings and open areas for visitor accommodation.

The Quality Planning website advises that "the <u>receiving environment</u> (beyond the subject site) is the environment upon which a proposed activity might have effects. It is permissible (and often desirable or necessary) to consider the future state of the environment upon which effects will occur, including:

- the future state of the environment as it might be modified by the utilisation of rights to carry out permitted activities:
- the environment as it might be modified by implementing resource consents that have been granted at the time a particular application is considered, where it appears likely that those resource consents will be implemented.

but not

• the environment as it might be modified by implementing future resource consent applications (because these are too speculative)."

With regard to the first bullet point, as noted above, while there are permitted *activities* in the Lakeview Sub-zone, because all activities are undertaken within buildings which need consent, there is no applicable permitted baseline for those activities.

With regard to the second bullet point (resource consents that have been granted), the following resource consents are considered relevant and likely to be given effect to:

- Resource Consent RM170564 as varied by RM171039, RM171569 and RM180722 South Island Investments Ltd, for a visitor accommodation development located on the corner of Brecon and Man Streets.
- Resource Consent RM160647 and RM171172 consented the upgrade of the Skyline gondola, terminal buildings, and upper restaurant buildings, and the construction of a multi-storey car park building at the top of Brecon Street.

8.2.1 Actual and Potential Effects on the Environment

The relevant assessment matters are found in Sections 10 (Town Centres), 14 (Transport) and 22 (Earthworks) of the Operative District Plan and have been considered in the assessment below.

An Urban Design Assessment by Ian Munro was submitted with the application and was peer reviewed by Council's consultant urban designer, Edward Jolly of Jasmax Architects. Landscape comment was provided by Council's consultant Landscape Architect, Richard Denney while Jeannie Galavazi, Council's Acting Parks Planning Manager, also provided comment. I note that Mr Munro, Mr Jolly, and Mr Denney to an extent, have all considered the effects of the building against a hypothetical 15.5m high building on the boundary with the cemetery. As already stated above, there is no relevant permitted baseline and even a compliant building of 15.5m in height would be a controlled activity. It is important to note that matters of control for such a building at 34 Brecon Street include control over "the extent to which the design and setback of buildings erected at 34 Brecon Street...mitigates any adverse effects on the heritage values of the adjoining Queenstown Cemetery". Matters of control for Visitor Accommodation activities at 34 Brecon Street include setbacks from internal boundaries, setbacks from roads, and the location of buildings and activities on site. Therefore, it is not appropriate to compare the effects of the proposed building against those of a hypothetical 15.5m high building on the boundary as such a proposal would be at least a controlled activity with Council retaining control over the building's setback from the cemetery boundary.

8.2.1.1 Matters of control - 10.6.3.2iv - Visitor accommodation use

In general, visitor accommodation (VA) uses are appropriate for the Town Centre, as demonstrated by their controlled activity status.

(a) Building external appearance

The application was supported by an Urban Design Assessment by Mr Ian Munro which was peer reviewed by Edward Jolly of Jasmax Architects. Both urban design experts concurred that the proposed buildings are of a high quality of design and materials, with a high degree of articulation and modulation. The materials palette is outlined in Appendix 2a – 'Piazza & Streetscape, Structure Visuals' and includes schist stone cladding at ground floor level, white cement cladding panels on the exterior of the intermediate floor levels, and standing-seam copper finishing on the upper levels. Visual interest is further provided by the use of full height window reveals, timber and aluminium sliding shutters, double-storey dormer windows projecting from a mansard roof. However, both Mr Munro and Mr Jolly recommend that final materials be subject to further consideration as a condition of consent.

(b) Setback from internal boundaries and (c) Setback from roads

Buildings 3 and 4 are proposed to be setback approximately 20m from the existing northwestern boundary as a result of the proposed land swap and formation of Lakeview Lane while buildings will be constructed up against the other site boundaries. This includes the construction of buildings 1 and 4 which will be built to the southern edge of the existing Cemetery Road reserve boundary. In principle, the construction of buildings to the boundary is appropriate in a town centre location as it will help the building and uses to engage with the street and lead to an efficient use of the site. Further discussion in relation to the building setbacks is provided below.

(d) Access

Pedestrian access is provided from Brecon Street and the proposed Lakeview Lane, while vehicular accesses are provided to an underground car park from Lakeview Lane and to a loading bay from Cemetery Road to the west. Consideration of access and other transport matters are dealt with in section 8.2.2.6 below.

(e) Landscaping

The applicant has not provided any landscaping information other than broadly indicative concept designs as part of the street view images, visualisation images and the piazza and streetscape plan. In this case, landscaping is an important matter, particularly in order to mitigate effects on the adjoining cemetery and to achieve a pleasant urban environment and positive urban outcome, but I consider that this can be addressed by a condition of consent.

(f) Screening of outdoor storage and parking areas

No outdoor storage areas are proposed and parking and loading areas are internal to the building and will not require screening.

(g) The location of buildings

The buildings are to be located around the edges of the proposed site following the land swap, creating a central courtyard area which will be surrounded by commercial tenancies on all sides. Subject to further consideration of the building setbacks below, the location of buildings is considered appropriate.

(h) The location, nature and scale of activities on site

The Town Centre Zoning allows retail uses on the application site as of right while visitor accommodation is a controlled activity. As such, the retail uses are appropriate while the principle of VA use is acceptable subject to due consideration of the location, nature and scale of the activity. The scale of activities includes the scale of the building and will have notable effects which are discussed further in sections 8.2.2.2 – 8.2.2.4 below. Council can exercise its control to reduce the scale of the visitor accommodation activity on the site.

(i) The location of parking and buses and access

Consideration of bus parking is discussed below at section 8.2.2.6.

(j) Noise

Noise effects associated with the VA use are considered along with other noise sources in section 8.2.2.8 below.

(k) Hours of operation

With regard to hours of operation, as expected, the hotel will operate 24 hours a day. The applicant intends licenced premises to operate between 7am and 11pm and therefore will not require resource consent under rule 10.6.3.2iii. Hours of operation for non-licenced uses are appropriate for this town centre location.

8.2.1.2 Matters of control – 10.6.3.2vi – Buildings in the Lakeview Sub-zone

(a) Design, appearance, landscaping signage (which may include directional street maps), lighting, materials, colours and contribution to the character of the streetscape

Design (excepting the bulk and scale of the building), appearance, landscaping, materials, and colours have been considered in section 8.2.2.1 above and are considered appropriate or could be dealt with by condition of consent. Signage is not proposed as part of the application and will be subject to future resource consent applications as and where necessary. Street lighting can be dealt with through an Engineering Acceptance condition and would be expected to be consistent with the relevant Council strategy. While there are currently a mix of building types and uses on Brecon Street, the street is undergoing change as a result of the Plan Change 50 rezoning, with commercial and VA uses either recently completed or currently under construction. In general, the proposed buildings would make a positive contribution to the streetscape when considering their location, materials, high quality of design and positive articulation and modulation. The proposal would result in a high quality urban development in line with the purpose of the zone. The exception is in relation to building height which is discussed in greater detail below.

(b) The extent to which outside storage areas and outside parking areas are screened from view from public places

There are no proposed outside storage areas and the private car park is to be located underground.

(d) Urban design principles (contained in the assessment matters at 10.10.2)

In relation to Urban Design principles, Mr Munro and Mr Jolly generally concur on the scale of effects of the proposal.

Mr Munro asserts that "additional height should contribute to PC50's planned larger-scale bulk and scale..." and references the Lakeview sub-zone Height Limit Plan, and Policies 2.2 and 3.10 to support this view. The District Plan contains no such guidance on additional height in relation to PC50's overall aims. Indeed, the two policies referenced discuss controlling "the height, scale...of buildings..." and "prescribe a range of building height limits for the Lakeview sub-zone..." in order to "...appropriately manage built scale...". In my opinion, the language used is clear and intends to limit the detrimental effects of additional building height in order to retain and enhance amenity, and preserve townscape values. Mr Munro also states that during the PC50 process, the Height Limit Plan was justified in part by "demonstrating that as a whole PC50 would provide a relatively coherent and linear (sloping generally upwards from east to west) wall of buildings rising above the historic town centre but still providing a consistent 'ceiling' of development along the base of Ben Lomond rising above the existing town." Again, this would suggest that the planning framework developed through the PC50 process intended additional building height to be carefully managed.

Mr Jolly states that the buildings will be seen from a number of locations but the prominence and effects will likely soften over time as development with the surrounding PC50 zoning is established. I consider that while a greater intensity of development is anticipated in the zone, along with higher buildings, as all buildings require at least a controlled activity resource consent their future form including height cannot accurately be known as part of considering the receiving environment. Taking into account the future development of the zone, effects resulting from this proposed height will be more than minor.

Nonetheless, I consider that the site, located at the northeastern extremity of the PC50 zoning with no buildings anticipated behind it and dwarfed by Ben Lomond, has the ability to absorb the development and effects, although notable, are appropriate for the area.

Urban Design Principles (Assessment matter 10.10.2iii as referred to in rule 10.6.3.2vi(d) (1) Public Spaces

The design of buildings fronting parks and the Square contribute to the amenity of the public spaces. The design of buildings at 34 Brecon Street or the Lakeview Camping Ground are compatible with the setting of the adjoining Queenstown Cemetery.

In relation to design of buildings fronting parks and compatibility with the setting of the cemetery, both urban designers note the positive contribution that the introduction of Lakeview Lane will make in providing additional separation from the cemetery.

I consider Mr Munro's assessment in relation to these matters to be flawed by his repeated comparison to a 15.5m high building on the boundary with the cemetery. However, I agree that the buildings' façade treatment and materials are positive aspects of the development and these elements in isolation do not detract from the setting of the cemetery or its heritage values. In addition, and regardless of the controlled activity status of a 15.5m building on the boundary, I concur that introducing a setback from the cemetery boundary is a positive aspect and does help to reduce adverse effects to an extent.

Mr Jolly also points to additional car parking for users of the cemetery, the street will provide a "public domain" along the southern edge of the cemetery to contribute to sense of place, and the street will provide a public access to the cemetery and improvements in terms of street level amenity.

However, Council's Acting Parks Planning Manager, Ms Jeannie Galavazi, has also provided comment on the proposal and raises some points which conflict with Mr Munro's and Mr Jolly's assessments. In relation to Mr Jolly's consideration that additional parking will be provided, Ms Galavazi is concerned that the proposal removes parking from Brecon Street and offers reduced time limits on other parking spaces provided on Lakeview Lane. I consider that the time limits on the proposed street parking will be a matter for consideration of Council once the road is vested and Council need not be tied to the time limits suggested by the applicant. Nonetheless, the applicant's plans show no access provided to the cemetery while there is an existing vehicular access from Cemetery Road which appears to be shown as removed. Ms Galavazi has confirmed by email 1 November 2018 that this is the sole access to the large majority of the cemetery and is essential for maintenance. Although a pertinent point, I consider that access to the cemetery can be dealt with by a condition of consent.

Ms Galavazi advises that the cemetery is categorised as a Premier Park, "meaning it has a high level of service, provides a unique experience, and meets the needs of both residents and visitors travelling to the District. It may enjoy a particularly advantageous location or contain significant heritage values." She also notes the high cultural, historic, and archaeological values that the cemetery provides and that the cemetery still accepts internments. Ms Galavazi also comments on the high user satisfaction (referencing TripAdvisor reviews) and outlines the passive recreation opportunities that the cemetery provides.

Ms Galavazi notes the significant number of additional rooms that are provided by the additional two storeys above 15.5m and is concerned about the effects on privacy for users of the cemetery of these additional rooms. I concur and note that while the setback from the cemetery boundary and planting of street trees on Lakeview Lane would mitigate these effects to some degree, the additional height would likely nullify the screening effects until the trees had reached maturity. As no detailed landscaping plan has been submitted and would require agreement with Council's Property and Infrastructure team, there is no guarantee that species chosen could ever reach a height sufficient to mitigate the effect of the additional height of the buildings. However, I believe a landscaping solution could be provided which would provide a measure of privacy for users of that portion of the cemetery closest to the building, noting that those parts of the cemetery which trees may not be tall enough to break up views into may be sufficiently set back from the hotel to ensure a satisfactory level of privacy and amenity are retained. I therefore consider this matter can be dealt with by an appropriate condition.

Ms Galavazi also questioned the need for added surveillance of the cemetery from a CPTED point of view. She notes that the cemetery attracts very little crime or vandalism and the loss of privacy and solitude which will be experienced by users of the cemetery cannot be balanced by an unnecessary improvement in passive surveillance from a crime prevention standpoint. Both Mr Munro and Mr Jolly appear to consider that the CPTED benefits outweigh any loss of privacy and amenity in the cemetery. In this regard, I concur with Ms Galavazi – I do not consider there is a recognised need for increased surveillance of the cemetery to give CPTED principles greater consideration than loss of privacy and amenity in this highly valued public reserve. Nonetheless, and as discussed above, I consider that an acceptable level of privacy can be retained subject to the implementation of an appropriate landscape plan.

Council's consultant landscape architect, Richard Denney, has provided comment in relation to effects on landscape which I consider to be of importance in relation to the setting of the cemetery. The cemetery, particularly the upper portions towards the north, enjoys views towards a number of mountains to the south across the lake.

Mr Denney considers that effects on views and visual amenity would be nil to negligible from most areas of the cemetery with the exception being from higher elevated areas towards the northern boundary of the cemetery and adjacent to Ben Lomond Reserve. Mr Denney states that from this viewpoint, the buildings "would slightly impede views of the lower slopes of the distant southern Remarkables and Hector Mountains" and that "the increased height would slightly accentuate a sense of enclosure to the cemetery created by the taller adjacent building with a small increase in the visual disconnect to the surrounding mountain landscapes." Mr Denney considers that visual amenity and visual quality would be adversely affected to a slight to moderate degree. I accept Mr Denney's assessment but consider that a small level of impedance to views can be accepted from this relatively isolated area of the cemetery while the wider panorama will be retained.

Having had regard to the above, I consider the setting of a cemetery is comprised of views of the surrounding landscape, its significant historic and cultural values, and its sense of peacefulness and serenity as a place for commemoration and contemplation, particularly in contrast to the adjoining town centre. With this in mind, I do not consider that the proposed building will contribute to the amenity of the cemetery or Ben Lomond Reserve. However, I consider adverse effects to be of a level that are acceptable given the PC50 context and will generally be compatible with the setting of the cemetery.

(2) Street Edges (including Active Frontages) Built form contributes to a high quality, spatially well-defined and contained streetscape and associated urban amenity

I agree with Mr Munro's and Mr Jolly's assessments where they note the positive design outcomes from the Brecon Street footpath treatment, the clearly delineated public edge to Brecon Street and Lakeview Lane, the high level of visual interest of the buildings, and the shelter provided by canopies at building entrances. I also agree that the lack of active frontages on Lakeview Lane is not problematic on the proposed street and will reduce detrimental effects on the quietness of the adjacent cemetery due to a reduced level of activity. With regard to the breach of standards relating to active frontages on Brecon Street, I consider that a unit depth of 7m is still capable of accommodating a suitably designed commercial unit. Further, the non-compliance in relation to glazing is a relatively small breach and the proposal still positively engages with the street and provides sufficient active frontages.

Detailed design of the accessway to the rear of Building 4 (existing Cemetery Road) has not been provided. Nonetheless, the applicant has reached agreement with Council so that in the event that the development proceeds, the road is likely to be stopped and will have a Right of Way allowing access for the applicant to the loading bay. The road will be upgraded and will provide a secondary vehicular access to Lakeview Holiday Park. It is not considered that a high level of street activation is required at this part of the development but the building will continue to provide a high quality façade with high levels of visual interest along this elevation.

The internal plaza will also provide a high quality built form, a high level of activation and pedestrian permeability through the site.

I disagree with Mr Munro's statement that the additional height "will not adversely affect the general quality of Brecon Street in terms of the streetscape outcomes sought including because the PC50 policy framework seeks an urban, rather than suburban or open edge to streets, with buildings expected to front road boundaries and close the streetscape in rather than be set back to retain openness." While I accept that the PC50 framework seeks an urban edge to streets, and that the lack of any setback along the Brecon Street and proposed Lakeview Lane boundaries is appropriate, a building of compliant height would still form an urban setting rather than suburban.

The Proposed District Plan rezoning of the eastern side of Brecon Street is substantially being treated as operative (pursuant to s86F) and also enables a maximum building height of 12m. An appeal has been lodged against a rule prescribing a recession line 45° commencing 10m above the street boundary. Considering this, as well as the sloping topography of Brecon Street which is lower on the eastern side than the western side, the additional 8m (approx.) of height for the proposal would be inconsistent with the existing and expected built form of the area and would be incongruent. However, PC50 anticipated taller buildings on the application site specifically by allowing an additional 3.5m above the maximum height allowed on surrounding properties, and as discussed above, I consider the site is capable of accommodating a larger building. Adverse effects of the increased height are also somewhat mitigated by the high quality of design.

Therefore, I consider that the development will deliver a high quality of design in the streetscape and the design of the building will contribute positively to urban amenity. The resulting height difference likely between the proposed building and future built form on Brecon Street raises concern that the buildings will be incongruous with other development but the anticipated additional height on the subject site, quality of design, and the location of the site at the extremity of the PC50 are sufficient to convince me that adverse effects of the built form are acceptable in this regard.

Visual interest is provided through a variety of building forms and frontages in terms of footprint, height and design

In general, the development provides a high level of visual interest through articulated building facades, a varied materials palette, good street activation and pedestrian permeability, and a degree of variation in building heights along the Brecon Street frontage. Building heights are more uniform when viewing other elevations along Cemetery Road and the proposed Lakeview Lane. The Lakeview Lane elevation in particular will present a uniform building height and the connection between Buildings 3 and 4 will present as one large mass when viewed from the cemetery.

Buildings should avoid blank walls which are visible from public spaces.

In general, blank walls are avoided. The bottom two storeys on the Lakeview Lane elevation will provide less openings but will not present as blank walls. Although details are lacking, street planting will mitigate the lower level of articulation on these levels and the use of varied materials on the elevation will ensure that it is appropriate.

Where provided, car parking is accessible and does not dominate the streetscape

Car parking to directly service the hotels is provided underground and therefore will not dominate the streetscape. Street car parking spaces will be formed for public use but will be of a level typical for a town centre zone and will not dominate the streetscape either. The underground car park has some shortfalls in relation to District Plan transport standards which are discussed further below.

Buildings and streetscape design comply with CPTED principles.

Both Mr Munro and Mr Jolly recognise that the development responds well to CPTED principles. I agree with their assessments in this regard. However, as already discussed above, the benefit of good CPTED compliance has to be weighted against the loss of amenity in the adjacent cemetery. In this regard, Ms Galavazi has pointed out that the cemetery has not experienced any notable level of crime to date and the need for heightened passive surveillance in not considered necessary.

(3) Sustainable Buildings

The adoption of sustainable building design principles using sustainable materials, passive and active solar energy collection (where this is workable), water conservation techniques and/or, grey water recycling.

The applicant has provided a brief statement in regard to sustainable building design but details are vague. It is considered that the building has potential to contribute significantly to sustainable building objectives but details of how this might be achieved are lacking. Nonetheless, this could be dealt with by a condition of consent, requiring the applicant to provide a detailed sustainable design and construction plan to be certified by Council. I therefore make no further assessment in this regard.

(4) Landscaping

Planting and landscaping is designed to maintain access to winter sun, integrate site landscape design with the wider context, and comply with CPTED principles.

As already discussed, landscaping and planting details have not been provided with the application. Nonetheless, it is considered that landscaping could be provided that is capable of satisfying the above matters.

(e) The provision of pedestrian links through the sub-zone and between public spaces / reserve areas.

As discussed above, the proposal provides pedestrian permeability through the site. However, the current proposed layout of Lakeview Lane shows an access to the cemetery being removed and the applicant also proposes to construct a stone wall along the cemetery boundary. While the proposal does not provide for *vehicular* access to the cemetery (although this can also be dealt with by condition), it would only require minor amendments to provide pedestrian access to the cemetery from Lakeview Lane. As this could be required by a condition of consent, it is not considered to be problematic.

(f) The provision of services.

Council's Resource Management Engineering Team Leader, Michael Wardill, has provided comment in relation to engineering matters, including the provision of services. Mr Wardill notes that there are a number of services currently provided within Cemetery Road which will need rerouting as a result of the proposed land swap and construction of buildings in the existing road reserve. The applicant has provided a report by Holmes Consulting which outlines three rerouting options. Mr Wardill has liaised with Council's Chief Engineer and it has been determined that Option 1 is feasible and favourable, and involves the realigning of the stormwater, wastewater and water services through Section 1 Block LVI TN OF Queenstown. A 20mm water lateral would also be required to be installed off the Brecon Street main and along the proposed Lakeview Lane to service the cemetery. Mr Wardill is therefore satisfied that services can be provided/rerouted and is content to deal with detailed design through an Engineering Acceptance condition of consent.

The applicant also proposes to reroute power infrastructure to the service provider's requirements.

Provision of services is therefore considered feasible and will generate effects that are less than minor.

(h) The extent to which the design and setback of buildings erected at 34 Brecon Street and/or the Lakeview Camping Ground mitigates any adverse effects on the heritage values of the adjoining Queenstown Cemetery.

The Council planner's notification recommendation for RM170834 provided a description of the cemetery's status and history which I adopt for the purposes of this report:

"The Queenstown Cemetery is one of the oldest reserves in the District. It was established in 1886 with the first burial happening in October of that year. It is a large archaeological site which contains important history about the original inhabitants of the Wakatipu. It is a cultural site of local and regional importance. It remains an active cemetery today and internments are still accepted – since 2011 there have been 64 internments."

As further discussed by Ms Galavazi, "it contains historic and current graves, monuments and memorial plantings. These features provide the opportunity to educate the public and visitors to the area about the unique history of the area."

This description offers some useful insight into the heritage values of the cemetery. Further description of the cemetery's heritage values is provided at section I of the applicant's Heritage Impact Assessment by Robin Miller of Origin Consultants Ltd which I accept. It is clear that the cemetery has a high level of heritage value and of particular significance are the historical and social, cultural and spiritual, contextual and landmark values.

I note that Mr Miller considers the landscape views from the cemetery to contribute to the high contextual/landscape significance, noting the cemetery's location "on a prominent terrace" and with "pleasant views through the cemetery over the town, to the lake and to the surrounding mountains." As discussed above, Mr Denney considers the proposal will have up to moderate effects on landscape values as a result of interrupted views.

As with several other expert reports, I consider Mr Miller's assessment is flawed by his comparison to a 15.5m high building on the boundary with the cemetery. Nonetheless, he finds that such a building (15.5m) would have moderate effects on the cultural heritage significance of the cemetery but considers that the proposed 20m setback mitigates this effect, even for the higher building. I disagree that the setback is sufficient to offset these effects and consider the effects on views to be of greater significance than given by Mr Miller. Nonetheless, as discussed in relation to landscape matters above, the wider vistas across the town and lake towards distant mountains will be largely retained.

I agree with Mr Miller's comment that the construction of a stone wall on the boundary is a positive aspect which strengthens the heritage setting of the cemetery.

I refer back to my earlier assessment in relation to loss of privacy on users of the cemetery. While this may not have any direct effect on the 'hard' heritage features of the cemetery, e.g. the headstones and walls, the less tangible sense of peacefulness and serenity as a place for commemoration and contemplation, particularly in contrast to the adjoining town centre, will be directly and adversely affected to a degree that is considered more than minor, by the additional height above the controlled 15.5m height.

Mr Munro offers limited assessment in relation to heritage values, acknowledging his lack of expertise on this matter and Mr Jolly similarly does not believe an urban design assessment is the appropriate method for assessing effects on historic heritage. Nevertheless, both urban designers identify the positive effects on heritage values of constructing Lakeview Lane, planting of street trees, and the construction a stone wall along the cemetery boundary. I agree that these aspects of the proposal will have positive effects on the heritage values of the cemetery, and that further positive effects and/or mitigation can be achieved via the implementation a suitable landscape plan.

Overall, some effects on the heritage values of the cemetery are considered to be more than minor but are offset to a degree by some of the positive effects outlined above and can be further mitigated by conditions of consent.

8.2.1.3 Town Centre assessment matters – Building height and site coverage

10.10.2i(d) The extent to which any height infringement to the height limits specified on Figure 3: Lakeview sub-zone Height Limit Plan will:

(i) adversely affect the visual quality and amenity values of the landscape

As discussed above, Mr Denney considers that the effects on visual quality and amenity values of the landscape will, for the most part, be low. However, he considers that towards the upper limit of the cemetery, views of the Remarkables and Hector mountains will be diminished and that effects will be slight to moderate. As discussed above, I accept Mr Denney's assessment but consider that a small level of impedance to views can be accepted from the relatively isolated area of the cemetery which will experience the greatest effects. I note that the wider panorama will be retained.

(ii) adversely affect the heritage values of the adjoining Queenstown Cemetery;

I have addressed this matter in Section 8.2.2.2 above and find some adverse effects in this matter to be more than minor but other elements of the proposal offer some positive effects while a degree of mitigation can be achieved through appropriate conditions.

(iii) adversely affect outlooks from within the 'Square' identified within Figure 2: Lakeview sub-zone Structure Plan.

The development is not considered to have any effects on outlooks from within the 'Square'.

8.2.1.4 Town Centre assessment matters – Street scene

10.10.2xii (a) iThe effect of any increased or reduced setback or lowered or increased facade height on the visual impression of the streetscape

As discussed above, I do not consider the additional height to be consistent with the scale of built form which is anticipated on Brecon Street, although I acknowledge that there is no permitted baseline, or conversely, a non-complying limit, to consider this against. The buildings are to be constructed on the boundary of Brecon Street, as is appropriate for an urbanised town centre street, but therefore there is no increased setback to reduce the adverse effects of additional height on the streetscape. I consider the additional height will result in a building which is somewhat dominant when viewed from street level and has the potential to appear out of character with the scale of development which the PC50 provisions seek. I note that both Mr Munro and Mr Jolly consider the quality of building design sufficient to offset adverse effects of the additional height but I believe that a high quality of building design is anticipated by the District Plan (considering the Urban Design principles listed at assessment matter 10.10.2iii) and should be considered as a minimum for any building on the site. However, I acknowledge the location of the site at the extremity of the PC50 area to contribute to reducing adverse effects. Furthermore, the approval of the Skyline car park building to the northeast, with a maximum façade height of 24.1m and a maximum height above original ground level of 19.9m, will help lessen the incongruity of the proposed buildings.

(b) The adequacy or provision of space for pedestrian movement

Pedestrian movement is well catered for by the development. The proposed footpath treatment on Brecon Street will provide a high quality urban environment which has ample space for free pedestrian movement, while access is also provided into the central plaza and through onto Lakeview Lane.

(c) The effect of any setback proposed on the existing pattern, height and design of the building facades including, where applicable, the provision of continuous veranda cover to any pedestrian area

The only proposed boundary setback is from the proposed Lakeview Lane which, being a new road, will not have any existing pattern, height or design of building facades. Verandas are not provided in a continuous formation but are considered to provide shelter and urban design benefits.

(d) The provision of any type of landscaping in respect to any set-back requirement

Details of landscaping have not been provided and there is no specified setback requirement in the Lakeview sub-zone.

(e) Any adverse effects on traffic movements by vehicle, public transport or pedestrians in terms of the proposed setback;

The proposed setbacks, or lack thereof, will not have any adverse effects on traffic or pedestrian movement.

(f) The impact of any increased or reduced setback, or lowering or raising of facade heights, or outdoor storage, on the appearance of the building and site from any public space

As discussed above, the adverse effects of the increased height on the public cemetery will be more than minor in some respects but are considered to be somewhat compensated for by some positive aspects of the proposal as well as the proposed setback, and can be further mitigated to a degree by conditions of consent.

(g) The compatibility of the building with scale, facade height and setback of adjoining buildings

There are no buildings adjoining the proposal.

(h) Any other proposed or design features including the provision of street furniture to compensate for lack of building height or increased or reduced setback

I do not consider there to be any adverse effects from the proposed setbacks and the buildings do not offer a lack of building height, i.e. height under the prescribed 15.5m.

(i) The quality and features of the external appearance of proposed buildings

As discussed above, the design quality, materials palette, and façade features of the proposed buildings are considered to be of a high standard.

8.2.1.5 Active frontages

It is noted that there are no assessment matters which directly reference the active frontages site standards (10.6.5.1xiv(a)a and 10.6.5.1xiv(a)e). Nonetheless, consideration of the proposals active frontages has been made above against assessment matter 10.10.2iii (Urban Design Principles) (2) Street Edges (including Active Frontages). As above, I consider the development provides appropriate active frontages along Brecon Street and that the minor breaches of the standards will not inhibit these.

8.2.1.6 Transport

Private car parking to service the hotel is provided underground and separation from pedestrians is therefore provided and landscaping is not necessary. Access is provided via a ramp from Lakeview Lane

The applicant has provided a draft street and car parking layout for Lakeview Lane and Brecon Street, including details of the footpath design and suggested car parking time restrictions. Council's Property & Infrastructure department has endorsed the layout and parking time restrictions and has provided agreement that 5 minute time restricted spaces can be utilised by the hotel for the drop-off and pick-up of valet cars. The applicant's traffic assessment states that 4 of these spaces would be required to permit efficient operation of the valet service. No Licence To Occupy has been granted for this use so there is no guarantee that they can be utilised in this manner in perpetuity. Council's consultant traffic engineers, Stantec, and Mr Wardill have raised concerns with this lack of guarantee and note that these spaces would not be reserved for sole use by the hotel operator and are not guaranteed to be available at any one time. Mr Wardill is concerned that problematic traffic outcomes may arise and therefore considers that the application fails to provide an appropriate temporary parking solution to cater for valet handovers. If no Licence To Occupy or other approval is forthcoming in respect of the use of street parking spaces, I consider it a possibility that the underground car park could be utilised for valet pickup and drop-off if necessary although non-compliances with the design of the ramp and the lack of queuing space at the top of the ramp would require design changes in that scenario. Mr Wardill acknowledges that this issue has come about as a result of the applicant providing basement car parking which is not required by the District Plan. Although not desirable, I consider that this matter can be dealt with by appropriately worded conditions of consent.

The proposal is compliant with District Plan requirements for provision of car parking spaces, with the provisions for the Lakeview sub-zone prescribing a <u>maximum</u> number of 87 car parking spaces for a hotel this size and no minimum number. However, the plan requires 8 on-site coach parking spaces and provides none. The assessment matters of Chapter 14 specify that on-street parking will, in general, not be considered as an alternative.

Similarly, the applicant proposes to form 2 bus pick up/drop off spaces, one each on Brecon Street and Lakeview Lane. These will be in the public road reserve and Council's Property & Infrastructure department has agreed to the proposed layout and their use and pick up/drop off spaces for buses to use when servicing the hotel but this has not been secured in perpetuity. The spaces are not intended for long term parking of buses although I accept that they may be able to be utilised in this manner overnight. Nonetheless, even if these spaces were to be secured by Licence to Occupy, a shortfall of a further 6 bus parking spaces would still exist.

The applicant has agreed to a condition requiring the provision of off-site parking for up to 4 coaches. When considered against the provision of underground car parking, 4 coaches could be expected to accommodate up to 200 passengers, while the underground car park may accommodate up to 292 passengers (based on a standard car containing up to 4 passengers). In this respect, I consider that the underground car park is sufficient to mitigate the shortfall of 4 coach parking spaces. A condition of consent can be used to secure the provision of off-site coach parking.

Mr Wardill has considered the proposed Brecon Street layout, including the replacement of the existing angled car parks with 90 degree spaces. He comments that this has already been assessed and accepted by Council as appropriate during consideration of the Skyline upgrade and expansion application. Mr Wardill comments that this replacement of car parking spaces on Brecon Street provides safety improvements and is satisfied that appropriate width is provided to enable construction of a compliant footpath, carriageway and parking spaces on Brecon Street.

The latest tracking curves submitted by Carriageway Consulting Ltd on behalf of the applicant show coaches crossing onto the footpath or landscape strip at the intersection between Brecon Street and Lakeview Lane, as well as at the ramp accessing the underground car park. The applicant has stated their intention to address this matter and provide plans with tracking curves which do not encroach onto the footpath. This can be dealt with by a condition of consent.

Sight lines

There is a breach of District Plan standards in relation to queuing space for the ramp where it meets Lakeview Lane but the applicant intends the underground car park to be utilised for valet parking only and therefore there will be no public access provided. The lack of queuing distance is therefore considered acceptable at present, although may need to be addressed if spaces for on-street valet use are not secured.

Mr Wardill is satisfied that compliant sight lines can be provided at the intersection between Brecon Street and Lakeview Lane. The positioning of the ramp has been assessed as appropriate by traffic experts and Mr Wardill is satisfied in this regard.

Loading

A loading bay is provided within Building 4, being accessed from the portion of Cemetery Road which will be closed but does not form part of the land swap. The applicant has provided evidence that a suitable truck can manoeuvre within the loading space but has not yet demonstrated that such a truck can manoeuvre into the loading bay from Cemetery Road. However, this is considered feasible but may require redesign and reformation of this section of road to accommodate such a vehicle. Effects in this regard are not considered likely to be significant and are acceptable.

Proposed street layout

Mr Wardill is satisfied that the proposed road layout can generally meet the requirements of Council's Code of Practice although notes that some redesign of Lakeview Lane may be required in order to achieve a suitable gradient. Nonetheless, Mr Wardill is satisfied that this is achievable.

Mr Wardill is also satisfied that the width of the proposed Lakeview Lane road reserve is sufficient to accommodate required carriageway width, footpath, parking and boundary wall with the cemetery.

Bus manoeuvring

The applicant has proposed a bus parking space on Lakeview Lane which would prove problematic as buses entering the proposed street would have no through route back into the general road network and no safe way of turning around. The applicant proposes to resolve this by applying for a Right of Way under s348 of the Local Government Act over a piece of land within the adjoining Lakeview Holiday Park. There is already an existing turning circle but not all of it is within the public road reserve and is currently utilised for parking. The applicant has obtained APA from Council as the landowner and CCR Limited as the leaseholder to remove the parking spaces and create the Right of Way to enable buses to fully manoeuvre and return to the general road network via Lakeview Lane. I therefore consider the establishment of a Right of Way over this land is appropriate.

Disability access

The applicant proposes to form on-street disabled parking spaces, as well as four such spaces in the underground car park. In order to justify non-compliances with the proposed ramp, these would need to be operated on a valet basis. Nonetheless, the applicant has advised that disabled access is provided through the building by an internal lift and that although this brings guests into the commercial component of Building 2, access will be maintained 24 hours a day by hotel staff. I consider the provision of disabled access and parking to be appropriate.

8.2.1.7 Earthworks

There are significant earthworks proposed with a volume of approximately 17,771m³ and maximum cut depth of 9m to excavate the basement car park. Mr Wardill notes that a variety of batters and retaining are proposed in order to secure land stability and attempt to minimise vibration effects.

Some safety fencing is proposed along Brecon Street parking during construction. Mr Wardill advises that Council's Chief engineer has endorsed such temporary occupation provided staging of earthworks maintains public parking through formation of Lakeview Lane and limiting areas of exposure. He further advises that the Chief Engineer has accepted some temporary encroachment of the temporary batters into the adjacent road reserve. Mr Wardill recommends a number of conditions of consent but offers no further comment in relation to earthworks. Effects in relation to this matter will be appropriate.

8.2.1.8 Noise

With regard to noise, the applicant has submitted an acoustic assessment by AECOM which has been peer reviewed by Council's acoustic consultant, Dr Stephen Chiles.

Dr Chiles agrees with AECOM's assessment that compliance with noise standards should be achievable for building services equipment but would require specialist assessment during detailed design to determine attenuation specifications.

For outdoor seating areas, Dr Chiles also notes that details were not provided as part of the application or in response to a s92(1) request for same. He considers that noise from groups of people talking in outdoor spaces next to the road reserve would exceed noise limits of the Operative District Plan. However, the applicant, when responding to a s92(1) request, did not specifically address this matter. It is noted that the AECOM report does consider effects from outdoor seating areas for cafes but it is assumed that it has not considered this in relation to outdoor seating areas adjacent to the road reserve. Nonetheless, Dr Chiles considers that noise from outdoor seating areas would not cause undue disturbance given the context of the area as a reasonably busy street of commercial uses. Due to the location of Buildings 3 and 4, sound from outdoor seating areas should only be quietly audible from the cemetery.

Dr Chiles considers that the AECOM assessment is overly optimistic in relation to noise from coaches and cars and that actual noise levels are likely to be in the range of 5-10 dB higher. With regard to vehicles using the underground car park, he considers noise from cars would be similar to the existing character of the area, subject to detailed design of the ramp and any mechanical barrier which could minimise these effects. Dr Chiles considers noise from coach parking to be similar to existing activity in the area.

Dr Chiles notes that the proposed loading bay could not accommodate a large truck internally and therefore increased noise levels would be experienced if the site was serviced by such large vehicles. The applicant has confirmed that the use will only be serviced by trucks which can be accommodated completely within the proposed loading zone. If this is the case, and it could form the basis of an appropriate condition, it should not cause undue disturbance at the units at Lakeview Holiday Park.

Dr Chiles acknowledges that the AECOM report refers to a potential window and door design which could meet the District Plan requirement for high performance non-standard glazing. He accepts this subject to detailed design.

In addition, Dr Chiles notes the lack of accurate details around site hoarding to provide acoustic screening. This is understandable at this stage of the design process but makes consideration of noise effects difficult. Dr Chiles believes that it is unclear whether the hoarding proposed by AECOM is feasible given the constrained environment and that the construction area extends outside the site. With regards to the scale of effects, Dr Chiles states that construction noise will be clearly audible and disturbing at times but I agree that such effects must be somewhat anticipated by the increased scale of development enabled by PC50. Effects can be reduced by the use of an appropriate Construction Noise Management Plan.

Dr Chiles considers it likely that noise levels will be breached at the house to the south of the application site as a result of screw piling. In addition, scaffolding construction would also exceed construction noise limits, along with general earthworks and various other construction activities. The landowner (QLDC) and the leaseholder (CCR Limited) have provided APA in relation to earthworks and although APAs cannot be provided in part, it is noted that affected parties hold no concerns in relation to this effect.

With regard to construction vibration effects on buildings, Dr Chiles considers the AECOM report assumes further distances from piles than is actually proposed. Therefore, AECOM's findings in this regard may not be accurate. With regard to vibration effects on the cemetery, the AECOM report has not considered noise and vibration from the construction of Lakeview Lane. This could cause adverse effects on the cemetery, particularly in regards to the stability of gravestones. However, Dr Chiles notes that this effect has been unable to be assessed. I consider that due to the separation distance between piles and the cemetery, risk of instability is low and conditions of consent relating to pre and post construction survey of gravestones and other structures, and requirements for remediation work if damage is discovered, will suitably mitigate adverse effects in this regard.

It is noted that the AECOM assessment has assumed that rock breaking will not occur as the applicant's investigations have so far indicated that rock is unlikely to be encountered during excavations. As a result, it is appropriate to include a condition of consent restricting any rock breaking which falls outside the noise standards of NZS 6803: 1999.

Overall, if a Construction Noise Management Plan is adopted, best practice is implemented, and cemetery gravestones are regularly surveyed, noise effects are considered to be temporary, expected to a degree by the increased development potential of the PC50 zoning, and will therefore be no more than minor and acceptable.

8.2.1.9 Positive effects

The provision of a schist stone wall to demarcate the boundary of the cemetery will have a small positive effect, while the proposed uses will contribute to developing a vibrant and viable area of the town centre, providing economic benefits. Overall, I consider these constitute a small positive effect.

8.2.1.10 Summary of effects

Overall, the proposed activity is likely to have adverse effects on the environment that are more than minor. Specifically, the adverse effects that are more than minor relate to:

- 1. The height and scale of the building, specifically the prominent and solid built form on its northwestern elevation, and its bulk and dominance which is considered will adversely affect the heritage values and setting of the Queenstown Cemetery and the Ben Lomond reserve. However, given the increased scale of built form anticipated by PC50, separation of the buildings from the reserves, other positive effects of the proposal and the ability to impose mitigating conditions, adverse effects are considered to be appropriate in this regard.
- 2. The additional height will interrupt views of The Remarkables and the Hector Mountains from Queenstown Cemetery and Ben Lomond Reserve and will have adverse effects on the visual quality and amenity values of the landscape that are more than minor. Nonetheless, the broad, dramatic vistas from the relevant part of the cemetery will be maintained and these adverse effects are acceptable.

8.3 THE DISTRICT PLAN – ASSESSMENT MATTERS AND OBJECTIVES AND POLICIES

Relevant assessment matters have been considered in the assessment of effects above.

Relevant objectives and policies are found in Chapters 4 (District-wide Issues), 10 (Town Centres), 14 (Transport) and 22 (Earthworks).

Chapter 4 (District-wide Issues)

4.4 Open Space and Recreation

4.4.3 Objectives and Policies

Objective 1 – Provision of Reserves

Avoid, remedy or mitigate the adverse effects on public open spaces and recreational areas from residential growth and expansion, and from the development of visitor facilities.

Objective 3 - Effective Use

Effective use and functioning of open space and recreational areas in meeting the needs of the District's residents and visitors.

The development has the potential to adversely affect the adjacent cemetery which is a public reserve. As discussed in Section 8.2 above, potential adverse effects relate to loss of privacy and sense of quiet seclusion, access to the reserve, and views across the lake to the distant mountains. However, these effects are or can be reduced and mitigated by the high quality of the design, conditions of consent to allow access and provide a degree of landscaped screening, and the relatively small and remote portion of the reserve from which views would be interrupted. Overall, the proposal is not contrary to this objective.

4.5 Energy

4.5.3 Objectives and Policies

Objective 1 - Efficiency

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

Policies:

- 1.1 To promote compact urban forms, which reduce the length of and need for vehicle trips and increase the use of public or shared transport.
- 1.2 To promote the compact location of community, commercial, service and industrial activities within urban areas, which reduce the length of and need for vehicle trips.
- 1.4 To control the location of buildings and outdoor living areas to reduce impediments to access to sunlight.
- 1.7 To encourage the use of energy efficient and non-air polluting heat sources in existing and new dwellings and workplaces (e.g. solar energy, effluent enclosed fireboxes).

The applicant has proposed to implement sustainable practices during construction and operation of the hotel and this can be secured via a condition of consent. The proposal is therefore not inconsistent with this objective and policies.

4.8 Natural Hazards

4.8.3 Objective and Policies

Objective 1

Avoid or mitigate loss of life, damage to assets or infrastructure, or disruption to the community of the District, from natural hazards.

Policies:

- 1.4 To ensure buildings and developments are constructed and located so as to avoid or mitigate the potential risk of damage to human life, property or other aspects of the environment.
- 1.5 To ensure that within the consent process any proposed developments have an adequate assessment completed to identify any natural hazards and the methods used to avoid or mitigate a hazard risk.

Mr Wardill has accepted the findings of the applicant's submitted geotech reports which indicate that liquefaction is a very low risk on the site and alluvial formations beneath the site are no longer considered active or to present an alluvial fan hazard. In addition, the applicant has submitted a further report from Geosolve which finds that landslide hazards are considered to have a negligible risk of affecting the site while risk from rock fall is considered to be very low (and is based on conservative estimates which do not include the presence of trees on the slope above). I accept these findings and consider that the proposal is not at notable risk from natural hazards and is therefore in accordance with the objective and policies.

4.9 Urban Growth

Objective 2 - Existing Urban Areas and Communities

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

Policies:

- 2.1 To ensure new growth and development in existing urban areas takes place in a manner, form and location which protects or enhances the built character and amenity of the existing residential areas and small townships.
- 2.2 To cluster growth of visitor accommodation in certain locations so as to preserve other areas for residential development.

The proposal will introduce a large scale commercial and VA development into an area zoned for such high intensity development and in close proximity to the established and developed town centre. The development will provide for a significant level of VA accommodation in a town centre, and in turn will, to some degree, help protect the built character and amenity of existing residential areas by relieving some pressure for such VA development in residential zones. The proposal is directly aligned with the objective and policies.

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.

The proposal will introduce a high intensity commercial and visitor accommodation development into the zoned town centre, contributing towards a compact town centre, retaining the commercial viability of the town centre, and developing a site for appropriate uses with excellent access to living, working and leisure environments. The proposal is directly aligned with the objective and policies.

Objective 5 - Visitor Accommodation Activities

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.
- 5.3 To ensure that the costs and regulatory obligations of visitor accommodation activities are appropriately borne and complied with by visitor accommodation providers.

The site is zoned to accommodate such VA proposals and in terms of adverse effects relating to operational noise and disturbance, the surrounding environment is of a relatively low sensitivity. Adverse effects from the VA use are considered to be appropriate for the area. The development will realign Council services as necessary and will be subject to Development Contributions and monitoring costs. In this regard, the proposal is consistent with the above objective and policies.

Objective 7 Sustainable Management of Development

The scale and distribution of urban development is effectively managed.

Policies:

- 7.1 To enable urban development to be maintained in a way and at a rate that meets the identified needs of the community at the same time as maintaining the life supporting capacity of air, water, soil and ecosystems and avoiding, remedying or mitigating any adverse effects on the environment.
- 7.2 To provide for the majority of urban development to be concentrated at the two urban centres of Queenstown and Wanaka.

The development is contained within the existing Queenstown urban area and will contribute towards the needs of the community while maintaining air, water, soil and ecosystem quality. It will help concentrate urban development in the Queenstown urban centre. The proposal is well aligned with the above objective and policies.

Chapter 10 (Town Centres)

Objective 1 - Maintenance and Consolidation of the existing Town Centres and Activities Therein Viable Town Centres which respond to new challenges and initiatives but which are compatible with the natural and physical environment.

Policies:

- 1.1 To maintain and enhance patterns of land use, development and character which promote and reinforce close proximity and good accessibility within the business areas and between the business areas and living areas.
- 1.2 To enable town centres to become the principal foci for commercial, administration, employment, cultural and visitor activities.
- 1.3 To provide for and encourage the integration of a range of activities within town centres, including residential activity.
- 1.4 To enable retail activities within town centres.
- 1.5 To provide for town centres to be densely developed centres of activity with maximum consolidation of space, commensurate with the essential amenity, environmental and image outcomes sought for each centre.

The proposal will create a landmark visitor accommodation and commercial development which will reinforce the viability of the wider town centre while establishing an important early focus for the redevelopment of the PC50 land. The development can accommodate a range of activities, including retail, and will allow for maximum consolidation of space with acceptable adverse effects.

Objective 2 – Amenity

Enhancement of the amenity, character, heritage, environmental quality and appearance of the town centres.

Policies:

- 2.1 To provide for the development of a full range of business, residential, community and tourist activities while conserving and enhancing the physical, historic and scenic values and qualities of the geographical setting.
- 2.2 To ensure reserve areas and other public spaces are upgraded and integrated with development occurring on adjoining land or water areas.
- 2.3 To control the height, scale, appearance and location of buildings to ensure that the amenity of the area, both at street level and within adjacent developments, is maintained and enhanced.
- 2.4 To continue programmes of street and other public open space enhancement within the town centres.
- 2.5 To maintain and enhance the contribution to the image of town centres of public open spaces and reserves within and on the periphery of the town centres.
- 2.7 To provide public facilities and street furniture for the convenience of persons within the town centres.

In relation to the objective, the proposal will make positive contributions to the amenity and appearance of the town centre, although there will be some adverse effects relating to character and heritage as outlined in Section 8 above. While these effects have been found to be greater than minor, they are not excessive and can be mitigated in part by conditions of consent and by some of the positive contributions that the proposal can have. Overall, I consider that the development will have a net positive contribution in relation to the above matters and can therefore be said to 'enhance' these aspects of the town centre.

The mixed use proposal will provide for a range of VA, business and tourist activities while having limited adverse effects on the physical, historic and scenic values of the geographical setting. Nonetheless, as Policy 2.1 calls for development to 'conserve and enhance' the proposal can be seen to be somewhat inconsistent with Policy 2.1

The proposal will provide a positive upgrade to the adjoining reserve by the construction of a schist wall on the southern boundary of the cemetery.

Despite the significant height of the buildings, the proposal is seen to maintain amenity of the area, while the creation of Lakeview Lane and the proposed Brecon Street upgrades will contribute to the enhancement of the street in this area and therefore accords with Policies 2.4 and 2.7.

The proposal, although generating some adverse effects on the cemetery, is not considered to detract from the contribution that the reserve makes to the image of the town centre. In this regard, the proposal is consistent with Policy 2.5.

Overall, the proposal is broadly aligned with the above objective and policies, although an inconsistency with Policy 2.1 is noted.

Objective 3 - Built Form

Maintenance and enhancement of a built form and style within each town centre that respects and enhances the existing character, quality and amenity values of each town centre and the needs of present and future activities.

Policies:

- 3.1 To ensure a built form for each town centre which relates to and is sympathetic to the physical characteristics of the site and neighbourhood including climate, neighbours and topographical features.

 3.2 To provide for a built form which is responsive to and reflects the essential character and heritage of each town centre and the surrounding topography.
- 3.3 To create a series of core areas within each town centre, and appropriate interconnections between them.
- 3.4 To structure the town centres around the existing public spaces (including streets and lakes) and to relate its built form to the surrounding landscape and the built form of adjacent zones.
- 3.5 To promote a built form which exhibits a sense of arrival and departure and to contain the town centres within clearly established boundaries.

I consider that due to scale of the buildings, the proposed development will appear somewhat out of character in the surrounding town centre (noting that it is the scale of surrounding built form is likely to change in the future), although I note that adverse effects on neighbours will not be significant and the buildings are appropriately sited to take advantage of topography, appearing subservient to the dominant scale of Ben Lomond. The materials and design of the buildings will be of a high quality and generally will contribute positively to the amenity and quality of the town centre. It will also cater to the needs of existing and future visitor accommodation demand. The site is sufficiently distanced from the heritage areas of the Queenstown Town Centre to ensure that area's character and heritage is maintained. Although not sited near the entrance to Queenstown, the building will be visible from Frankton Road and Gorge Road and its architectural quality will contribute to the sense of arrival from those viewpoints.

Overall, I consider the proposal to be broadly consistent with the above objective and policies.

Objective 4 - Town Centre and Building Appearance

Visually exciting and aesthetically pleasing town centres which reflect their physical and historical setting.

Policies:

- 4.1 To promote an image for each town centre which reflects and respects the existing dominant building themes and where new developments promote overall visual coherence.
- 4.7 To provide for the retention of the generally people scale of developments within the town centres.
 4.8 To identify opportunities for and promote the integration of public spaces, reserves and streets with developments to add visual interest and diversity to the appearance of the town centres.

Although large, the buildings will make a positive contribution to the goal of a visually exciting and aesthetically pleasing town centre. The site is sufficiently separated from the existing town centre to respect the existing dominant building themes in that area, but will provide visual coherence with the nearby approved Skyline Car Park, the built form promoted by the PC50 provisions, and the dominance of Ben Lomond. I do not consider that the building will retain the "generally people scale of developments within the town centres" due to the proposed height, but I also consider that this policy does not appropriately relate to the PC50 which encourages substantially larger built forms than those of the traditional town centre. The proposal will also provide a high quality public space in the form of the Brecon Street upgrade and the proposed central piazza which will become a point of visual interest and diversity to the town centre appearance.

Overall, the proposal is aligned well with the above objective and policies, and I consider that the inconsistency with Policy 4.7 is not problematic.

Objective 5 - Pedestrian and Amenity Linkages

An attractive, convenient and comprehensive network of pedestrian linkages within town centres.

<u>Policies:</u>

- 5.1 To establish and maintain a comprehensive pattern of pedestrian walkways about and within the town centres and between core areas.
- 5.3 To ensure all pedestrian areas receive generous levels of sunlight, daylight and weather protection, as appropriate to the overall character of the particular locality.

The proposal will provide additional pedestrian linkages from Brecon Street, through the proposed piazza, through the northern building, and onto the proposed Lakeview Lane. This pedestrian linkage will provide adequate daylight and weather protection. The proposal is consistent with this objective and policies.

10.2 Queenstown Town Centre

Objective 1 - Maintenance and Consolidation of the Town Centre

Maintenance and enhancement of the Queenstown Town Centre as the principal commercial, administration, cultural and visitor focus for the District.

Policies:

1.1 To provide for the concentration of buildings and developments to occur in the town centre.

- 1.2 To provide for growth in tourist, visitor accommodation, high density residential, community and commercial activities by zoning suitable additional land within the vicinity of the town centre.
- 1.3 To enable a broad range of activities to establish, and to encourage the continuing occupation and development of buildings and sites.
- 1.4 To minimise the adverse environmental effects of those activities both within the town centre and on the activities in the surrounding living areas.

The proposal will enhance the Queenstown Town Centre as expanded through PC50, providing additional VA and commercial uses and reinforcing the viability of the town centre. The development will help concentrate buildings and developments in the expanded town centre, and will provide facilities for growth in tourist and visitor accommodation markets, while allowing the continued occupation of the development site. Environmental effects, although notable in some respects, are minimised where possible and are otherwise mitigated or offset to an appropriate degree. The proposal is consistent with this objective and policies.

Objective 3

A high quality, attractive environment within the Lakeview sub-zone where visitor accommodation, higher density residential, tourist, convention and community activities will be the predominant uses. Ancillary retail and ancillary commercial activities that are established in association with predominant uses are also provided for particularly where they meet demand arising from the intensification of use within the sub-zone.

Policies:

- 3.1 To provide a mixed use environment which is a desirable place to visit, live and work by providing for the following activities:
 - a convention centre to serve the community and visitors;
 - tourist and commercial recreation activities;
 - high quality visitor accommodation:
 - ancillary retail activities and ancillary commercial activities established in association with the above predominant uses;
 - well-designed high density residential activities; and
 - well-designed public spaces.
- 3.2 To achieve an urban environment and a built form that responds to the site's location, including any interface with the Queenstown Cemetery, and creates an attractive, vibrant and liveable environment that is well connected with the town centre.
- 3.3 To require a high quality of built form and landscaping, which contribute to the visual amenity of the area.
- 3.4 To encourage pedestrian links within and through the Lakeview subzone, and to the surrounding public spaces and reserves and manage traffic flows and need for car parking via Integrated Traffic Assessments for convention centres, visitor accommodation, commercial recreational and commercial tourist activities, and larger scale non-ancillary commercial activities.
- 3.5 To provide appropriately scaled and located public spaces (including a square) which provide a focal point for social interaction and which contribute to a sense of place.
- 3.6 To enable commercial and retail floor space for ancillary retail activities and ancillary commercial activities established in association with convention centres, visitor accommodation, commercial recreational and commercial tourist activities so as to meet demand arising from the intensification of use within the sub-zone and from growth more generally.
- 3.7 To avoid the development of large format retail activities or the development of large scale, standalone retail complexes in the Lakeview sub-zone.
- 3.10 To prescribe a range of building height limits for the Lakeview sub-zone which will maximise views from buildings and appropriately manage built scale to preserve townscape values.

The proposal will provide a large-scale VA activity with ancillary commercial and retail activities. The interface with Queenstown Cemetery will have adverse effects on the cemetery but these can be mitigated to an acceptable degree by conditions of consent. The proposal will contribute positively to an attractive, vibrant and liveable environment with a high quality of built form which, although of a large scale, will add to the visual amenity of the area. Pedestrian linkage will be provided and will be maintained to the adjoining reserve, while the improvements to Brecon Street (and although not vested as a public place, the central piazza) will provide focal points for public interaction and a sense of place. Large format retail is not proposed and although the buildings will significantly breach the prescribed buildings heights, the location of the site at the extremity of the PC50 area will allow views from buildings to be maximised while preserving the townscape values. The proposal is well aligned with this objective and its associated policies.

Objective 5 – Accessibility and Parking

A town centre which is accessible to people.

Policies:

- 5.1 To manage the peripheral spread of the town centre to ensure all parts are convenient to pedestrians.
- 5.2 To promote an integrated approach to traffic management, vehicle access and car parking within the Queenstown Town Centre.
- 5.3 To require Integrated Transport Assessments (ITA) for development within the Lakeview subzone and the land bounded by Hay, Beach, Lake and Man Streets to assess and manage effects on the transport network.
- 5.4 To restrict the times when goods service vehicles will be permitted access to parts of the town centre
- 5.6 To enable car parking in the Queenstown Town Centre.
- 5.9 To encourage a network of pedestrian linkages within the town centre.

The proposal is to be located at the extremity of the Queenstown Town Centre but in an area which is already well-frequented by pedestrians and I consider it to be conveniently accessible to pedestrians. Traffic can be accommodated within the existing and proposed road network and expert traffic advice has been provided and peer reviewed. Service vehicles can be restricted via an appropriately worded condition of consent and a significant amount of car parking is to be provided. I consider the proposal to be consistent with this objective and its policies.

Chapter 14 (Transport)

Objective 1 – Efficiency

Efficient use of the District's existing and future transportation resource and of fossil fuel usage associated with transportation.

Policies:

- 1.1 To encourage efficiency in the use of motor vehicles.
- 1.2 To promote the efficient use of all roads by adopting and applying a road hierarchy with associated access standards based on intended function.
- 1.3 To promote the efficient use of roads by ensuring that the nature of activities alongside roads are compatible with road capacity and function.
- 1.5 To promote the efficient use of fuel for transport purposes, by providing for a District wide policy of consolidated urban areas, townships, retail centres and residential environments.
- 1.8 To consider options for encouraging and developing greater use of public transportation facilities and in particular to continue to investigate the options for alternative transport means.
- 1.9 To require off-road parking and loading for most activities to limit congestion and loss of safety and efficiency of adjacent roads and to promote the maintenance and efficiency of those roads.
- 1.10 To require access to property to be of a size, location and type to ensure safety and efficiency of road functioning.

Objective 2 - Safety and Accessibility

Maintenance and improvement of access, ease and safety of pedestrian and vehicle movement throughout the District.

Policies:

- 2.1 To maintain and improve safety and accessibility by adopting and applying a road hierarchy with associated design, parking and access standards based on the intended function.
- 2.2 To ensure the intensity and nature of activities along particular roads is compatible with road capacity and function, to ensure both vehicle and pedestrian safety.
- 2.3 To ensure access and movement throughout the District, and more particularly the urban areas, for people with disabilities is not unreasonably restricted.
- 2.4 To encourage the development of pedestrian and cycle accessways, within the main townships.
- 2.5 To maintain and upgrade, where appropriate, the existing roads and provide for new roads and related facilities where these are important for providing access. In particular, to investigate and/or make provision for:
 - a new road link from Man Street to the One Mile roundabout.
 - a new road linking Queenstown and Frankton on the northern side of SH6A above Frankton Arm.
 - a long term roading network for the Frankton flats area to protect the through route function of State Highways and provide access to residential, commercial and recreational activities.
- 2.6 To ensure intersections and accessways are designed and located so:
 - good visibility is provided.
 - they can accommodate vehicle manoeuvres.
 - they prevent reverse manoeuvring onto arterial roads; and
 - are separated so as not to adversely affect the free flow of traffic on arterial roads.
- 2.7 To ensure vegetation plantings are sited and/or controlled so as to maintain adequate visibility and clearance at road intersections and property access and to prevent the icing of roads during winter months, except and unless that vegetation is important to the visual amenity of the District or is protected as part of the Heritage Provisions.

The proposal will promote efficiency by providing a high-intensity of development on a site within the rezoned Queenstown Town Centre. The uses will be conveniently located for pedestrians, cyclists and users of public transport. Car parking has been provided at a level which is suitable to service the proposed uses and access has been assessed and is considered appropriate for valet car parking. Parking for people with disabilities is provided and access to these users will not be restricted by the upgrades to Brecon Street or the creation of the new road (Lakeview Lane). The creation of Lakeview Lane will provide for a more straightforward access to the adjacent holiday park and will enable connections at a later time to the rest of the Lakeview sub-zone. Suitability of vegetation in relation to visibility and clearance will be considered in detail at the time of submission of a landscape plan which can be required as a condition of consent. The proposal is therefore consistent with these objectives and related policies.

Objective 3 - Environmental Effects of Transportation

Minimal adverse effects on the surrounding environment as a result of road construction and road traffic.

Policies:

- 3.1 To protect the amenities of specified areas, particularly residential and pedestrian orientated town centres from the adverse effects of transportation activities.
- 3.2 To discourage traffic in areas where it would have adverse environmental effects.
- 3.3 To support the development of pedestrian and similar links within and between settlements and the surrounding rural areas, in order to improve the amenity of the settlements and their rural environs.
- 3.4 To ensure new roads and vehicle accessways are designed to visually complement the surrounding area and to mitigate visual impact on the landscape.
- 3.6 To incorporate vegetation within roading improvements, subject to the constraints of road safety and operational requirements, and the maintenance of views from the roads.
- 3.7 To implement appropriate procedures, in conjunction with the takata whenua and Historic Places Trust, should any waahi tapu or waahi taonga be unearthed during roading construction. (see Section 4.3 Objective 1 Policy 1 for consultation procedures with takata whenua).

The construction of the proposed layout will take place as part of the overall construction project and I do not consider it will generate significant additional adverse effects on the surrounding environment. The area already accommodates substantial traffic and the proposed road layout will result in greater efficiency in vehicle movements. Pedestrian links are provided and, subject to appropriate landscaping, the transport layout will provide a high level of visual amenity, including the incorporation of vegetation.

A condition of consent can be included to ensure consultation with takata whenua should any waahi tapu or waahi taonga be unearthed during roading construction. Overall, the proposal is therefore consistent with these objectives and related policies.

Objective 4 - Town Centre Accessibility and Car Parking

Town centres which are accessible to pedestrians and vehicles, and legible to all persons wishing to access them, commensurate with other town centre objectives and policies.

Policies:

- 4.1 To achieve a general reduction in the dominance of vehicles and heavy commercial vehicles within each town centre through the on-going establishment of off-street car parks.
- 4.2 To manage vehicle movement within the town centres to provide for appropriate levels of accessibility, minimise congestion and promote personal safety.
- 4.3 To require all activities and developments to contribute towards the provision of off-street vehicle parking.
- 4.4 To provide an integrated and well located off-street car parking resource around the periphery of the town centres.
- 4.5 To provide off-street parking within particular areas of the town centres in order to limit and reduce traffic flowing into and through those areas and thereby retain the character of the centres.
- 4.6 To require all vehicle accesses to properties and developments to be designed in accordance with a set of specified standards, which ensure vehicle manoeuvring has minimal impact on the safety and efficiency of roads and footpaths and the amenity of any particular area.
- 4.7 To encourage on-site parking in association with development and to allow shared off-site parking in close proximity to development in residential areas to ensure the amenity of neighbours and the functioning of streets is maintained.

Objective 5 - Parking and Loading - General

Sufficient accessible parking and loading facilities to cater for the anticipated demands of activities while controlling adverse effects.

<u>Policies:</u>

- 5.1 To set minimum parking requirements for each activity based on parking demand for each land use while not necessarily accommodating peak parking requirements.
- 5.2 To ensure business uses have provision for suitable areas for loading vehicles on-site.
- 5.3 To ensure car parking is available, convenient and accessible to users including people with disabilities.
- 5.4 To require all off-street parking areas to be designed and landscaped in a manner which will mitigate any adverse visual effect on neighbours, including outlook and privacy.
- 5.5 To require the design of parking areas to ensure the safety of pedestrians as well as vehicles.

The proposal includes a significant provision of off-street car parks, beyond that required by the District Plan, while being well-served by pedestrian links and public transport. Although access to the underground car park will not meet minimum standards in relation to manoeuvring, sight lines, and queuing distance, these shortcoming are appropriate as the car park will only be used by the valets who are familiar with the layout and will not be available to pedestrians. As such, I consider it to be appropriate in this instance. Landscaping of the car park is not necessary as it will be underground although the proposed street parking layout can be appropriately landscaped as a condition of consent. A suitable amount of off-site parking will be provided for coaches. The proposal is therefore consistent with these objectives and policies.

Objective 6 - Pedestrian and Cycle Transport

Recognise, encourage and provide for the safe movement of cyclists and pedestrians in a pleasant environment within the District.

Policies

- 6.1 To develop and support the development of pedestrian and cycling links in both urban and rural areas.
- 6.2 To require the inclusion of safe pedestrian and cycle links where appropriate in new subdivisions and developments.
- 6.3. To provide convenient and safe cycle parking in public areas.

The proposed layout will provide convenient access and movement for pedestrians although dedicated cycle links are not feasible within the site constraints. Nonetheless, the development will be accessible to cyclists and public cycle parking will be provided in public areas where considered appropriate to be vested. This will be considered as part of the detailed design process for the public areas which can be secured by a condition of consent. The proposal is consistent with this objective and its related policies.

Chapter 22 (Earthworks)

Objective 1

Enable earthworks that are part of subdivision, development, or access, provided that they are undertaken in a way that avoids, remedies or mitigates adverse effects on communities and the natural environment.

Policies:

- 1.1 Promote earthworks designed to be sympathetic to natural topography where practicable, and that provide safe and stable building sites and access with suitable gradients.
- 1.2 Use environmental protection measures to avoid, remedy or mitigate adverse effects of earthworks.
- 1.3 Require remedial works and re-vegetation to be implemented in a timely manner.
- 1.4 Avoid, remedy or mitigate the long term adverse effects of unfinished projects.

Objective 3

Ensure earthworks do not adversely affect the stability of land, adjoining sites or exacerbate flooding.

Policies:

- 3.1 Ensure earthworks, in particular, cut, fill and retaining, do not adversely affect the stability of adjoining sites.
- 3.2 Ensure earthworks do not cause or exacerbate flooding, and avoid, remedy or mitigate the adverse effects of de-watering.
- 3.3 Avoid the adverse effects of earthworks on steeply sloping sites, where land is prone to erosion or instability, where practicable. Where these effects cannot be avoided, to ensure techniques are adopted that remedy or mitigate the potential to decrease land stability.

As per my assessment in Section 8.2 above, Mr Wardill's comments are accepted and I consider that earthworks can be carried out safely and without unacceptable adverse effects on nearby amenity and land stability. In addition, once the development is completed earthworks will no longer be perceivable revegetation will not be necessary due to the comprehensive nature of the proposal and a condition relating to landscaping. With these matters in mind, the proposal is consistent with Objectives 1 and 3 and their associated policies.

Objectives and Policies Summary

Although the proposal is somewhat inconsistent with a small number of policies, I believe it responds well to the objectives and policies overall. The development will result the provision of high-intensity VA and commercial uses within the town centre where land is zoned for such developments. There will be benefits in relation to urban consolidation, transport efficiency, public realm upgrades, road realignment and sensitive delineation of the cemetery boundary, and while adverse effects are more than minor in some cases, overall they will be acceptable when considered in the context of the site, receiving environment and the intentions of the PC50 provisions.

8.4 OTHER MATTERS UNDER SECTION 104(1)(c))

8.4.1 National Policy Statement on Urban Development Capacity 2016 (NPS-UDC)

The NPS-UDC recognises the national significance of:

- a) urban environments and the need to enable such environments to develop and change; and
- b) providing sufficient development capacity to meet the needs of people and communities and future generations in urban environments.

Currently the Queenstown Lakes District is considered a "high growth urban area" under the NPS-UDC. From 1 December 2016, all objectives and policies apply to all decisions on plans and resource consents that affect an "urban environment".

Generally speaking the objectives and policies of the NPS-UDC follow many of the same themes as those of the District Plan, seeking integrated development and efficient urban environments which have sufficient opportunities for the development of housing and commercial land. Notably, the NPS-UDC also seeks urban environments that, over time, develop and change in response to changing needs, and requires local authorities to adapt and respond to evidence about urban development, market activity, and the social, economic, cultural and environmental wellbeing of people and communities and future generations, in a timely way.

The latest Business Development Capacity Assessment (15 March 2018) includes the following findings:

The short-term demand for commercial land is approximately 9 ha, with half of that being for accommodation activities (e.g. hotels/motels). In the medium-term there is demand for 12 ha and in the long-term there is demand for 20 ha. This is a cumulative long-term requirement of 41 ha.

I consider that the high intensity development proposed for the site, which exceeds that anticipated by the PC50 provisions, to make a small contribution to the above identified short, medium and long-term demand for commercial land.

When considered alongside the assessment of effects in Section 8.2 above, I find that the proposal is appropriately aligned with the objectives and policies of the NPS-UDC. It is considered that the nature of the development proposed, which represents increased commercial activity in an urban centre means that the proposal is consistent with, and gives effect to, the purpose of the NPS-UDC.

8.4.2 Regional Policy Statement (RPS)

The Otago Regional Council (ORC) RPS 1998 is currently under review. The Otago Regional Council (ORC) released its decisions on 1 October 2016. Most appeals on the document have now been resolved, though some provisions are still subject to legal processes. Accordingly, the ORC resolved to make the document partially operative as of 14 January 2019. This decision also revokes parts of the Regional Policy Statement for Otago 1998.

In summary, the purpose of the RPS (both the 1998 version and partially operative 2019 version) is to promote the sustainable management of natural and physical resources, by providing an overview of the resource management issues facing Otago, and setting policies and methods to manage Otago's natural and physical resources. The Operative and Proposed District Plans give effect to the Regional Policy Statement. The following are most relevant to this proposal:

Objective 1.1

Otago's resources are used sustainably to promote economic, social, and cultural wellbeing for its people and communities

Policy 1.1.1 Economic Wellbeing

Provide for the economic wellbeing of Otago's people and communities by enabling the resilient and sustainable use and development of natural and physical resources.

Objective 1.2

Recognise and provide for the integrated management of natural and physical resources to support the wellbeing of people and communities in Otago

Policy 1.2.1 Integrated resource management

f) Managing adverse effects of activities to give effect to the objectives and policies of the Regional Policy Statement.

Policy 4.4.6 Energy efficient transport

Enable energy efficient and sustainable transport for Otago's communities, by all of the following:

- a) Encouraging the development of compact and well integrated urban areas, to reduce travel needs within those areas;
- b) Ensuring that transport infrastructure in urban areas has good connectivity, both within new urban areas and between new and existing urban areas, by all of the following:
 - i. Placing a high priority on walking, cycling, and public transport, where appropriate;
 - ii. Maximising pedestrian and cycling networks connectivity, and integration with public transport;
 - iii. Having high design standards for pedestrian and cyclist safety and amenity;

Objective 4.5

Urban growth and development is well designed, occurs in a strategic and coordinated way, and integrates effectively with adjoining urban and rural environments

Policy 4.5.1 Providing for urban growth and development

Provide for urban growth and development in a strategic and co-ordinated way, including by:

g) Ensuring efficient use of land;

Policy 4.5.3 Urban design

Design new urban development with regard to:

- a) A resilient, safe and healthy community;
- b) A built form that relates well to its surrounding environment;
- c) Reducing risk from natural hazards;
- d) Good access and connectivity within and between communities;
- e) A sense of cohesion and recognition of community values;
- f) Recognition and celebration of physical and cultural identity, and the historic heritage values of a place;
- g) Areas where people can live, work and play;
- h) A diverse range of housing, commercial, industrial and service activities;
- i) A diverse range of social and cultural opportunities.

Policy 4.5.6 Designing for public access

Design and maintain public spaces, including streets and open spaces, to meet the reasonable access and mobility needs of all sectors.

Objective 5.2

Historic heritage resources are recognised and contribute to the region's character and sense of identity

Policy 5.2.3 Managing historic heritage

Protect and enhance places and areas of historic heritage, by all of the following:

- d) Minimising significant adverse effects on other values of areas and places of historic heritage;
- e) Remedying when adverse effects on other values cannot be avoided;
- f) Mitigating when adverse effects on other values cannot be avoided or remedied;
- g) Encouraging the integration of historic heritage values into new activities;

Objective 5.3

Sufficient land is managed and protected for economic production

Policy 5.3.2 Distribution of commercial activities

Manage the distribution of commercial activities by:

a) Enabling a wide variety of commercial, social and cultural activities in central business districts, and town and commercial centres;

Policy 5.3.5 Tourism and outdoor recreation

Recognise the social and economic value of some forms of outdoor recreation and tourism having access to, and being located within, outstanding natural features and landscapes.

Overall, and for the reasons already discussed in Sections 8.2 and 8.3 above, I consider that the proposal accords with the RPS.

Summary of Findings

Overall, I find that the proposal generates some notable adverse effects, but given the surrounding environment and District Plan context, the effects are within an acceptable range. Despite the magnitude of these adverse effects, when considered alongside proposed mitigation, the positive aspects of the development, and the opportunity to further mitigate through consent conditions, the proposal responds well to the relevant objectives and policies of the District and Regional plans, as well as the NPS-UDC.

8.5 PARTICULAR RESTRICTIONS FOR NON-COMPLYING ACTIVITIES (s104D)

With respect to the assessment above, the first gateway test for a non-complying activity required under section 104D(1)(a) has not been met in that the application will have some adverse effects on the environment which are more than minor.

With respect to the second gateway test under section 104D(1)(b), while the proposal has some small inconsistencies with a very limited number of policies of the District Plan, overall, the application is generally consistent with and not contrary to the relevant objectives and policies of the Operative District Plan or the Proposed District Plan.

Accordingly, as the application has passed one of the gateway tests in s104D, consent can be granted for this non-complying activity.

9. PART 2 OF THE RESOURCE MANAGEMENT ACT 1991

As discussed throughout this report, it is considered that the development proposed is appropriate based upon an assessment of the application against s104 matters and in particular, the relevant provisions of the Operative District Plan.

It is concluded against this document that the proposal maintains the sought character, landscape and visual amenity values. As such, I consider the proposal promotes sustainable management of the landscape resource.

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.

As discussed above, the proposal will result in the efficient development of a town centre site, resulting in increased efficiencies and consolidation of the town centre. Adverse effects on the environment are generally avoided or mitigated to an acceptable level.

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:
- (i) the effects of climate change

The proposal will result in the efficient use of commercially zoned land, provided for high-intensity VA and commercial development where the District Plan directs such development to. Amenity values and the quality of the environment will not be degraded to an inappropriate degree.

Overall, I consider the proposal promotes sustainable management as per the purposes and principles of the RMA.

10. RECOMMENDATION

Some adverse effects of the proposal are found to be more than minor, but within appropriate levels when considered in the context of the receiving environment, the PC50 provisions, and mitigation measures.

Overall, the proposal is generally consistent with the objectives and policies of the District Plan and not inconsistent with them. Similarly, it is consistent with the relevant parts of the NPS-UDC and RPS.

The proposal is consistent with Part 2 of the RMA. The proposal is also able to pass through the gateway test for non-complying activities at s104D of the RMA.

In conclusion, and subject to conditions of consent, the proposal can be supported. Recommended conditions are included at Appendix 5.

Report prepared by Reviewed by

Kenny Macdonald SENIOR PLANNER

Erin Stagg SENIOR PLANNER

Attachments: Appendix 1 Copy of Submissions

Appendix 2 Landscape Architect's Comment (Mr Denney)

Appendix 3 Acoustic Report (AECOM)
Appendix 4 Acoustic Peer Review (Dr Chiles)
Appendix 5 Urban Design Report (Mr Munro)
Appendix 6 Urban Design Peer Review (Mr Jolly)

Appendix 7 Parks & Reserves Comment (Ms Galavazzi)

Appendix 8 Engineering Report (Mr Wardill)

Appendix 9 Heritage Impact Assessment (Mr Miller)

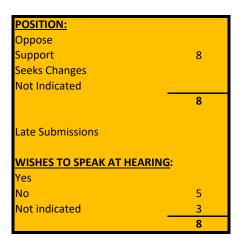
Appendix 10 Recommended Conditions

Report Dated: 28 June 2019

K Muchandel

APPENDIX 1 – COPY OF SUBMISSIONS

Sub#	Date Received	Name	Email Add	Support or Oppose	Wishes to speak @ Hearing	Late Submission
1	07.03.19	Queenstown Gold Limited	bernard.cleary@me.com	Support	No	
2	07.03.19	IFLY Indoor Skydiving NZ Ltd	mattwong@iflynz.co.nz	Support	No	
3	07.03.19	CCR Ltd	erna@camp.co.nz	Support	Not Indicated	
4	07.03.19	The Queenstown and District Historical Society	marionborrell@hotmail.com	Support	No	
5	07.03.19	Sir Eion Edgar	eion.edgar@forsythbarr.co.nz	Support	Not Indicated	
6	07.03.19	Russell McGrouther	mcgroutherqtn@xtra.co.nz	Support	Not Indicated	
7	08.03.19	Robynne Stevens	robynnestevens@xtra.co.nz	Oppose	No	Withdrawn
8	13.03.19	Skyline Enterprise Limited	Mark.Quickfall@skyline.co.nz	Support	No	
9	14.03.19	Ziptrek Ecotours	tyeo@ziptrek.com	Support	No	
10	04.04.19	Queenstown Childcare- Centre Inc. Soc.	office@qpn.co.nz	Oppose	Yes	Withdrawn





FORM 13: SUBMISSION

ON A RESOURCE CONSENT APPLICATION



Resource Management Act 1991 Section 95, 96, 127(3), 136(4), 137(5)(c), 234(4) & 41D

Name: Queenstown Gold Lir	nited	
Phone Numbers: Work:	Home:	Mobile:
Email Address: bernard.cleary@	me.com	
Postal Address: PO Box 871 Ha	milton	Post code: 3240
APPLICANT DETAILS		
Applicant's Name: Brecon Street	Partnership Limited	
Application Reference Number: RM1	80507	
Location of Application: 34 Brecon Street		
34 Brecon Street SUBMISSION	the application	
SUBMISSION Support / Oppose t	the application wish to be heard in support of my sul	bmission
SUBMISSION / ISupport / Oppose t		bmission



MY SUBMISSION IS // The particular parts of the application I support or object to are:

We support the application		



THE REASONS FOR MY SUBMISSION ARE:

There is no affect on our property and it will enhance Brecon Street



MY SUBMISSION WOULD BE MET BY THE QUEENSTOWN LAKES DISTRICT COUNCIL MAKING THE FOLLOWING DECISION // Include any conditions sought:

Granting consent







APPENDIX A // Note to Submitter

The closing date for serving submissions on the consent authority is the 20th working day after the date on which public or limited notification is given. If the application is subject to limited notification, the consent authority may adopt an earlier closing date for submissions once the consent authority receives responses from all affected persons.

You must serve a copy of your submission on the applicant as soon as is reasonably practicable after you have served your submission on the consent authority.

If you are a trade competitor, your right to make a submission may be limited by the trade competition provisions in Part 11A of the Resource Management Act 1991.

If you make a request under section 100A of the Resource Management Act 1991, you must do so in writing no later than 5 working days after the close of submissions and you may be liable to meet or contribute to the costs of the hearings commissioner or commissioners. You may not make a request under section 100A of the Resource Management Act 1991 in relation to an application for a coastal permit to carry out an activity that a regional coastal plan describes as a restricted coastal activity.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least 1 of the following applies to the submission (or part of the submission):

- · it is frivolous or vexatious:
- · it discloses no reasonable or relevant case:
- · it would be an abuse of the hearing process to allow the submission (or the part) to be taken further:
- it contains offensive language:
- it is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.







FORM 13: SUBMISSION

ON A RESOURCE CONSENT APPLICATION



Resource Management Act 1994 Section 95, 96, 127(3), 136(4), 137(5)(c), 234(4) & 41D

Name: iFLY Indoor Skydiving NZ	LTD		
Phone Numbers: Work: 0800 435969	Home:	Mobile: +64 21910)914
Email Address: mattwong@iflynz.co	.nz		
Postal Address: 27 Brecon Street, Qu	ueenstown	9300	
APPLICANT DETAILS			
Applicant's Name: Brecon Street Part	nership Limited	11-12-11-11	
Application Reference Number: RM18050	07		
Details of Application: Development of a 400 room hotel	in Brecon Street		
Development of a 400 room hotel Location of Application:	in Brecon Street		
Development of a 400 room hotel Location of Application: 34 Brecon Street	in Brecon Street		
Location of Application: 34 Brecon Street SUBMISSION	in Brecon Street		
Location of Application: 34 Brecon Street SUBMISSION ✓ I Support / Oppose the application		sion	
Location of Application: 34 Brecon Street SUBMISSION I Support / Oppose the application	plication	sion	



MY SUBMISSION IS // The particular parts of the application I support or object to are:

I support the application



THE REASONS FOR MY SUBMISSION ARE:

- The building design is attractive
- The land swap will protect the cemetery forever
- The land swap will prevent accidents at the current five way intersection
- Queenstown needs more quality hotels
- The location is excellent and Brecon Street is becoming the entertainment centre of Queenstown
- The applicant is providing parking even though they are not required to
- The extra height that is applied for does not create shadows or affect anyone in the area
- Taller buildings at the base of the mountain are appropriate and do not affect any other party



MY SUBMISSION WOULD BE MET BY THE QUEENSTOWN LAKES DISTRICT COUNCIL MAKING THE FOLLOWING DECISION // Include any conditions sought:

Granting the application as requested







APPENDIX A // Note to Submitter

The closing date for serving submissions on the consent authority is the 20th working day after the date on which public or limited notification is given. If the application is subject to limited notification, the consent authority may adopt an earlier closing date for submissions once the consent authority receives responses from all affected persons.

You must serve a copy of your submission on the applicant as soon as is reasonably practicable after you have served your submission on the consent authority.

If you are a trade competitor, your right to make a submission may be limited by the trade competition provisions in Part 11A of the Resource Management Act 1991.

If you make a request under section 100A of the Resource Management Act 1991, you must do so in writing no later than 5 working days after the close of submissions and you may be liable to meet or contribute to the costs of the hearings commissioner or commissioners. You may not make a request under section 100A of the Resource Management Act 1991 in relation to an application for a coastal permit to carry out an activity that a regional coastal plan describes as a restricted coastal activity.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least 1 of the following applies to the submission (or part of the submission):

- it is frivolous or vexatious:
- · it discloses no reasonable or relevant case:
- it would be an abuse of the hearing process to allow the submission (or the part) to be taken further:
- · it contains offensive language:
- it is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.





Queenstown, 7th March 2019

The Manager Queenstown Lakes District Council QUEENSTOWN

Re 34 Brecon Street Hotel Application

We are the lessee of Queenstown Lakeview Holiday Park, the direct and nearest neighbour to 34 Brecon Street, the site of the proposed hotel application. We are supportive of the development for numerous reasons:

- 1. It seems to us that the plan allows for a building to be built directly adjacent to the Queenstown cemetery. It seems no consideration was given to the ambience of the cemetery and to people attending funerals.
- 2. We are supportive of the applicant's proposal by way of a land swap with Council, to relocate Cemetery Road, which will make the access into the Holiday Park more logical and avoid the confusion at the Brecon/Isle/Cemetery roads. We have signed off documents to that effect.

 This land swap will mean any development of the site will create a 20-metre buffer between their site and the cemetery. There will be costs involved in relocating services and constructing a new road and therefore it is logical that the applicant is seeking a trade-off. Any additional height granted will not increase shading for our
 - operation more than minor. It was good to see a shift of building platform away from the boundary of the cemetery as that could be a bit daunting for those attending funerals. However, we do understand this will be at a great cost for the developer.
- 3. We understand that the zoning of the land allows for 15.5 metres as of right. As the closest neighbour we will not be any more affected than at permitted height.
- 4. We are comfortable with the design of the building and its colours which will help it blend in with the backdrop. It certainly has the potential to look more crafted than some other developments in the area. The community orientated plaza in the base of the building will add another gathering place for Brecon Street walkers. It is becoming busier and busier with tourists and this will only increase with other developments around Brecon St.
- 5. Development of this area assists in taking pressure of lakeside or rural development and seems entirely logical.

Yours

Erna Spijkerbosch Director

CCR Ltd



Queenstown and District Historical Society 2008 Inc.

www.queenstownhistoricalsociety.org.nz
P.O Box 132, Queenstown 9348, New Zealand

Our Heritage Today – For Tomorrow

6 March 2019

Queenstown Lakes District Council

RM 180507 Brecon Street Partnership Resource Consent Application Support for the Application as it relates to Queenstown Cemetery

The Queenstown and District Historical Society was founded 54 years ago, and currently has 300 members. One of our roles is to protect historic sites and buildings. Our constitution does not allow consideration of any other matters.

The Society's Board at a meeting on 10 April 2018 discussed the Resource Consent Application, viewed images as seen from the cemetery, and read the heritage report by Origin Consultants. The chairperson had inspected the site. The Board then voted unanimously to support the application.

The key matters for the Society are the height of the building and its distance from the cemetery boundary. The owner could under Plan Change 50 construct a building 15.5 metres high and close to the boundary of the cemetery. However, we feel this would be more detrimental to the atmosphere of this personal and heritage location than the proposed building which is 7 metres over-height, but 20 metres from the cemetery due to a land swap with the Council for a new road.

Our considerations are those of people who visit the graves of their family and friends – noting that the graves nearest to Brecon Street are of recent date - and of visitors who explore cemeteries in order to understand the history of the locality.

Further, the developer has offered to construct a stone wall on the boundary of the cemetery and along the frontage on Brecon Street, with a gate beside the street. Such a stone wall is a traditional form of enclosure which currently lacking; it would enhance the respectful surrounds of the graves and the experience of the people who visit them. Frankton Cemetery's wall demonstrates the benefits, especially when beside a very busy street, as Brecon Street is now.

We therefore support the application as it relates to Queenstown Cemetery.

Marion Borrell, Chairperson

marionborrell@hotmail.com Phones 4429319, 0211433861 6th March 2019

The Planning Officer

Queenstown Lakes District Council

Dear Sir

Brecon Street Partnership Limited RM180507

I am writing in support of the application by the above with respect to the development of a hotel at 34 Brecon Street.

I understand that the developers wish to breach the height that is permitted, although I understand that additional height is permitted if no party suffers any adverse effect by way of that breach.

I am supportive for numerous reasons:

- 1. The design is attractive and high quality and is in keeping with what Queenstown needs more of..
- Brecon Street is becoming the "entertainment corridor" of Queenstown and a large hotel
 with an expansive plaza at street level will complement the other current and future
 activities nearby, particularly with Skyline redeveloping their gondola and adding
 conferencing space. Delegates will require a hotel at the base of the gondola.
- 3. One major concession of the developers is to undergo a land swap with Queenstown Council. This land swap does several things including placing a 20-metre buffer between the cemetery and any building on the site, avoiding the cemetery being dominated by a potential 15.5 metre wall right on its boundary. It will also clean up a confused roading pattern at the intersection of Brecon Street, Isle Street and Cemetery Road. I also understand the applicant will construct a stone wall around the southern boundary of the cemetery and give it more legibility as an amenity than currently.
- 4. I note Council must be supportive of the hotel development as they are willing participants in the land swap. I understand the applicant has generously agreed to relocate various services and construct new roads at considerable cost if this resource consent is successful, thereby allowing the land swap to proceed.
- 5. Another favourable aspect is that although under the Town Centre rulers the applicant is not required to have any car parking at all, they are proposing to develop an extensive underground parking basement another significant cost that is entirely voluntary and will avoid further congestion in a busy area.
- 6. One of the most significant issues is that sun studies show no other party is affected by the extra height applied for. The bottom of the Ben Lomond Reserve area is unique is that during the sun-reduced winter days, the entire area is in the shade from midday and buildings in the area do not shade any other buildings. The summer time sun is high enough to ensure no effect.
- 7. In addition to no shading, there are no other parties affected with respect to views, as the proposed building has no other buildings behind it. There is the cemetery, but the buffer zone means that the proposed building even with extra height will have less effect than a

- complying building on the current boundary. In addition, it can be realistically expected that any visitor to the cemetery is going to be looking down as opposed to looking at distant views.
- 8. For the reasons outlined in 6 and 7, the area below Ben Lomond Reserve must be one where height is favoured with the lack of adverse effect on any party for every unit built in this area, it means one less is required in rural areas, reducing the sprawl that Queenstown is now experiencing.

Queenstown is in need of a quality hotels located close to the centre of town, and together with the gondola facility this area is ideally suited for this development.

I give full support to this application.

Yours sincerely,

Sir Eion Edgar

563 Peninsula Rd, Kelvin Heights, Queenstown 7th March 2019

21 Balmoral Drive Kelvin Heights QUEENSTOWN 9300

Queenstown Lakes District Council QUEENSTOWN

PUBLIC NOTIFICATION - 34 BRECON STREET - RM180507

Recently in my capacity as a Board Member of the Queenstown Districts Historical Society, I met with Graham Wilkinson of Brecon Street Partnership Limited regarding their proposed hotel at 34 Brecon Street. You may be aware that the Society has not objected to the proposal and as you will be aware, I was the local Queenstown Funeral Director for just on 30 years until approx. 3 ½ years ago and hence have a deep appreciation and knowledge of the cemetery located adjacent to the proposed Hotel Site.

I met with Mr Wilkinson to discuss design and placement of the stone wall and entry that BPSL have volunteered to construct on the boundary between the proposed new road and the cemetery, to give it the sense of closure that it deserves.

Mr Wilkinson also showed me some of the material that forms part of the original application and I commend your landscape architect Mr Richard Denny in his conclusions as to the effects of the proposal. I, like Mr Denny, agree that from Points A, B and D on the plan, the effect is negligible or possibly more correctly is positive on the cemetery when compared to any building developed on the boundary. I have not considered the effect where Point C is, because I do not see it as being relevant; it is at the most extreme elevated point in the cemetery and is rarely visited if at all, by any visitor looking to view the cemetery. It is at least 30 metres from any grave and is a small elevated area out of the entire 1.6 hectares of the cemetery; immaterial in the context of the site and in my opinion should not form part of the overall equation.

On visiting the cemetery in the last few days to attend to and visit a family grave I met with a born and bred local whose Great Grand Father was an early Mayor of Queenstown and has several relatives including his father buried in the area adjacent to the proposed complex and there was certainly no negativity expressed by him about the Brecon Street Partnership Proposal.

I understand there are some concerns about guests at the proposed hotel having to view burial preparations and ceremonies. From my knowledge in the past three years there have been three burials in the Cemetery Area adjacent to the proposed development. During a European tour last year the view that we had from the hotel, 3rd floor room in Paris was overlooking a local cemetery and I certainly had no problem with that. This would be a similar situation to guests at the proposed Brecon Street complex.

Currently new burials are taking place at the Skyline end of that block of the Cemetery and certainly would have no major effect on guests in the proposed complex. As I understand it in view of the recent opening of the Shotover Cemetery there will be no further development of additional Cemetery Plots in the Queenstown Cemetery so all that has to be taken into consideration are second Interments within the Block immediately adjacent to the Southern Boundary of the Cemetery

Lastly, Brecon Street Partnership Ltd have outlined to me the potential for their other options including subdividing the land and selling off smaller parcels, one of which would be along the boundary with the cemetery. This would create the potential for buildings of 15.5m high directly adjacent, or at least very close to the cemetery and only a few metres from graves. In my opinion this would be extremely unfortunate and negatively affect the cemetery experience for all, both family and visitors. I therefore offer my support to this application.

Yours faithfully

Russell G McGrouther

WITHDRAWN



FORM 13: SUBMISSION

ON A RESOURCE CONSENT APPLICATION



Resource Management Act 1991 Section 96

Name:Robynne Stevens			
Phone Numbers: Work:034510071	Home:0273024089	Mobile:	
Email Address:robynnestevens@xtra.c	co.nz		
Postal Address: 32 Riverside Road Que	eenstown		Post code
APPLICANT DETAILS	AND THE REAL PROPERTY.		
Applicant's Name: G Wilkinson Application Reference Number:			
Details of Application:			
Proposal of a hotel on the Mini Golf site	in Brecon Street		
	* .		
Location of Application:			
Brecon Street Queenstown			

SIGNATURE

Signature (to be signed for or on behalf of submitter) ***

Date8 March

** If this form is being completed on-line you may not be able, or required, to sign this form.



MY SUBMISSION IS // The particular parts of the application I support or object to are:

Not to allow the developer go above the height restriction Do not close cemetary road as it is a usable road.



THE REASONS FOR MY SUBMISSION ARE:

If the height restriction is exceeded it would be a very sad day. This would allow other developers to go beyond as well. The height restriction has been put into place to preserve the natural beauty of Queenstown, not for developers to take advantage and say they will off set by paying \$1 million dollars towards roading. Also the cemetary is a very personal place for alot of people and would have this monster of a building overlooking our peaceful place. The closing of cemetary road is not viable as when people visit their loved ones there is no where to park as it is now but we can use cemetary road to park and enter the cemetary. It also would hinder the Motor Park access.

Surely there is enough Hotels getting built at the moment that we don't want any more.

What about the earth works and the disrupt to the very popular Skyline.

In my view as a long time resident of 36 years enough is enough. There is another hotel going down on the corner. No more buildings. We dont have the infrastructure or the workers for these devolpments.



MY SUBMISSION WOULD BE MET BY THE QUEENSTOWN LAKES DISTRICT COUNCIL MAKING THE FOLLOWING DECISION // Include any conditions sought:





WITHDRAWN

From: Robynne Stevens <robynnestevens@xtra.co.nz>

Sent: Thursday, 4 April 2019 11:39 AM

To:zzDL RCSubmissionsCc:Graham Wilkinson

Subject: RM180507

Follow Up Flag: Follow up Flag Status: Flagged

To whom it may concern

I submitted a submission opposing the proposed Hotel in Brecon Street Queenstown on the Mini Golf Course.

I meet the developer Graeme Wilkinson yesterday and after looking at the proposed plan, I am happier with this proposed Hotel.

My main concern was the negative effect on the Cemetery and he has assured me that the Hotel footprint will be set 20 metres off the boundary of the Cemetery with the addition of the new road. He has also assured me that he will build a stacked stone wall on the boundary of the Cemetery as well as to provide respect and privacy to which the Cemetery deserves.

The extra height was a concern also but I see he has reduced this slightly as well.

I am now going to withdraw my submission opposing the Hotel with the assurance from the developer that all of the above is happening.

Regards Robynne Stevens



12 March 2019

Queenstown Lakes District Council Private Bag 50072 Queenstown 9348

Attention: Kenny MacDonald

Via E-mail kenny.macdonald@qldc.govt.nz

Dear Kenny,

Submission on Notified Resource Consent Application – RM180507 Brecon Street Partnership Limited

Skyline Enterprises Limited ("SEL") are the operators of the Queenstown Gondola, Restaurant and Luge located on Bob's Peak, Queenstown. The SEL facilities on Bob's Peak are accessed via the gondola lower terminal which is located at 53 Brecon Street, Queenstown.

SEL have recently been granted resource consent by the Environment Court¹ for a substantial re-development and expansion of the restaurant building on Bob's Peak, a new higher capacity gondola, a new lower terminal building and a 448 space multi-storey car park building accessed from the head of Brecon Street.

Commencement of the approved redevelopment is expected to occur in the second half of 2019. Accordingly, SEL are interested in the proposal by Brecon Street Partnership Limited which seeks land use consent to establish a visitor accommodation activity comprising two hotels and associated commercial activities within four buildings, totalling 393 guest rooms and 12 ground floor commercial tenancies.

Overall, SEL are supportive of the proposal and consider that the visitor accommodation offering, and commercial premises will have a positive effect in terms of enhancing the existing character of Brecon Street into a more vibrant sector of the Town Centre.

The eastern side of Brecon Street has recently been identified as part of the Queenstown Town Centre in the Proposed District Plan Stage 1 decisions with a focus for community life, retail, entertainment, business and services. This new Town Centre zoning anticipates the provision of a diverse range of visitor accommodation and visitor-related businesses.

¹ Resource consents RM160647 and RM171172 – Final Decision of the Environment Court dated 15th February 2019

Visitor accommodation is intended to be provided within and near to the Town Centre and over time, the Proposed District Plan anticipates the Queenstown Town Centre will evolve into a higher intensity and high quality urban centre.

A similar outcome is anticipated for the land contained within the Queenstown Town Centre as part of the Plan Change 50 re-zoning which the development site is located within.

Accordingly, the proposed land use and specific activities sought by the applicant are supported and considered to achieve the purpose of the relevant zoning in the immediate vicinity. Further, the provision of additional accommodation in close proximity to SEL's site which includes by virtue of our recently approved resource consents RM160647 and RM171172 expanded restaurant and conference facilities, will compliment the commercial offerings provided within the existing and future SEL restaurant building on Bob's Peak.

SEL's supports the land swap of Cemetery Road and the proposed separation of built form from the boundary with the Queenstown Cemetery.

SEL are not aware of the development timeframes should consent be granted however, it is noted that the implementation of our re-development through resource consents RM160647 and RM171172 is anticipated to take up to four years and will involve traffic management plans for construction and earthworks traffic on Brecon Street during development of the new lower gondola terminal and car park building.

It is therefore submitted that any TMP required by conditions of consent granted to the applicant should be required to take into account any existing TMP given effect to by SEL so as to avoid conflict between the two developments. In this regard, SEL records that we are most willing for our consultants to liaise and work with those of the applicant in the event that both developments are progressed concurrently to ensure a collaborative, efficient and effective traffic management outcome for both parties and Brecon Street generally.

It is also noted that SEL's resource consent RM171172 for the multi-level car park building requires by way of consent conditions, the establishment of a turning bay intersection from Man Street into Brecon Street and that all existing 90 degree and angled car parks on Brecon Street are removed and replaced with parallel car parks².

The applicant is proposing changes to the existing Brecon Street parking in front of the development site including the obtaining of a LTO. It is also recognised that both SEL and the applicant have been liaising with the Council in regards to the Queenstown Town Centre Master Plan and Brecon Street roading upgrades.

SEL supports the parallel parking layout and bus/taxi drop off on Brecon Street and submits that any approved parking alterations on Brecon Street should be consistent with the requirements of RM171172 and the Council's overall plans for the Brecon Street upgrade to avoid conflict for SEL giving effect to the Environment Court's decision.

² Conditions 30 and 31 of Resource Consent RM171172.

Overall, provided the above transport related matters are taken into consideration SEL support the proposal and do not wish to be heard at the Council hearing.

Yours faithfully

Mark Quickfall Chairman Skyline Enterprises Limited 0274 336 576

mark.quickfall@skyline.co.nz

CC:

Brecon Street Partnership Limited C/- John Kyle john.kyle@mitchelldaysh.co.nz Mitchell Daysh Ltd PO Box 489 Dunedin 9016

Graham Wilkinson grahamw@generus.co.nz



Date 14 March 2019

** If this form is being completed on-line you may not be able, or required, to sign this form.

FORM 13: SUBMISSION

ON A RESOURCE CONSENT APPLICATION



Resource Management Act 1991 Section 95, 96, 127(3), 136(4), 137(5)(c), 234(4) & 41D

Name: Ziptrek Ecotours	
Phone Numbers: Work: 034412102 Home:	Mobile: 02172190
Email Address: tyeo@ziptrek.com	
Postal Address: P O Box 1747 Queenstown	Post code:
APPLICANT DETAILS	
Applicant's Name: Brecon Street Partnership Limited	
Application Reference Number: RM180507	
Location of Application: Brecon Street	
SUBMISSION	

土	MY SUBMISSION IS // The particular parts of the application I support or object to are:	
	As per attached	
	THE REASONS FOR MY SUBMISSION ARE:	
1	MY SUBMISSION WOULD BE MET BY THE OUEENSTOWN LAKES DISTRICT	
	MY SUBMISSION WOULD BE MET BY THE QUEENSTOWN LAKES DISTRICT COUNCIL MAKING THE FOLLOWING DECISION // Include any conditions sought:	







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- it contains offensive language:
- it is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.









Whistler · Queenstown · Tremblant

20 December 2018

Mr G Wilkinson Brecon Street Partnership Limited QUEENSTOWN

Dear Graham

Brecon Street Hotel

I am the Executive Director of Ziptrek Ecotours, a tourism adventure business operating on the Ben Lomond Reserve. We have over tens of thousands of guest customers annually an operate within the recreation reserve to the north of Brecon Street Partnerships site. Our guests all walk up Brecon street to access Skyline Gondola to get to Ziptrek.

I have viewed the plans of the proposed hotel in Brecon Street and have no concerns regarding its development including the extra height.

We do not see the building as impacting on the enjoyment or privacy of our customers. Our operation is a long way from the site. The plan to conduct a land swap and move the building a further 20 metres from the southern boundary of the hotel and cemetery makes a lot of sense and it is preferable to a 15.5 metre setback to the cemetery boundary.

We have no concerns with construction noise and effects in this case. This area will be developed to become an activity and commercial promenade. We strongly suggest that the planning of the urban streetscaping of Brecon Street become a high priority by a user group and council's input.

We operate in various locations in the world and view the hotel as an appropriate scale and form for this context. Appropriate developments of this scale and size are inevitable over that area and are welcomed for the efficient use of the land.

Yours faithfully

Trent Yeo



FORM 13: SUBMISSION ON A RESOURCE CONSENT APPLICATION

To: Queenstown Lakes District Council Email: rcsubmisison@qldc.govt.nz

Application Reference Number: RM180507 Application Location: 34 Brecon Street Applicant: Breach Street Partnership Ltd

Submitter Details: Queenstown Childcare Centre Inc. Soc.

45 Brecon Street Queenstown 9300 Email: office @qpn.co.nz Phone: 03 4429217

Our Submission is:

We oppose the application and wish to be heard in support of our submission.

We object to the entire proposal, including but not limited to the following:

- 1. Insufficient car parking provision, including for staff and guests cars and coaches;
- 2. Increased traffic on Brecon Street, during construction and hotel operation;
- 3. Noise effects, in particular construction noise;
- 4. The stopping and realignment of Cemetery Road and its use for traffic associated with the hotel construction and operation;
- Building height which significantly exceeds permitted height levels and which will enable a significantly larger building to be established than is anticipated by the zone, thereby exacerbating the above effects.

The reasons for our submission include:

QPN

- 6. Queenstown Preschool & Nursery (QPN) is a not for Profit Community based childcare centre with a license for 70 children; 20 of these are babies some as young as 3 months old
- 7. QPN was established at 45 Brecon Street around 1995
- 8. The QPN site is designated as a 'Local Purpose Reserve (Childcare Centre)' (QLDC Designation 523) in the District Plan.



- 9. QPN operates between the hour of 8am and 5.45pm, although staff start and finish work outside these hours.
- 10. Parents drop off and collect their children throughout the day.
- 11. QPN has allocated carparks (within its Designation) however due to the general shortage of car parking within the area, these carparks are frequently used by members of the general public, meaning the often there is no car parking available for children dropping off and collecting their children.
- 12. The only access to QPN is from Brecon Street. It is essential that the access is kept free of restrictions during QPN's operating hours, so that parents have access to the site to drop off and collect their children, and importantly, so that access is available for emergency vehicles in the case of a medical or other emergency which could be life threatening.
- 13. QPN has an extensive outdoor play area which is utilised daily by the children, generally irrespective of weather. It is vital, including for safety reasons, that children can hear teachers communicating with them (giving direction, instructions and teaching) while using this outdoor play area.
- 14. The majority of children at QPN take sleep during the day, which is important to their health, growth and development. The sleep rooms are not soundproofed or double glazed. Windows in the sleep rooms are generally kept open to ensure adequate ventilation.
- 15. Children's days at daycare are generally structured around play, however this is interspersed with teaching and reading time throughout the day, including in the outdoor area.

QPN's Concerns

- 16. We are concerned that the application contains no assessment of the potential effects of the proposed hotel on QPN, including traffic, parking, vibration and noise effects. We are concerned that these effects may impact our children's wellbeing, health and safety, parent's and emergency services' ability to readily access the Centre, and the Centre's ability to continue to operate efficiently and effectively.
- 17. The application states (in Appendix 5, and also page 30 of the AEE) that the 'the properties across Brecon Street to the east [which includes the QPN site] are all occupied by commercial activities which are not considered noise sensitive activities". This is incorrect. QPN is a 'community activity' under the District Plan, and is by definition therefore not a 'commercial activity' under the Plan. As a community (education) activity, QPN is a noise sensitive activity.
- 18. As noted, children take daytime sleeps at the Centre and regularly use the large outdoor area for play and teaching. The nose effects, particularly construction noise, have the potential to have significant adverse effects on QPN in this regard.
- 19. As also noted, the application contains no assessment of the noise effects of the proposal on QPN, including on the health and wellbeing of the children who attend the Centre. Nor does the application propose any mitigation of noise effects. This is despite that fact that



construction, including the associated noise which we understand will breach the District Plan noise limits, is proposed to endure for up to 24 months. We consider the application is inadequate in this regard.

- 20. We are also concerned about the potential for vibration effects while the hotel is under construction, noting that very large scale earthworks are required for the basement parking. The application itself acknowledges that the scale of the earthworks is large for the site (AEE, page 29) however it contains no assessment of the potential for vibration effects on the QPN site and the children who attend the Centre.
- 21. We are also very concerned with significant shortfall in provision for car and coach parking for the hotel. We consider it is inevitable that this will significantly exacerbate the existing carparking problems experienced in the area and by QPN in particular.
- 22. We are also concerned by the inevitable increase in traffic in the area as a result of the hotel's construction and operation. As noted, we understand the construction period will endure for up to 24 months. This is a significant period of time.
- 23. In this regard, we note that Brecon Street is already very congested with vehicles, mountain bikers and pedestrians. Parents have reported that accessing the QPN site often feels hazardous due to this congestion. This congestion is likely to become significantly worse when construction commences on the approved expansion of the Skyline facility and associated carpark, as well as various other construction projects in the area. The proposal will further exacerbate this.
- 24. We understand that construction traffic will use the realigned Cemetery Rad. The realignment of this road brings it much closer to the QPN access way. With a proposal of this size and scale it is inevitable that large vehicles will regularly access the hotel site during construction, which could restrict access to and from the QPN site, and/or result in traffic conflicts and congestion.
- 25. Additionally, we understand that service vehicles will use the realigned Cemetery Road once the hotel is operational. This ongoing use may also adversely affect access to the QPN site. The valet and coach parking in and around Brecon Street will add to this.
- 26. In summary, we are concerned that the application contains no assessment of the effects of the proposal on QPN, including in particular in respect of adverse noise, vibration, traffic and parking effects on QPN and the wellbeing, health and safety of the children who attend the Centre.
- 27. We note again that QPN is a long established, not for profit community activity that serves a very important role in the Queenstown community.

Decision Sought:

28. We consider the application is deficient in respect of an assessment and mitigation of the above significantly adverse effects. We consider the application should be declined.

29. Notwithstanding, we would welcome an approach from the applicant in an endeavour to resolve our concerns so that if the application is approved and the proposal proceeds, its effects can be minimised (to the extent possible) so as to have the least effect on our small babies and toddlers.

Regards,

Joanna Gibson, Centre Manager

APPENDIX 2 – LANDSCAPE ARCHITECT'S COMMENT

V2_30-11-16 RM180507

MEMO

FILE REF: RM170834 Brecon Street Partnership Ltd

TO: Blair Devlin – Planning Practice Manager

FROM: Richard Denney - Landscape Architect

DATE: 25 June 2018

SUBJECT: Landscape assessment

Introduction

1. An application has been received by council for resource consent to construct a hotel, and associated commercial activities and licensed premises, car parking, and earthworks at 34 Brecon Street, Queenstown. The site is legally described as Lot 1 DP 27703 and has an area of 3909m², and in addition includes 1065m² of Cemetery Road. In terms of the Queenstown Lakes District Council District Plan the site is zoned Queenstown Town Centre – Lakeview Sub-Zone and partly road reserve. I understand from council's planner that the status of the activity is restricted discretionary.

2. Council's planner has requested landscape comment in regard to the proposed building height exceeding the building height control of 15.5m (breach of *Rule 10.6.3.2A* v of the operative District Plan) in regard to the assessment matter 10.10.2i (d) (ii) as follows:

10.10.2 Assessment Matters

In considering whether or not to grant consent or impose conditions, the Council shall have regard to, but not be limited by, the following assessment matters:

i Building Height and Site Coverage

(d) The extent to which any height infringement to the height limits specified on Figure 3: Lakeview sub - zone Height Limit Plan will:

(i) adversely affect the visual quality and amenity values of the adjoining landscape;

Proposed Development

- 3. It is proposed to develop the hotel over the existing Cemetery Road to the east and create a new Cemetery Road on the western side of the building fronting onto the Queenstown Cemetery. The application does not include a detailed landscape plan, but I understand from the submitted information that all of the existing large trees within the site would be removed. The submitted visual montages include existing trees that would be removed. This should be considered when viewing the montages as the site is currently vegetated with a relatively dense framework of tall trees that will be removed as part of the proposed development
- 4. The proposed development I understand would be up to 23m in height and would breach the 15.5m height control by up to 7.5m.
- 5. I have viewed the visual montages submitted with the application, *Appendix G. Montage views from Cemetery + Brecon Street pages 66 to 69 dated June 2018* and undertook a site visit on the 14th May 2018 to view the site and surrounding landscape. I have briefly reviewed the application in regard to understanding the development in this landscape context.

Landscape Context

6. The site is located on the upper end of Brecon Street on the lower slopes of Bobs Peak, and on the urban fringe of built form of the central Queenstown area.

- 7. To the immediate west of the site is Queenstown cemetery with a QLDC designation 213 Local Purpose Reserve, Queenstown Cemetery. The cemetery is a passive green space of open gently to moderately sloping terrain and includes two QLDC heritage listings, 17- Queenstown Cemetery, and 44 Stone walls Brecon Street and one protected tree listing 149 Wellingtonia's Sequoiadendron giganteum also known as Giant Redwood. The reserve is open and easily assessible and links through to the extensive forested slopes of Ben Lomond recreation reserve upslope. The cemetery is adjacent to the busy tourist and recreational hub of the Bobs Peak gondola lower terminal and the base point of numerous mountain biking and walking trails up the peak and surrounding slopes. The cemetery is an attractive green park of historical importance and of open space value as a relatively tranguil passive space within a busy urban area.
- 8. The site fronts onto Brecon Street on its northern side. The street is a highly trafficked walkable tourist link between the Queenstown downtown area to the lower Gondola terminal. The steady incline provides views out over the township towards the surrounding mountains and waters of Lake Whakatipu. The street is bordered by an urban context of existing and developing commercial tourist and visitor accommodation developments. The street terminates at its upper end at the edge of the Ben Lomond reserve. Ben Lomond reserve forms a dominant natural backdrop to central Queenstown and is part of a mountain landscape recognised as an Outstanding Natural Landscape (ONL) within the Operative and Proposed District Plans.

Assessment

- 9. The scale of adverse effects is measured by the following scale; Nil, Negligible, Slight, Moderate, Substantial, Severe.
- 10. The assessment matter 10.10.2i (d) (ii) is concerned with visual effects only, in terms of how the proposed height breach would affect the quality of views and the visual amenity in context of the adjoining landscape. For the purpose of this assessment 'adjoining landscape' is considered to mean the immediate urban context of the subject site and also how this context may change in regard to views of the broader landscape.
- 11. The site has a large viewing catchment. Following a site visit and walk around the surrounding streets it is visually apparent that the development sits within an elevated position in the urban context of surrounding built form with a backdrop of the surrounding mountain landscapes or the open sky.
- 12. As viewed from urban areas downslope including Shotover Road, Queenstown Memorial Centre/Recreation grounds, and Gorge Road (photos attached as Appendix 1) the development would be viewed in an urban context with a backdrop of sky or mountain landscapes. The proposed increased building height would result in a slight increase in blocking views of the backdrop of surrounding mountains. As viewed from Gorge Road (photo 3) the tree line horizon with the backdrop of Walter Peak would be replaced with built form. The increased building height above that anticipated by the 15.5m height control would be visually very small. In terms of the visual quality and amenity values of the development in context of the adjoining landscape I consider the increased building height would have only a slight to negligible adverse effect.
- 13. The existing site and periphery is generally enclosed by existing mature trees with a low degree on visual permeability across the site as viewed from immediately adjacent on Brecon and Isle Streets and Cemetery Road. The proposed removal of most of these trees would change the visual quality of the space to a harder urban form. The zone anticipates built form development and although landscaping details are not clear it is assumed that street tree planting would provide some softening. In terms of the proposed increased height as viewed from these viewpoints the additional height is not likely to adversely affect the visual quality and amenity to any discernible degree beyond that anticipated by the height control.
- 14. Upslope the setting is more open with upper Brecon Street and the cemetery space providing an open urban fringe landscape leading into the more natural landscape of Ben Lomond reserve. The upslope location of the cemetery has an aspect towards Brecon Street and the subject site. The proposed development would be visually more apparent in a visually less cluttered or filtered context and the extent and height of built form would be in contrast to the open green space of the cemetery.
- 15. The existing cemetery has an open quality with views out across the urban landscape and towards the distant mountains. Views are filtered in places by existing trees both within the site and

surrounding areas. The open and elevated nature of the cemetery provides a visual link and association between the reserve and the surrounding landscape. It is a passive space that people can appreciate the values of the not just the cemetery and its historical and cultural importance but also the visual connection to the broader Queenstown landscape. It is a vantage point with views up gorge towards Coronet Peak and to Queenstown Hill, the Remarkables and Cecil and Walter Peaks. The visual connection to the surrounding mountains strengthens a sense of place. It is an important visual feature of the cemetery that links the people to the land in a site of historical and cultural importance and value.

- 16. For this reason, I consider the cemetery is a sensitive site in regard to effects from building height and increasing enclosure and potential disconnect from the landscape.
- 17. The zone anticipates a building frontage onto the cemetery of up to 15.5m and therefore a degree of reduction of views and increased spatial enclosure is expected. The proposed re-siting of Cemetery Road to the west of the Hotel would create a visual buffer between the development and the cemetery. It would however not avoid the effects of the proposed additional building height as seen in the photo montages from viewpoints A to D as submitted with the application.
- 18. From viewpoint A at 21m distant from the site boundary the proposed building would occupy less of the view than anticipated by height control due to the setback created by the proposed new road. Adverse effects on views and visual amenity I consider would be nil.
- 19. From viewpoint B at 75m distant and slightly upslope the roofline would breach building height anticipated by the height control. The breach would have minimal effect on views of the Remarkables and I consider adverse effects on views and visual amenity would be negligible.
- 20. From viewpoint C at the high edge of the cemetery and adjacent to the walk and cycle trail up the slope at a distance of 140m the breach would be more apparent. The breach would slightly impede views of the lower slopes of the distant southern Remarkables and Hector Mountains. It is likely that the breach would also impede similar views between points C and B. Views of the Remarkables would however remain dominant overall. The increased height would slightly accentuate a sense of enclosure to the cemetery created by the taller adjacent building with a small increase in the visual disconnect to the surrounding mountain landscapes. I consider the visual amenity and quality would be adversely effected to a slight to moderate degree.
- 21. Viewpoint D from Brecon Street at approximately 62m from the site boundary would have a skyline breach and a very small reduction in glimpses towards the Hector Mountains that is currently diffused by existing trees. The reduction of views would be negligible and adverse effects created by the increased height would be negligible in comparison to that anticipated by the height control.

Conclusion

- 22. The additional building height beyond the 15.5m height control would have nil to negligible adverse effect on the visual quality and amenity of the adjacent landscape.
- 23. The only exception would be on the more elevated parts of the adjacent cemetery. From these locations are extensive and open views of the surrounding landscape and in particular towards the Remarkables and Hector Mountains that contribute to the visual quality and amenity of the cemetery. The increased building height would impede views of the distant mountains to a small degree and visually increase a sense of enclosure resulting in a slight disconnect to the surrounding landscape. Adverse effects of the proposed building height breaches on these localised elevated positions of the adjacent cemetery would be slight to moderate.

Memo prepared by

Richard Denney

LANDSCAPE ARCHITECT

Appendix 1 – Photos



Photo 1. Approximate extent of subject site extent (between arrows) as viewed from the cemetery near upper slope boundary. 14th May 1:09pm, 18mm lens cropped sensor, 27mm full frame equivalent.



Photo 2. Subject site as viewed from Queenstown Recreation Grounds 14^{th} May 1:34pm, 18mm lens cropped sensor, 27mm full frame equivalent.



Photo 3. Subject site as viewed from 31 Gorge Road 14^{th} May 2:01pm, 18mm lens cropped sensor, 27mm full frame equivalent.



Photo 4. Subject site as viewed from Queenstown Memorial Hall Recreation Grounds 14th May 1:36pm, 18mm lens cropped sensor, 27mm full frame equivalent.

APPENDIX 3 – ACOUSTIC REPORT

V2_30-11-16 RM180507



APPENDIX 5

Acoustic Assessment



34 Brecon Street - Queenstown

Acoustic Assessment

34 Brecon Street - Queenstown

Acoustic Assessment

Client: Generus Living Group Ltd

ABN: N/A

Prepared by

AECOM New Zealand Limited

Level 2, 2 Hazeldean Road, Addington, Christchurch 8024, P O Box 710, Christchurch MC, Christchurch 8140, New Zealand T +64 3 966 6000 F +64 3 966 6001 www.aecom.com

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Quality Information

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Prepared by Lindsay Leitch

Reviewed by

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I NOV	Nevision Date	Dotails	Name/Position	Signature	
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1.0 Introduction

AECOM New Zealand Limited (AECOM) has been engaged to prepare an acoustic assessment for a proposed 407 bed hotel at 34 Brecon Street, Queenstown.

This assessment covers the potential effects on neighbouring noise-sensitive receptors from construction noise and vibration, and from operational noise. This is likely to include loading bay noise, patrons associated with cafés including outdoor areas, delivery vehicles, vehicles entering and exiting the car park and on-street car and coach parking associated with the development.

The consent being sought does not include provision for licensed premises during night-time hours (22:00 to 08:00), and hence assessment of patrons and music is limited and generalised.

1.1 Existing site

The site is north west of the town centre of Queenstown, approximately 300 m from the lakefront and is currently used as a mini-golf course. At present, Cemetery Road leads from Brecon Street through to the Queenstown Lakeview Holiday Park and the cemetery. The surrounding area contains a mix of commercial tourism businesses, residential dwellings, a holiday park and a cemetery.

The site is located on Brecon Street which leads to the Skyline Queenstown Gondola and is used by a variety of vehicles, including minibuses and coaches. On-street parking is provided along Brecon Street and currently there are parking bays outside the proposed hotel site. A transport assessment has been undertaken by Carriageway which considers traffic related matters.

1.2 Proposed development

A 407 bed hotel is proposed for the site which consists of four buildings of up to seven storeys, with retail spaces on the ground floor loosely arranged around a courtyard. An undercroft carpark provides 73 valet car parking spaces, which would be accessed from the proposed new road, Lakeview Lane, to the north of the site. The development would be built over the existing Cemetery Road, and access to the Holiday Park would be from Lakeview Lane.

Tenants for the ground floor retail units are not yet confirmed, and the existing application for consent specifically does not include any application for licensed premises during night-time hours. However, it is likely that future land use will involve patrons making use of the central courtyard area and a generalised assessment is provided.

Figure 1 shows the location of the proposed development and layout.

Building 4

Building 5

Loading access 03

Building 2

Building 1

Building 1

Figure 1 Indicative layout of the hotel

2.0 Existing site

The site is zoned Town Centre (Lakeview Sub-zone). Land use to the north east and north west is zoned Residential, although to the north east is a commercial precinct, with predominantly tourism operators, and to the north west is a cemetery. There is a Kiwi Birdlife park approximately 100 m to the north of the site, which, amongst other birds and wildlife, features nocturnal kiwis.

To the south east and south west is zoned Town Centre. The Queenstown Lakeview Holiday Park is adjacent to the south and south west, and residential properties beyond to the south and south east. There are visitor accommodation units in the Holiday Park to the south west, and the manager's house is immediately to the south. Figure 2 shows the zoning map from the Queenstown Lakes District Plan.

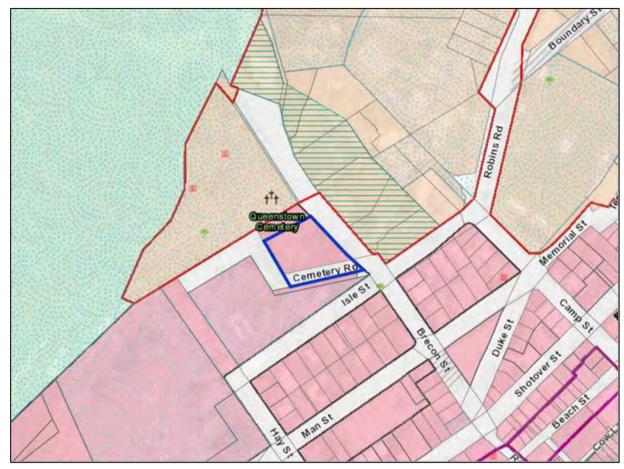


Figure 2 Zoning map from Queenstown Lakes District Plan showing Town Centre zone (pink) and Residential (tan)

2.1 Noise sensitive receptors

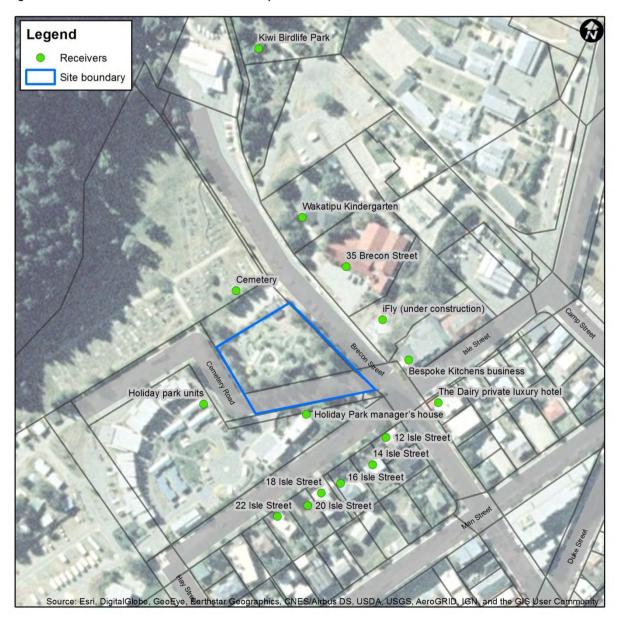
The nearest noise sensitive receptors are listed in Table 1 and shown in Figure 3.

Table 1 Nearest noise sensitive receptors

Receptor	Distance to site boundary (m)	Zone	Receptor type
Holiday park units	26	Town Centre	Temporary visitor accommodation
13 Isle Street (Holiday Park manager's house)	7	Town Centre	Residential
22 Isle Street	68	Town Centre	Residential
20 Isle Street	65	Town Centre	Residential
18 Isle Street	59	Town Centre	Residential
16 Isle Street	55	Town Centre	Residential
14 Isle Street	47	Town Centre	Residential
12 Isle Street	32	Town Centre	Residential
The Dairy private luxury hotel	42	Town Centre	Temporary visitor accommodation

Receptor	Distance to site boundary (m)	Zone	Receptor type
Bespoke Kitchens business	29	Residential	Commercial
27 Brecon Street – iFly under construction	32	Residential	Commercial
35 Brecon Street (business)	46	Residential	Commercial
Wakatipu Kindergarten	56	Residential	Childcare
Kiwi Birdlife Park	100	Residential	Commercial
Cemetery	25	Residential	Commercial

Figure 3 Location of nearest noise sensitive receptors



The Queenstown Lakes Holiday Park contains a variety of visitor accommodation options, from tourist apartments and cabins, to camping and caravanning spaces. The closest units are self-contained cabins and blocks of flats / studios. The closest block of apartments is well screened from the development, with no windows on that façade. The two closest self-contained units each have a window which directly overlooks the development site. These closer units are likely to provide some screening to the rest of the holiday park. 13 Isle Street is the site manager's house. With the proposed closure of Cemetery Road, this house will be the closest noise-sensitive neighbour to the development, sharing a boundary with the development.

Properties along Isle Street are located downhill from the development. They will potentially experience some natural screening, particularly from construction work at ground level such as earthworks and foundation works.

On the opposite side of Brecon Street there are businesses in the commercial precinct of the Residential zone. At 27 Brecon Street an iFly indoor skydiving experience is currently being constructed and the site has a solid hoarding erected along its boundary with Brecon Street. iFly will be directly opposite the proposed hotel site.

The cemetery to the north is also within the Residential zone. Daytime and night-time noise levels have been considered for this area to assess compliance with the District Plan rules. However, there is likely to be lower sensitivity to noise, particularly at night, due to daytime operating of businesses, and amenity of the cemetery as an outdoor area is likely to be limited to daylight hours only.

The Kiwi Birdlife Park has, amongst other birds and wildlife, nocturnal kiwis which are potentially noise-sensitive during normal day working hours. However, they are contained within houses in the Kiwi Birdlife Park, as well as being sheltered from the development site by the main entrance building. It is highly unlikely they will experience significant noise levels from construction or operation of the proposed hotel.

The Skyline Gondola is approximately 130 m from the site and is open daily from 09:00-22:00. The Gondola recommends parking at the base of Brecon Street. Coach parties are able to park outside the Gondola in the six dedicated coach parking spaces.

2.2 Ambient noise environment

A noise survey was undertaken on Saturday 18^{th} November 2017 between approximately 16:00 and 17:00. Five-minute measurements were taken in each of five locations. The results are shown in Table 2. Ambient (L_{Aeq}) levels were found to be between 49 and 53 dB L_{Aeq} around Isle Street and Cemetery Road, and slightly higher (53-55 dB L_{Aeq}) along Brecon Street.

The main noise sources in the area were cars driving slowly along Brecon Street looking for parking, campervans accessing the holiday park, and people playing mini-golf.

Table 2 Noise survey results

Measurement	Location	Sound pressure level dB		
number	Location	L_{Aeq}	L _{AFmax}	L _{A90}
1	Corner Brecon and Cemetery	55	75	49
2	Opposite 20 Isle Street	49	68	44
3	Opposite 26 Isle Street	49	63	45
4	Cemetery Road across from entrance to holiday park	58	84	43
5	Brecon Street by mini-golf	53	68	45

AFCOM 6

30 Relevant legislation

3.1 **Queenstown Lakes District Plan**

The following rule from the Queenstown Lakes District Plan is relevant to noise within the Town Centre - Lakeview Sub-zone:

10.6.5.2.ii Queenstown Town Centre zone rules - Zone standards - Noise:

- (a) Sound from activities measured in accordance with NZS 6801:2008 and assessed in accordance with NZS 6802:2008 shall not exceed the following noise limits at any point within any other site in this zone:
 - daytime (0800 to 2200 hrs) 60 dB L_{Aeq (15min)} (i)
 - night-time (2200 to 0800 hrs) 50 dB L_{Aeq (15min)} (ii)
 - night-time (2200 to 0800 hrs) 70 dB LAFmax (iii)
- (c) The noise limits in (a) and (b) shall not apply to construction sound which shall be assessed in accordance and comply with NZS 6803:1999.

Any noise from the development impacting the surrounding Residential zone will need to comply with the following:

7.5.5.3.xii Zone Standards - Residential Activities and Visitor Accommodation - Noise

- (a) Sound from visitor accommodation activities measured in accordance with NZS 6801:2008 and assessed in accordance with NZS 6802:2008 shall not exceed the following noise limits at any point within any other site in this zone:
 - daytime (0800 to 2000 hrs) 50 dB L_{Aeq(15 min)} (i)
 - night-time (2000 to 0800 hrs) 40 dB L_{Aea(15 min)} (ii)
 - night-time (2000 to 0800 hrs) 70 dB L_{AFmax}

10.6.5.1.xv Noise limits for licensed premises

Licensing limits are not considered as this application does not seek resource consent to breach the noise rule which applies to licensed premises between 22:00 and 08:00. At this early stage in the project development, tenants for the ground floor commercial spaces are unknown. Should future tenants not comply with this rule, they will be required to obtain the necessary consent separately.

10.6.5.1.xvi Visitor Accommodation in the Lakeview sub-zone and the Isle Street sub-zones (West and East)

Visitor accommodation activities in the Lakeview sub-zone and the Isle Street sub-zones (West and East) shall achieve the following noise insulation standard:

A mechanical ventilation system shall be installed for all critical listening environments in accordance with Table 1 in Appendix 13.

All elements of the façade of any critical listening environment shall have an airborne sound insulation of at least 40 dB Rw+Ctr determined in accordance with ISO 10140 and ISO 717-1.

14.2.4.iv Location and Availability of Parking Spaces

(b) All required heavy vehicle parking or loading space shall be located so that its use by those vehicles complies with the relevant noise emission standards for the activity to which the parking relates, and to ensure that no vehicle is required to carry out any reverse manoeuvring onto or from any road other than a service lane.

22.3.3.vii Construction Noise

(a) Construction noise arising from earthworks activities shall be subject to the limits in, and shall be measured and assessed in accordance with, NZS 6803:1999 "Acoustics - Construction Noise". This Standard covers sound from construction work which is of a limited duration.

Appendix 13 Acoustic Insulation and Ventilation Requirements

As well as specifying air ventilation rate, Table 1 of Appendix 13 has the following requirement for noise:

Noise from ventilation systems shall not exceed 35 dB $L_{Aeq(1 min)}$, on High Setting and 30 dB $L_{Aeq(1 min)}$, on Low Setting. Noise levels shall be measured at a distance of 1 m to 2 m from any diffuser.

NZS 6803:1999 Acoustics - Construction Noise

The following table is taken from NZS 6803 and construction noise would normally need to achieve the relevant noise limits:

Table 3 Recommended upper limits for construction noise received in residential zones and dwellings in rural areas

Time of week	Time period	Long-term duration (dBA)		
Time of week		L _{eq}	L _{max}	
Weekdays	6:30am – 7:30am	55	75	
	7:30am – 6:00pm	70	85	
	6:00pm – 8:00pm	65	80	
	8:00pm – 6:30am	45	75	
Saturdays	6:30am – 7:30am	45	75	
	7:30am – 6:00pm	70	85	
	6:00pm – 8:00pm	45	75	
	8:00pm – 6:30am	45	75	
Sundays and public	6:30am – 7:30am	45	75	
holidays	7:30am – 6:00pm	55	85	
	6:00pm – 8:00pm	45	75	
	8:00pm – 6:30am	45	75	

Note the above values quoted are for long-term duration works, i.e. over 20 weeks, which has been assumed for the construction of the proposed hotel. The values not shaded grey are 5 dB lower than those for typical duration of work (2-20 weeks).

The standard also states:

"One major factor which should be considered is whether there is a relatively high background sound level (L_{90}) due to noise from sources other than construction work at the location under investigation. In such cases limits should be based on a determination of the existing level of noise in the area (a "background plus" approach)."

Given the relatively low $L_{\rm A90}$ levels measured during the day, as provided in Table 2, this is not considered to be an appropriate approach for this project.

Construction vibration

There is no New Zealand standard for construction vibration. However, the German Industrial Standard DIN 4150-3:1999 Structural Vibration – Effects of vibration on structures is commonly used. Table 1 from this standard shows a guideline value of 5 mm/s PPV for vibration velocity to be used when evaluating the effects of short-term vibration on dwellings and buildings of similar design and/or occupancy. Vibration above this value may be a contributing factor towards structural damage. It is highly unlikely that this level of vibration will be produced from the construction methodology as it is currently understood.

4.0 Construction noise

4.1 Likely methodology and equipment

Until a contractor has been appointed and building consent has been sought, the exact methodology of construction will not been finalised. However, a preliminary earthworks methodology has been prepared by Holmes Consulting LP which informs reasonable assumptions made about the techniques and the construction plant and equipment likely to be used on site based on similar large construction sites.

It is understood there will be no rock breaking, drilling or piling on site. Batters will be used around the perimeter of the site to avoid the need for sheet piling. The batters are provisionally estimated to have a slope of 1:1 and extend up to 7.8 m from the site boundary, as shown in Figure 4, although this is dependent on the geotechnical information and the contractor. There will be a period of earthworks while site levels are achieved and the basement area excavated. The main construction will then proceed with the main structure being constructed using precast concrete for the basement and then a steel frame structure with concrete slab decks. Cladding will then be installed to the external façades before internal fit-out.

Figure 4 **Extent of earthworks**



A building of this scale will extend beyond 20 weeks and hence the long-term construction noise limits will apply. The majority of noise will occur within the first phase of the project when earthworks take place due to the size of plant needed, after which noise levels will be lower.

The main sources of construction plant assumed are as follows:

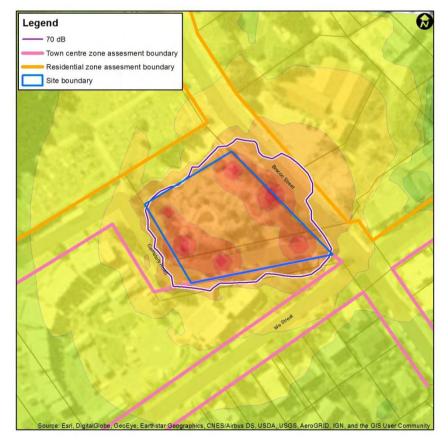
Tracked mobile crane;

- Bulldozer;
- Tracked excavator;
- Wheeled loader:
- Haulage trucks;
- Compaction equipment;
- Cement mixer truck (discharging);
- Hand tools e.g. angle grinder.

4.2 Construction noise impact

A CadnaA model has been set up with the above plant and equipment distributed across the site. This is intended to be representative of the majority of site activities. Indicative noise contours are shown in Figure 5. This includes a site hoarding just outside the earthworks boundary, but no reduced ground heights within the site. Noise levels in practice would reduce due to screening as earthworks progress and the ground height is lowered. The assessment does not include any adjustment for the operating time of the plant and equipment. For example, if the plant operates for only half of the assessment period (15 minutes) then the overall noise levels will be 3 dB lower than those presented. This adjustment has not been included in the calculations as this level of detail is not yet known and a worst-case assessment has been provided.

Figure 5 Indicative contours for construction noise



It is recognised that it will be necessary for construction work to take place adjacent to the site boundary at times, significantly closer to receptors. As it is difficult to model / assess all possible scenarios, and as the earthworks methodology is preliminary at this stage, representative noise levels are shown in Table 4 for the above equipment at 10 m, 20 m and 30 m distances from the operating plant. These values will be used in a Construction Noise Management Plan (CNMP) to manage the

impact on neighbours on an ongoing basis, and can be updated as required when the construction methodology is confirmed and / or plant details and noise levels are finalised.

Table 4 Typical sound pressure levels expected from construction equipment

Equipment item	Sound pressure level L _{Aeq} dB(A) / Distance to receiver m			
Equipment item	10 m	20 m	30 m	
Tracked mobile crane	70	64	60	
Bulldozer	80	74	70	
Tracked excavator	79	73	69	
Wheeled loader	79	73	69	
Haulage truck	81	75	71	
Compaction equipment	80	74	70	
Cement mixer truck (discharging)	75	69	65	
Angle grinder	80	74	70	

No screening is assumed in the above sound levels, nor any time-based correction, and the quoted values are free-field values; the noise level at a façade will be 3 dB higher than these values. For plant which is screened from noise sensitive locations, a noise reduction of between 5 and 10 dB will occur. For example when plant is operating near the site boundary and within the hoarding line the greatest noise shielding will occur, whereas when plant is operating near the centre of the site, the noise benefit of any shielding will be at its lowest.

A variety of hand tools are likely to be used but the majority will occur within the building structure and will therefore be shielded from the external environment. Some hand tools such as angle grinders have high noise levels which may be distinctly audible if there is no screening. In these situations, a combination of permanent site hoarding and portable screens will be effective mitigation measures to reduce site noise levels.

Construction noise levels will vary as work proceeds in and around the site and the location of equipment changes and as the earthworks phase progresses, site levels will reduce thereby offering greater shielding to construction plant during the construction of the basement.

4.3 Management of construction noise

As shown in Table 4, it is possible that for some construction activities, predicted noise levels may be above the noise limits in NZS 6803. Rule 22.3.3.vii Construction Noise relates specifically to earthworks. Non-earthwork activities are typically lower noise levels (for example, the mobile crane and cement mixer in Table 4) and are expected to meet the noise limits in NZS 6803. It is relatively straightforward to shield hand tools and therefore these are also expected to meet the NZS 6803 noise limits. High noise levels will be managed through the adoption of a CNMP. This will be a living document and will include the following:

- Roles and responsibilities (e.g. contact for noise complaints);
- Identification of noisy construction activities (e.g. compaction equipment operating within 30 m of receptor);
- Identification of noise sensitive receptors;
- Risk assessment of noise impact;
- Mitigation and control measures (e.g. selection of equipment, screening, liaison with stakeholders);

- Complaints procedure;
- Staff training and induction.

Construction methods have already been selected to minimise noise, for example the use of batters rather than sheet piling, and these best-practicable methods will be considered at each stage of construction.

A solid site hoarding of at least 1.8 m will be erected around the boundary of the earthworks. Due to the use of batters rather than sheet piling, the hoarding will be outside the site boundary. In these locations the use of portable noise screens will be considered and adopted where practicable. Where line-of-sight is lost for equipment close to the hoarding, this will provide attenuation of up to 10 dB.

The earthworks phase of the development will involve excavation of material and site levels will reduce as the works progress, providing more screening to the surrounding area (particularly at receivers to the south west). Noise levels will gradually reduce during this phase of the construction programme.

When construction work is progressing at elevated levels there may be little screening to the closest receivers. However, there will be some self-screening when work occurs on the interior of the site or within external façades.

The contractor will be required to manage noise to within the noise limits of NZS 6803 and for certain activities, enhanced mitigation will be required to minimise the level of construction noise. Best-practice methods will be used to minimise noise as far as possible. This includes selecting construction plant and methodologies to limit noise, using equipment in accordance with manufacturers' instructions / site protocols, and liaising with neighbours so they can work around specific activities.

Stakeholder engagement is recommended with the nearest neighbours. Early engagement may help to avoid conflict, for example if residents or business operators can identify sensitive periods, or periods where houses are unoccupied.

Further mitigation may be required, for example at 13 Isle Street if significant work is required close to the boundary. This will be negotiated between the contractor and the owner / occupier.

Due to the proximity of sensitive receptors, it is recommended that construction is limited to the hours of 07:30 to 18:00 on weekdays and Saturdays only. A condition of consent is proposed:

Construction noise shall be managed and assessed in accordance with NZS6803:1999 and a Construction Noise Management Plan (CNMP) shall be prepared to minimise the level of construction noise. Where practicable noise levels shall achieve the relevant noise limits for construction noise as stated in Table 2 and Table 3 of NZS6803. The CNMP shall be approved by the Territorial Authority prior to works commencing.

Construction activities will only occur during the hours of 07:30-18:00 Monday to Saturday.

5.0 Construction vibration

Concerns have been raised regarding the potential impact of vibration from construction activities on the historic tombstones in the adjacent cemetery. There are no construction activities such as piling which would cause significant levels of vibration. Levels of vibration are likely to be well below that which would cause structural damage in a building. However, it is recognised that historic structures may have a lower threshold of sensitivity.

For context, a vibratory pile dropper may generate a vibration level of approximately 5 mm/s PPV at a distance of 20 m, which is considered to be strongly perceptible. This process is more significant in terms of vibration generation than the most likely proposed construction methods to be used on the site, and the resulting vibration levels are well below the levels at which any structural damage is likely to occur. It is not considered that vibration from construction will affect headstones within the cemetery, or any other receptor, although it may be perceptible. Accordingly, the potential effects of construction vibration are not considered significant.

6.0 Operational noise

6.1 Likely noise sources

Consideration has been given to noise from the café's outdoor seating area, mechanical services (HVAC - heating ventilation and air conditioning systems) or other external plant, the service area, delivery vehicles and additional car and coach movements associated with the development, including use of the undercroft car park. The assumption has been made that all noise sources operate continuously for the whole of any 15 minute assessment period. For some noise sources this would overstate noise levels and suitable corrections have been included as discussed later in this section.

6.1.1 Café

Noise from within the proposed onsite café / restaurant is based on an internal noise level of 85 dB L_{Aeq} , with doors open. A noise level of 85 dB L_{Aeq} would be equivalent to 50 occupants within the space with half talking in normal voices and is consistent with measurements undertaken by AECOM in similar environments.

The café's outdoor seating area will be used during day time hours only. Expected noise levels due to the conversation of people have been calculated based on the American National Standards Institute Standard ANSI S3.7 – 1997 *Methods for calculation of the Speech Intelligibility Index*, which contains information on the typical speech levels for both male and female speakers. Based on average values, for a normal raised voice effort, the sound power of a speaker may be deduced to be 71 dB $L_{wA,eq}$. Assuming the normal Lombard effect in which people raise their voices in social situations, this sound level is considered appropriate and reasonable. Assuming there are 25 people in the outdoor area, which is an absolute maximum, the overall sound power level would be 85 dB $L_{wA,eq}$.

Noise from the café could be constant and could exist for the whole of the 15 minute assessment period.

6.1.2 Mechanical Services

External plant associated with the development may include mechanical supply and extraction systems, and external air-conditioning condensing units. These will be located within the plant room area of the basement and will be completely isolated from the external environment, other than the necessary air movement to ensure adequate ventilation. It is reasonable to expect that these systems can be designed, installed and operate in compliance with the relevant noise standards using standard good practice. It would be normal for an acoustic review of the mechanical services to be completed at the building consent stage and accordingly the following condition of consent is recommended:

An appropriately qualified Acoustic Engineer shall review the mechanical services design of all proposed external plant installations associated with the hotel development as part of the Building Consent process, to ensure that any noise emissions comply with the relevant QLDC noise limits.

6.1.3 Service vehicles

Service area noise includes the movements of delivery vehicles and the noise generated from any trolleys being wheeled over the ground. Deliveries will only occur during daytime hours and vehicles will reverse into the service area prior to transferring goods into and out of the vehicle. A typical source level from a rigid axle vehicle is 75 dB(A) SEL at 5 m and from a moving trolley 61 dB(A) SPL at 10 m. The service area will have a roller shutter door, which will remain closed during any loading / offloading activity. The only external noise will be vehicles driving to and from the loading access, and noise breakout from the roller shutter door during loading / offloading. One delivery per 15 minute period has been assumed.

A condition of consent is proposed:

The service area will only occur during the hours of 0800-2200 Monday to Sunday, and where practicable for health and safety reasons, broad band reversing alarms shall be used.

6.1.4 Vehicle movements

Car and coach movements will generate noise. Car parking within the undercroft parking will be performed by hotel staff, i.e. valet parking. Hotel guests will not be able to independently use the hotel car park, rather the valet will pick up and drop off their cars. This method has a noise benefit as both the speed and behaviour of the driver can be managed, i.e. to minimise any adverse noise effects.

The transport assessment considers that in the peak hours there could be one vehicle movement every 49 seconds. Using this data, over a 15 minute period there would be approximately 19 vehicle movements. On the basis that each car pass-by is approximately 20 seconds, the 'on-time' of car movements would be approximately half (7 minutes) of a 15 minute assessment period.

Coaches will park either at the front of the hotel or on Lakeview Lane for the picking up and dropping off of hotel guests. The period when coaches will have engines idling will be controlled to the absolute minimum. As a worst case, it is estimated that a coach could be idling with engines running and airconditioning working for a maximum period of 10 minutes while waiting for quests. The noise of individual coaches will be indistinguishable from the noise of other coaches using Brecon Street.

The source level for a slow moving car is 65 dB(A) SEL at 5 m and the source level for an idling coach is 73 dB(A) SEL at 5 m.

6.2 Operational noise impact - daytime

6.2.1 Holiday park

The main noise source at the holiday park is expected to be delivery trucks, and break-out from trucks and associated trolley movements through the doors to the loading area. The maximum predicted level at the boundary of the holiday park is 38 dB L_{Aeq(15 min)} (based on continuous break-out noise for the whole of the 15 minutes assessment period). This is significantly below the daytime noise limit (08:00 to 22:00) of 60 dB(A) for this Town Centre zone.

After the land swap required to realign Cemetery Road, the Town Centre zone boundary will be immediately adjacent to the building (subject to confirmation). When corrected for the 'on-time' of delivery noise (5 minutes of a 15 minute period) and at the amended boundary location, the noise level would be 47 dB L_{Aeq(15 min)}, i.e. still below the daytime noise limit for the Town Centre zone.

Service vehicles also use the holiday park and this type of noise is already present on site. The predicted noise level is lower than the L_{Aea} measured by the entrance to the holiday park (58 dB, measurement 4 from Table 2). Therefore the predicted noise impact on the existing noise environment is not considered significant.

Cemetery

The cemetery will experience noise from cars entering and exiting the carpark, and from coaches idling on Lakeview Lane. The stone wall proposed around the edge of the cemetery will help to reduce noise levels from Lakeview Lane. A maximum level of 53 dB L_{Aeq(15 min)} is predicted at the boundary of the cemetery. This level is above the day time limit (08:00 to 20:00) of 50 dB $L_{Aeq(15 \text{ min})}$ for the Residential zone, however this is only when there is a coach idling on Lakeview Lane. This will fall under rule 14.2.4.iv Location and Availability of Parking Spaces.

When adjusted for the expected peak number of cars (19 per 15 minute period), and no coach idling, the adjusted noise level is 42 dB L_{Aeq(15 min)}.

6.2.3 Front of hotel

Businesses in the Residential zone on the opposite side of Brecon Street will be affected by coaches idling, patrons in the outdoor area of the café and breakout from the internal part of the café. A maximum cumulative level of 55 dB $L_{Aeq(15 min)}$ is predicted at the boundary of these land parcels. This exceeds the Residential zone noise limit of 50 dB L_{Aeq(15 min)} by 5 dB. Coaches will only be idling in this location whilst dropping off or collecting passengers for a limited period of time. The assessment assumes that the noise from each of these activities is present all of the time. In practice, cumulative noise effects will not occur all of the time. When coaches are not present, the Residential zone noise limit is achieved.

When corrected for the operating duration of each noise source, an adjusted cumulative noise level of 51 dB $L_{Aeq(15 \text{ min})}$ is predicted.

Brecon Street is a busy road and has on-street parking along most of its length which is used by cars and motorhomes. As stated, there is coach parking for the Gondola approximately 90 m to the north of the site, and the sound of cars and coaches idling will be consistent with the existing noise environment not seem out of place. Noise from the café will be constrained by the design of the outdoor seating area and the limited number of tables.

Despite potential exceedance of the relevant noise limits, there will be limited effects on the closest receptors as these are tourism businesses which are not used as residential dwellings. The site immediately opposite is currently being developed as an indoor skydiving facility and is considered to have a low noise sensitivity. Predicted noise levels from the proposed hotel comfortably achieve the day time noise limit at the closest residential receptors.

Figure 6 shows the predicted noise contours from these activities, together with the daytime noise limit from the QLDP for each zone. The contours are worst-case, assuming that each noise source operates for the full 15 minute assessment period.

The predicted operational noise contours do not exceed the limits for the Town Centre zone.

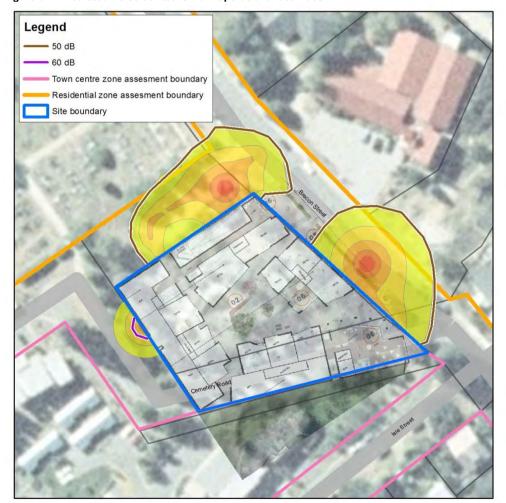


Figure 6 Predicted noise contours from operational activities

6.3 Operational noise impact – night-time

There will be no deliveries at night-time, no consent is sought for night-time activities for licensed premises, and there will be no coach drop-offs at night-time. The only likely noise sources will be cars accessing the carpark (where driver behaviour will be controlled through valet parking) and hotel residents returning to the hotel.

The likely number of car movements at night into and out of the carpark has been estimated to be half of a busy peak hour period, i.e. a maximum of 9 vehicle movements per 15 minute period. The adjusted night time noise level is 42 dB $L_{Aeq(15 \text{ min})}$. This is marginally above the night time noise standard for this zone and accordingly, the night-time limit of 40 dB $L_{Aeq(15 \text{ min})}$ (20:00 to 08:00) may be exceeded at the cemetery (Residential zone) due to cars accessing the carpark. The sensitivity of this location at night is considered low and noise effects are not considered significant.

It is considered that noise levels will generally be minimal and well within the requirements of both the Town Centre and Residential zones.

6.4 Noise management plan

A template has been included at Appendix A for the Noise Management Plan. Specific control measures are:

- The service area shall only be used during daytime hours 08:00-22:00 Monday to Sunday;
- A speed limit maximum of 10 km/hour within any car parking area as a measure to restrict vehicle movement noise;
- Discouragement of coaches idling on site for extended periods of time, and no drop-offs between 22:00 and 07:00;
- No amplified music speakers shall be installed or operated in the café outdoor area at any time;
- The background level of any in-house music system shall be set so as to not require raised voices above a normal level at 1 metre from any speaker.

It is proposed that the preparation of a Noise Management Plan (NMP) be a condition of consent:

A Noise Management Plan shall be prepared for the activity prior to occupation of the development for approval by the Territorial Authority. This plan shall include provisions relating to the management of noise from traffic, service deliveries, people, amplified music from the activity, and complaints procedures.

7.0 Sound insulation

The Town Centre rule 10.6.5.1 xvi requires an airborne sound insulation of at least 40 dB R_w + C_{tr} for building façades. This will be readily achievable for the proposed hotel using proprietary door and glazing specifications, and will be addressed as part of the building consent process.

Manufacturers such as Schüco can supply sliding window / door systems with a sound reduction index of up to 44 dB.

Mechanical ventilation should not exceed 35 dB $L_{Aeq(1 \text{ min})}$ on high setting and 30 dB $L_{Aeq(1 \text{ min})}$ on low setting, measured at a distance of 1-2 m from any diffuser as per Table 1 of Appendix 13 of the QLDC District Plan. These can generally be achieved with standard building services equipment; in the event that non-compliance is predicted, typical noise mitigation measures such as the use of low-noise plant, duct lining, attenuators and localised plant platform barriers can be considered.

8.0 Summary and conclusions

A noise assessment has been undertaken for the construction and operation of a proposed 407-bed hotel at 34 Brecon Street. Queenstown.

Where construction activities occur towards the centre of the site, or there is screening to receivers, noise limits as per NZS6803 are likely to be met. However, when construction is required near the boundary, or there is limited screening, higher levels may occur.

A Construction Noise Management Plan will be prepared to assess and manage construction noise. This will include stakeholder engagement and good communication, as well as best-practice methods on site, including limiting construction to normal working hours. With careful selection of construction equipment and the use of a solid site hoarding around the perimeter of the site, predicted construction noise levels are considered reasonable in the context of the local noise environment.

Operational noise sources have been modelled. Some exceedance of the limits set in the Queenstown Lakes District Plan is predicted during the day from coaches idling on Brecon Street and Lakeview Lane. It is considered that this will have limited impact on the tourism businesses along Brecon Street which will have lower noise sensitivity than residential receivers. Coaches are also commonly heard on Brecon Street as it leads up to the Gondola, and the hotel's coach movements will not seem out of place. A Noise Management Plan will be prepared to manage noise emissions on an on-going basis and minimise impact as far as possible.

It is considered that, although construction work will have some impact on the surrounding neighbours, noise from on-going operation of the hotel is unlikely to be significant. Limits in NZS 6803 are only likely to be exceeded during the earthworks phase of the construction. It is considered that construction vibration will be insignificant.

Appendix A

Draft Noise Management Plan

Appendix A Draft Noise Management Plan

Draft Noise Management Plan

This Noise Management Plan (NMP) provides methodologies which will ensure that the noise associated with the operation of the Hotel at 34 Brecon Street, Queenstown does not exceed a reasonable level, and that the noise amenity of the area is preserved.

The management and staff of the development should be made familiar with the procedures set down in this NMP, and should be required to abide by these procedures to ensure that noise does not unreasonably disturb neighbours.

Specific conditions of consent relate to the following matters:

- An appropriately qualified Acoustic Engineer shall review the mechanical services design of all
 proposed external plant installations associated with the hotel development as part of the Building
 Consent process, to ensure that any noise emissions comply with the relevant QLDC noise limits.
- The service area will only occur during the hours of 08:00-22:00 Monday to Sunday and where
 practicable for health and safety reasons, broad band reversing alarms shall be used.

Noise Rules

The following rule from the Queenstown Lakes District Plan is relevant to noise within the Town Centre – Lakeview Sub-zone:

10.6.5.2.ii Queenstown Town Centre zone rules - Zone standards - Noise:

- (b) Sound from activities measured in accordance with NZS 6801:2008 and assessed in accordance with NZS 6802:2008 shall not exceed the following noise limits at any point within any other site in this zone:
 - (iv) daytime (0800 to 2200 hrs) 60 dB L_{Aeq (15min)}
 - (v) night-time (2200 to 0800 hrs) 50 dB L_{Aeq (15min)}
 - (vi) night-time (2200 to 0800 hrs) 70 dB L_{AFmax}
- (c) The noise limits in (a) and (b) shall not apply to construction sound which shall be assessed in accordance and comply with NZS 6803:1999.

Any noise from the development impacting the surrounding Residential zone will need to comply with the following:

7.5.5.3.xii Zone Standards - Residential Activities and Visitor Accommodation - Noise

- (a) Sound from visitor accommodation activities measured in accordance with NZS 6801:2008 and assessed in accordance with NZS 6802:2008 shall not exceed the following noise limits at any point within any other site in this zone:
 - (iv) daytime (0800 to 2000 hrs) 50 dB L_{Aeq(15 min)}
 - (v) night-time (2000 to 0800 hrs) 40 dB L_{Aea(15 min)}
 - (vi) night-time (2000 to 0800 hrs) 70 dB L_{AFmax}

10.6.5.1.xv Noise limits for licensed premises

Licensing limits are not considered as the application does not seek resource consent to breach the noise rule that applies to licensed premises between 22:00 and 08:00. At this early stage in the project development tenants for the ground floor commercial spaces are unknown. Should future tenants not comply with this rule they will be required to obtain the necessary consent.

14.2.4.iv Location and Availability of Parking Spaces

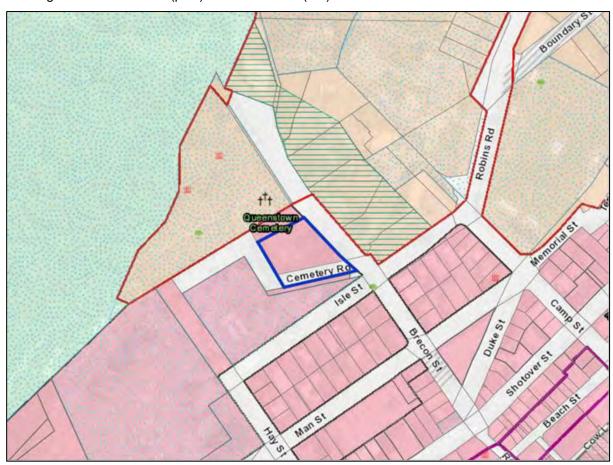
(b) All required heavy vehicle parking or loading space shall be located so that its use by those vehicles complies with the relevant noise emission standards for the activity to which the parking relates, and to ensure that no vehicle is required to carry out any reverse manoeuvring onto or from any road other than a service lane.

22.3.3.vii Construction Noise

(a) Construction noise arising from earthworks activities shall be subject to the limits in, and shall be measured and assessed in accordance with, NZS 6803:1999 "Acoustics –Construction Noise". This Standard covers sound from construction work which is of a limited duration.

Location Plan

The following shows the location of the site and the zoning map from Queenstown Lakes District Plan showing Town Centre zone (pink) and Residential (tan)



Control of noise

- The service area shall only be used during daytime hours 08:00-22:00 Monday to Sunday;
- A speed limit maximum of 10 km/hour within any car parking area as a measure to restrict vehicle movement noise;
- Discouragement of coaches idling on site for extended periods of time, and no drop-offs between 22:00 and 07:00;
- No amplified music speakers shall be installed or operated in the café outdoor area at any time;
- The background level of any in-house music system shall be set so as to not require raised voices above a normal level at 1 metre from any speaker

Management procedures

A person should be appointed as a Noise Liaison Officer. This person will be responsible for implementation of the Noise Management Plan. The Noise Liaison Officer will also have the following responsibilities:

- Ensure all management and staff personnel are aware of the instructions contained in the Noise Management Plan and of their responsibilities to control noise emitted from the premises.
- Ensure all events service and goods deliveries and collections should be made between 08:00 and 22:00 only.
- Advise staff when arriving and leaving the site to have consideration to residential neighbours, especially during the night time period. Make sure that signs stating this are displayed at the exit doors.
- Discouragement of vehicles (especially delivery trucks and coaches) idling on site for extended periods of time.

Complaints procedures

It is essential that consideration is given to those likely to be effected by noise from activities. The value of maintaining community goodwill should be emphasised at both management and worker levels. Periodically, the issue of community goodwill should be raised at staff meetings, and the benefits of maintaining a good relationship with the community examined, along with the consequences of a deteriorating community relationship.

Any complaints received shall be logged by staff and appropriate action shall be taken. The date and time of the complaint, the name, address and phone number of the complainant and details of the nature of the complaint shall be recorded, together with details of the action taken in resolving the issue.

It will be the responsibility of the Noise Liaison Officer to ensure that all complaints are followed up. This information shall be made available to any Council Officer who may request it.

APPENDIX 4 – ACOUSTIC PEER REVIEW

V2_30-11-16 RM180507

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Chiles Ltd

Private Bag 55037, Christchurch 8154

4 July 2018 Ref: 1401100

Queenstown Lakes District Council

By email: blair.devlin@qldc.govt.nz

Dear Blair

Subject: RM180507 Acoustics comments

Introduction

Chiles Ltd has been engaged by the Queenstown Lakes District Council (QLDC), to comment on an application for resource consent (RM180507) to build and operate two hotels and twelve commercial units at 34 Brecon Street, Queenstown. This work has been conducted on a desk-top basis from review of the operative district plan and:

- Application and assessment of effects, Mitchell Daysh, 7 May 2018;
- Design report, Warren and Mahoney, 2 March 2018;
- Review of Transportation Issues, Carriageway Consulting, 5 April 2018;
- Preliminary earthworks methodology, Holmes Consulting, 16 March 2018;
- Acoustic assessment, AECOM, dated 17 May 2018; and
- Response to s92 requests, Mitchell Daysh, 25 June 2018.

An earlier version of the application (RM170834) was previously reviewed as reported in our letter dated 27 November 2017. This current letter is an updated version of the previous comments based on the revised application. Liaison also occurred with the Applicant's planning and acoustics advisors in April 2018 to discuss potential issues, prior to formulation of the s92 requests.

A site visit has not been conducted for this review but the author is familiar with the area.

Site extents

The application will necessitate operational and construction activity outside the site boundary. The extents of most construction activity can be seen from the preliminary earthworks methodology and the extents of operational activity can generally be seen from the design report. There are also enabling works required constructing Lakeview Lane.

For the purposes of this review, all noise effects arising from this consent application are discussed, including activity outside the site boundary.

The responses to s92 requests by the Applicant state that effects associated with the construction of Lakeview Lane should be addressed through a separate designation process. It is understood that a notice of requirement for such works has not been lodged, and therefore there are currently no controls on such effects.

Operative district plan

Section 3 of the AECOM report identifies the applicable noise limits from the operative district plan. Of note is that while the site itself is in the Town Centre Zone, despite changes in the proposed district plan and current land-uses, the opposite side of Brecon Street and the cemetery are in a High Density Residential Zone in the operative district plan. This means that more stringent noise limits apply at these locations: 50 dB L_{Aeq(15 min)} 0800h to 2000h, and 40 dB L_{Aeq(15 min)} 2000h to 0800h.

The site is subject to a stringent sound insulation requirement for visitor accommodation under rule 10.6.5.1.xvi, which is designed to facilitate mixed use development in the Lakeview sub-zone, such as this proposal.

Under the district plan, construction sound is subject to noise limits from NZS 6803. The application compartmentalises construction sound from earthworks and from other construction activity, differentiating between a district wide rule for earthworks and a zone standard for general construction. For a project of this nature with a continuous sequence of interrelated construction activities, making this distinction does not relate to noise effects, and we are not aware of this distinction having been made on other similar applications, which have been considered with respect to the zone standard.

Section 10.6.2 of the operative district plan states that district wide rules may apply in addition to any relevant zone rules, and Section 2.1.1.iii states that district wide rules with special functions also apply in the particular zone. On this basis the zone standard for construction noise should still apply to all construction activity.

Operational sound levels

Section 6 of the AECOM report discusses various sound sources and identifies the key sources as cars/coaches, service/loading activity, people using external café seating and building services equipment. In general, other sound sources should be able to comply with the district plan noise limits without specific mitigation required. The application excludes operation of licensed premises between 2200h and 0800h.

With respect to building services equipment, it is agreed that compliance with the noise limits should be practicable, but would require specialist assessment during the detailed design to determine attenuation specifications.

The response to the s92 requests did not provide details requested of outdoor seating areas assumed for cafés, and the AECOM report does not provide any explicit predicted sound levels at neighbouring sites. It appears that seating areas in and adjacent to the road reserve have not been considered. The AECOM conclusions appear to be inconsistent with expected sound levels from people in outdoor café seating areas, which based on previous measurements of groups of people talking quietly would generate around 60 dB L_{Aeq(15 min)} at a distance of 20 metres. Based on the drawings of the proposed development, people in commercial units open to the road reserve or in associated seating areas in the road reserve could give rise to levels up to 60 dB L_{Aeq(15 min)} at the residential zone and 55 dB L_{Aeq(15 min)} at The Dairy visitor accommodation. The operative district plan noise limits would be exceeded.

The source levels AECOM assumes for coaches and cars are lower than expected such that the predictions are considered to represent an overly optimistic scenario. Actual sound levels are anticipated to be in the order of 5 to 10 dB higher.

AECOM predicts sound levels for service vehicles on the basis they are in an enclosed loading bay with the door kept closed at all times during loading and unloading. The response to the s92 requests shows that larger trucks cannot use the loading bay. For the AECOM predictions to remain valid, all service vehicles would need to be of a smaller type that can fit within the loading bay.

The AECOM predictions show that all sources comply with district plan noise limits other than coaches. However, with more realistic source levels and locations, sound levels from cafés/commercial units would also exceed the noise limits. The response to s92 requests proposes that these sources simply be subject to the noise limits, but there do not appear to be any practicable means by which this could be achieved so this is unrealistic.

Sound insulation

The district plan requires high performance non-standard glazing. Section 7 of the AECOM report refers to a potential window/door system that could be used to meet this requirement. On this basis it is accepted the requirement could be met, subject to appropriate design.

The AECOM report also references systems to comply with the required ventilation subject to detailed design.

Construction sound and vibration levels

Section 4 of the AECOM report identifies some construction sound sources and sets out indicative distances at which noise limits will be achieved. The AECOM report is based on there being no rock breaking, impact piling or drilling.

AECOM relies on a site hoarding providing screening. The response to the s92 requests declined to show the position of the hoarding at this stage. As such, it remains unclear whether the hoarding relied on by AECOM is practicable in this constrained environment with the construction area extending well outside the site, and access needed for construction traffic.

AECOM references screw piling to avoid settlement of the house to the south. No explicit predictions are made for these piles but given the immediate proximity to the house and height of piling rigs, noise limits are likely to be exceeded.

The response to the s92 requests included additional information on scaffolding and associated noise mitigation/management. This data shows that even with careful handling, beyond normal industry practice, scaffolding activities would exceed noise limits. The information refers to potential screening, but that would only be installed once scaffolding is erected. The response to the s92 requests did not include details of other construction activities as requested.

AECOM shows that construction noise limits will be exceeded for general earthworks. This review has found that various other construction activities will also exceed the district plan daytime construction noise limit. This is usual for a constrained urban site.

AECOM predicts that construction vibration should be below thresholds for building damage. However, the actual distances of piles to the building to the south appear to be less than assumed. AECOM has not assessed noise and vibration from the construction of Lakeview Lane. Depending on the compaction methods used there is potential for vibration limits to be exceeded in the cemetery.

Potential noise and vibration effects

Café outdoor areas

The application is clear that it does not include licensed premises operating between 2200h and 0800h. On the basis of potential noise effects, it is recommended that outdoor areas associated with cafés and any other commercial units should also be vacated between 2200h and 0800h.

Daytime sound from café outdoor areas between 0800h and 2200h would generally comply with Town Centre Zone 60 dB L_{Aeq(15 min)} noise limit. Despite the residential zoning of properties on Brecon Street, the nature of current land-use is commercial, and the street is reasonably busy with pedestrians and vehicles. As such, daytime sound from people talking outdoors should not cause undue disturbance in this environment.

Sound from the outdoor areas in the central piazza are largely screened from the cemetery and Lakeview Holiday Park, such that daytime sound should only be quietly audible in those locations.

Car park

The car park entrance is opposite the cemetery. This environment already includes sound from regular vehicles using Brecon Street and some vehicle movements on Cemetery Road. As such the sound associated with the car park would be similar to the existing character of the area and would not fundamentally change the amenity at the cemetery. However, most cars entering and exiting the car park will be making a 180 degree turn to/from Brecon Street and descending/ascending a ramp. It is understood there may be a barrier arm, and it is assumed there will be a mechanical joint at the edge of the building. These features may result in more noticeable sound from vehicles using the car park, but could potentially be minimised through detailed design.

Coach parking

Daytime coach parking on Brecon Street would be similar to existing activity in this area and should not cause undue disturbance.

Loading bay

Daytime sound from vehicles and loading/unloading activity inside the loading bay with the door closed should not cause disturbance at the nearest units in the Lakeview Holiday Park. If multiple service vehicles arrive at the same time or if larger vehicles are used that do not fit in the loading bay there could be temporary disturbance.

Visitor accommodation sound insulation

Guests in hotel bedrooms with the sound insulation and ventilation specified in the district plan should not experience undue disturbance.

Construction

Construction sound will be clearly audible and disturbing at times. Construction vibration may be perceptible and disturbing but is unlikely to cause building damage. Depending on the extent of works, if construction sound and vibration is managed so that it generally complies with appropriate

criteria, the resulting effects should be acceptable in the context of reasonable development in an urban area. If a construction noise and vibration management plan is adopted to maintain compliance with appropriate criteria as far as practicable, while there are likely to be some daytime exceedances of the criteria, the effects on neighbours should remain acceptable.

Construction sound will be clearly audible in the cemetery and will significantly change the amenity in the cemetery during this period. This is normal in an urban area, and could occur from permitted activities. As such, this temporary disturbance is considered reasonable. However, controls should be imposed so that construction activity is suspended during ceremonies being held at the cemetery.

Information has not been provided relating to the construction of Lakeview Lane. Corresponding vibration has potential to cause adverse effects in the cemetery but this effect has not been assessed at this stage.

Conditions/mitigation

If consent is granted, it is recommended conditions should be imposed to mandate the following:

- All activity must comply with a daytime noise limit of 60 dB L_{Aeq(15 min)} between 0800h and 2200h within other sites in all zones, and a night-time noise limit of 50 dB L_{Aeq(15 min)} between 2200h and 0800h.
- All outdoor areas associated with commercial units must be vacated between 2200h and 0800h apart from timely access to buildings.
- All doors and windows to commercial units must be closed between 2200h and 0800h apart from timely access to the buildings.
- There must be no outdoor loudspeakers or music.
- Music inside buildings must not exceed a noise limit of 75 dB L_{Aeq(15 min)}.
- Coaches must not operate between 2200h and 0800h.
- All service/delivery/collection vehicles must use the internal loading bay and must be of a size that can turn within the loading bay.
- There must be no loading or service activity between 2200h and 0800h.
- The loading bay door must be closed between 2200h and 0800h and at all times vehicles are being loaded or unloaded.
- There must be no drainage or other discontinuities on vehicle wheel paths for the car park and loading bay. Any mechanical joint across the vehicle wheel paths at the building perimeter must be designed to minimise noise and be installed to ensure smooth and level surfaces into the car park and loading bay.
- Vehicles entering and exiting the car park must not exceed 10 km/h in the building and on Lakeview Lane. Vehicles must only be driven by valets.
- Prior to construction, a design report prepared by an acoustics specialist must be submitted to Council, demonstrating that all bedrooms and living spaces will achieve the sound insulation and ventilation requirements of rule 10.6.5.1.xvi.
- Prior to operation, a design report prepared by an acoustics specialist must be submitted to Council, demonstrating that all building services equipment will comply with the noise limits.
- Construction must only occur on weekdays and Saturdays between 0730h and 1800h.
- Construction must not involve rock breaking, impact piling or drilling.

- Construction must only be conducted in accordance with a construction noise and vibration management plan (CNVMP) certified by the Council.
- Construction must be suspended during ceremonies at the cemetery.

AECOM proposes a noise management plan for operational noise, but in this instance it is recommended that controls be directly specified in conditions.

The above conditions still result in breaches of the district plan noise limits as set out above, but should control the resulting effects.

Conclusions

AECOM has assessed noise effects from the proposed hotels and commercial units. Some of the AECOM predicted operational sound levels are lower than expected values based on other projects, and it is considered likely that both daytime and night-time operational noise limits from the operative district plan would be breached. However, with appropriate controls as detailed above the operational noise effects should be reasonable in this environment.

The AECOM assessment of construction sound and vibration shows some exceedances of operative district plan noise limits from earthworks and scaffolding activities. Some other activities such as piling by the house to the south are also likely to temporarily exceed limits. There is uncertainty around the practicality of proposed hoardings, which might result in further breaches. AECOM proposes a conventional good practice approach to managing adverse effects adopting a management plan, and while there will be temporary disturbance, within that framework adverse effects should be controlled to a reasonable degree.

Vibration effects from construction of Lakeview Lane have not been assessed and this matter is unresolved.

Yours sincerely

Chiles Ltd

Dr Stephen Chiles stephen@chiles.co.nz 027 519 1555

APPENDIX 5 – URBAN DESIGN REPORT

V2_30-11-16 RM180507



APPENDIX 11

Urban Design Report

URBAN DESIGN ASSESSMENT: HOTEL DEVELOPMENT AT 34 BRECON STREET, QUEENSTOWN

FOR

BRECON STREET PARTNERSHIP LTD

BY

IAN MUNRO

MARCH 2018 UPDATED APRIL 2018

EXECUTIVE SUMMARY

This report outlines an independent urban design assessment of a proposal for a hotel development comprising 407 rooms and associated facilities, in buildings up to 7-storeys (23m approximately) tall at 34 Brecon Street, Queenstown. The application has been made under the Resource Management Act 1991 in terms of the (PC50 version) Operative Queenstown Lakes District Plan.

The key conclusions of this report are that:

Based on an assessment of the applicable assessment criteria at 10.10.2 of the Queenstown Lakes District Plan, the proposal is supported in urban design terms.

As foreshadowed in PC50, the site has resulted from an (ongoing) land swap with the Council to establish a direct east-bound continuation of Cemetery Road via the new "Lakeview Lane" to Brecon Street along the Queenstown Cemetery boundary. This will separate the site from the Queenstown Cemetery by 20m. A corresponding area of land that was the (to be former) dog-leg of Cemetery Road to its historical intersection with Brecon Street near Isle Street is proposed to be added to 34 Brecon Street. This will significantly soften the development's impacts and presence on the Queenstown Cemetery and its heritage values.

The proposal has been successfully modulated so as to mitigate the visual effects of its size. An underlying strategy of delineating the 4 proposed buildings into a 2 x front + 2 x back design approach helps soften the proposal's overall scale in the adjoining landscape and as a backdrop to the existing town.

The buildings have been proposed to be well articulated and visually engaging. They relate successfully to the eastern (Brecon Street) and northern (realigned Cemetery Road) frontages and are in line with CPTED principles.

The additional building height sought has been designed to be consistent with the PC50 skyline envisaged for Queenstown. The height will have appropriate, and no more than minor adverse effects on the heritage values or setting of the Queenstown Cemetery, or the landscape values of Ben Lomond when compared to the (controlled activity) 15.5m tall buildings at or near the existing site boundary enabled by PC50.

On the basis of the above and subject to the recommendations set out in this report, the proposal would have at most minor adverse urban design effects on the environment or any person.

Consent could be granted on urban design grounds.

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CONTACT

IAN MUNRO

urban planning and design solutions B.Plan (Hons); M.Plan (Hons); M.Arch (Hons); M.EnvLS (Hons); M.EngSt (Hons); MNZPI Independent Hearings Commissioner (e) <u>ian@ianmunro.nz</u> (m) 021 900 993

1. INTRODUCTION

- 1.1 This report outlines an independent urban design assessment of a proposal for a hotel development comprising 407 rooms and associated facilities, in buildings up to 7-storeys (23m approximately) tall at 34 Brecon Street, Queenstown. The application has been made under the Resource Management Act 1991 in terms of the (PC50 version) Operative Queenstown Lakes District Plan. The report has been prepared for Brecon Street Partnership Ltd.
- 1.2 The proposal replaces a previous one for the site that was determined to require public notification by the Council, which was for 468 rooms in buildings up to 9-storeys (27.7m) in height. Ian Munro supported that proposal, but noted that it was relatively assertive, and was very near the limit of what could be supported on the site, including in terms of the boundary between minor and a more than minor adverse urban design effects.
- 1.3 The site was included in the recent PC50, made operative by Environment Court Consent Order. PC50 enabled higher density development on the land immediately behind/north of the Queenstown town centre. The PC50 area has been excluded from the current "Stage 1" of the Council's Proposed District Plan process. PC50 sets out specific urban design expectations and the proposal has been assessed against these.
- 1.4 The site, environment and proposal have been described in the AEE prepared by Mitchell Daysh Ltd and having visited the site and its environment I agree with those descriptions.
- 1.5 The plan set used to assess the proposal was prepared by Warren & Mahoney Ltd, "34 Brecon Street", dated 2 March 2018.
- 1.6 A separate planning assessment prepared by John Kyle of Mitchell Daysh Ltd should be relied on to establish the overall merits of the application including satisfaction of the relevant PC50 matters.

2. SCOPE AND INVOLVEMENT

- 2.1 Ian Munro has been engaged to provide an independent urban design assessment of the application. Ian Munro was involved in PC50 on behalf of Brecon Street Partnership Ltd and has been involved in planning redevelopment of the site since approximately 2007.
- 2.2 Ian Munro has been consulted during the design process and offered suggestions as the design evolved.
- 2.3 The process followed to undertake this urban design assessment is as follows:
 - a. A site visit in order to understand the location, characteristics and context of the site was undertaken.

- b. Initial concept plans prepared by Warren and Mahoney Architects were circulated for comment.
- c. A series of design iterations including pre-application discussions with the Council's planning and urban design staff were undertaken through 2016 to refine the bulk and massing, façade design, and streetscape design of the proposal.
- d. Development plans were received and assessed for a development up to 9-storeys tall, and an urban design report prepared. That report concluded that the proposal, while relatively assertive and near the limit of what could be supported on the site, was appropriate in urban design terms and would have no more than minor urban design effects on the environment.
- e. The Council commissioned an independent review of the urban design report by Jasmax Ltd, Chistchurch. The applicant also had it independently peer reviewed separately by Boffa Miskell Ltd, Auckland. Both reviews reached the same overall conclusions as the urban design report as to the proposal's urban design effects and appropriateness.
- f. Based on the Council's notification decision that the initial proposal up to 9-storeys / 27.7m tall would require full public notification, a revised proposal was developed that reduced building height to the current proposal for buildings up to 7-storeys / 23m tall.
- g. A revised report dated March 2018 was prepared in response to revised plans for the reduced height scheme.
- h. This updated revised report dated April 2018 was prepared in response by the Council's processing planner that a more direct response to individual assessment criterions be provided.

3. URBAN DESIGN FRAMEWORK

- 3.1 For the previous hotel proposal, the overall non complying activity status was used to justify an 'overall' urban design analysis that included all relevant urban design effects identified on the basis of a comprehensive site and context analysis. This analysis was focused on but not limited to the specified matters identified for controlled or restricted discretionary activities set out in PC50 for new buildings in the Lakeview sub-zone.
- 3.2 It is understood that Council's processing officer prefers that the urban design aspects of this proposal be considered only in terms of the specific assessment criteria in section 10.10.2 of the Oueenstown Lakes District Plan.
- 3.3 The relevant District Plan matters are:
 - a. New buildings or activities in the Lakeview sub-zone

- ► 10.6.3.2(ii) (verandahs as a controlled activity)

 "All verandas in respect of design, appearance, materials and impact on and relationship to adjoining verandas."
- 10.6.3.2(iv)(a) to (k) (visitor accommodation as a controlled activity) (in urban design terms (j) and (k) are not directly relevant and have been excluded).
 - (a) Building external appearance
 - (b) Setback from internal boundaries
 - (c) Setback from roads
 - (d) Access
 - (e) Landscaping
 - (f) Screening of outdoor storage and parking areas.
 - (g) The location of buildings
 - (h) The location, nature and scale of activities on site
 - (i) The location of parking and buses and access
- 10.6.3.2(vi)(a) to (h) (new buildings in the Lakeview sub-zone as a controlled activity) (in urban design terms (f) and (g) are not directly relevant and have been excluded)
 - (a) Design, appearance, landscaping signage (which may include directional street maps), lighting, materials, colours and contribution to the character of the streetscape; and
 - (b) The extent to which outside storage areas and outside parking areas are screened from view from public places;
 - (c) The extent to which any fences, walls, landscaping forward of the front of buildings provide visual connections between any building and adjoining public spaces;
 - (d) Urban design principles (contained in the assessment matters at 10.10.2);
 - (e) The provision of pedestrian links through the sub-zone and between public spaces / reserve areas.
 - (h) The extent to which the design and setback of buildings erected at 34 Brecon Street and/or the Lakeview Camping Ground mitigates any adverse effects on the heritage values of the adjoining Queenstown Cemetery.
- At 10.10.2(v), the plan outlines assessment matters relating to verandahs.
- At 10.10.2(iii), the Plan outlines assessment matters relevant to the above. They are:
 - (1) public spaces
 - (2) street edges
 - (3) sustainable buildings
 - (4) landscaping

b. <u>Building height:</u>

Site standards 10.6.5.1(xi)(d) and (f) are proposed to be contravened. This is a restricted discretionary activity under rule 10.6.3.2A(v), with discretion restricted to "the purpose of the site standard(s) being contravened". Given that this rule is specific to the Lakeview sub-zone, it should be used in preference to a slightly differently worded rule at 10.6.3.3(v), which addresses site standard contraventions outside of the Lakeview

Subzone¹.

The height rule at 10.6.5.1(ix)(d) does not include a stated purpose, making it difficult to determine with high confidence what the purpose of the height rule may be for the purposes of the applicable restriction(s) of discretion. The rule only refers to "Figure 3: Lakeview sub-zone Height Limit Plan". That Figure does not include any rationale for the heights given. However, I am aware the Height Limit Plan arose from a threedimensional master planning and structure planning process that sought to understand the effects of PC50 as an integrated whole on Queenstown. Specifically, the Council justified PC50's height plan in part on the basis of a number of (partly speculative) photosimulations of the zone as a whole representatively built-out, demonstrating that as a whole PC50 would provide a relatively coherent and linear (sloping generally upwards from east to west) wall of buildings rising above the historic town centre but still providing a consistent 'ceiling' of development along the base of Ben Lomond rising above the existing town. The visual distinction between the lower-height, finer-grain historic town centre and the taller and larger-scaled forms enabled by PC50 was in my evidence to the Environment Court a key method to implement the section 10 Town Centre objectives and policies which refer frequently to maintaining the historic values of town centres and the Queenstown historic centre specifically (such as policies 2.1, 3.2, and 4.5).

I consider that the purpose of the height limit in the sub-zone must at least partly be to achieve the sub-zone Height Limit Plan's overall intended outcomes, including the achievement of a visual distinction between the smaller and finer-grained buildings of the historic town centre and the larger buildings enabled in PC50, while achieving a coherent PC50-wide 'skirt' at the base of Ben Lomond.

I am aware of two other means to discern a purpose from the District Plan's height rule. First, and 'top-down', as rules in plans implement policies, it may be possible to identify policies within the zone provisions that link explicitly to building height, and then understand what effects those policies intend height to manage. Those policy priorities could be said to be a 'purpose' of a height rule. The second is a 'bottom up' approach examining the District Plan's stated assessment matters, which must also inherently link to the height rule and its purpose.

Objectives and policies:

▶ 10.1.3(2), policy 2.2 (my emphasis):

"To control the height, scale, appearance and location of buildings to ensure that the amenity of the area, both at street level and within adjacent developments, is maintained and enhanced."

This policy relates to the matter of building height generally across town centres but remains relevant in my opinion to discerning a purpose of the height rule.

► 10.2.4(3), policy 3.10 (my emphasis): "To prescribe a range of building height limits for the Lakeview sub-zone which

¹ The rule was included in PC50 by the Council through the appeals resolution / consent notice process at the request of myself on behalf of Brecon Street Partnership Ltd expressly to make explicit that contraventions of the site standards in the Lakeview zone would be restricted discretionary activities. It is purposed to replace 10.6.3.3(v), which would apply to town centre land outside the Lakeview sub-zone.

will maximise views from buildings and appropriately manage built scale to preserve townscape values."

This policy relates specifically to the Lakeview sub-zone, and as such in my view appears to have more relevance to the purpose of the Lakeview sub-zone's height limits than 10.1.3(2), policy 2.2 above.

Nonetheless, in light of this uncertainty, environmental effects that could be relevant to building height, notably shading, privacy and amenity values on adjacent property have been included in this assessment based on advice from Mitchell Daysh Ltd.

- c. Assessment matters:
- At 10.10.2(i)(c) and (d) the plan sets out relevant assessment matters for contravention of the Lakeview sub-zone Height Limit Plan. Matter (c) is not relevant as no residential activities are proposed. Matter (d) addresses:
 - (d)(i) visual quality and amenity values of the adjoining landscape;
 - (d)(ii) heritage values of the adjoining cemetery:
 - (d)(iii) effects on outlook from the 'square' identified in PC50.
- 3.4 Based on the above matters, the proposal will therefore be assessed against the following outcomes:
 - a. The extent to which the design and setback of buildings erected at 34 Brecon Street and/or the Lakeview Camping Ground mitigates any adverse effects on the heritage values of the adjoining Queenstown Cemetery (no assessment matters for new buildings generally, but 10.6.3.2(vi)(h)) and is otherwise compatible with the setting of the cemetery (10.10.2(iii)(1)). These matters are:
 - **10.6.3.2(vi)(h)** "The extent to which the design and setback of buildings erected at 34 Brecon Street and/or the Lakeview Camping Ground mitigates any adverse effects on the heritage values of the adjoining Queenstown Cemetery."

And

10.10.2(iii)(1) (second bullet point) "The design of buildings at 34 Brecon Street or the Lakeview Camping Ground are compatible with the setting of the adjoining Queenstown Cemetery."

- b. A high-quality streetscape and associated urban amenity is achieved, including verandahs and the management of parking and access (including for buses or coaches), that provides visual interest, avoids blank walls, and complies with CPTED principles (10.10.2(iii)(2), and 10.10.2(v). These matters are:
 - **10.10.2(iii)(2)** "* Built form contributes to providing a high quality, spatially well-defined and contained streetscape and associated urban amenity.
 - * Visual interest is provided through a variety of building forms and frontages in terms of footprint, height and design.
 - * Buildings should avoid blank walls which are visible from public spaces.

- * Where provided, car parking is accessible and does not dominate the streetscape.
- * Buildings and streetscape design comply with CPTED principles."

And

- 10.10.2(v) "The external appearance, of verandas avoids or mitigates adverse effects on:
- * neighbouring buildings and verandas
- * the extent to which the veranda effects the use and enjoyment of the streetscape
- * the appearance of the building."
- c. Sustainable building design principles should be adopted (10.10.2(iii)(3)). This matter is:
 - 10.10.2(iii)(3): "The adoption of sustainable building design principles using sustainable materials, passive and active solar energy collection (where this is workable), water conservation techniques and/or, grey water recycling."
- d. Landscaping should maintain access to winter sun, integrate the site into the wider context, and comply with CPTED principles (10.10.2(iii)(4)). This matter is:
 - 10.10.2(iii)(4): "Planting and landscaping is designed to:
 - * Maintain access to winter sun.
 - * Integrate site landscape design with the wider context.
 - * Comply with CPTED principles."
- e. Additional height should maintain the visual quality and amenity values of the adjoining landscape, heritage values of the adjoining cemetery, and outlook from the 'square' identified in PC50 (assessment matter 10.10.2(i)(d)). This matter is:
 - 10.10.2(i)(d): "(i) adversely affect the visual quality and amenity values of the adjoining landscape;
 - (ii) adversely affect the heritage values of the adjoining Queenstown Cemetery; and
 - (iii) adversely affect outlooks from within the 'Square' identified within Figure 2: Lakeview sub-zone Structure Plan."
- f. Additional height should contribute to PC50's planned larger-scale bulk and scale along the backdrop of the historic town centre to preserve its townscape values, and also achieve a coherent building line along the base of Ben Lomond; and should be appropriate in regard to neighbouring properties in terms of amenity values including shading and privacy (no assessment matters identified, but a key intent of the Lakeview sub-zone Height Limit Plan, 10.1.3(2), policy 2.2, and 10.2.4(3), policy 3.10).

4. ASSESSMENT

4.1 The extent to which the design and setback of buildings erected at 34 Brecon Street and/or the Lakeview Camping Ground mitigates any adverse effects on the heritage values of the adjoining Queenstown Cemetery (10.6.3.2(vi)(h) and is otherwise compatible with the setting of the cemetery (10.10.2(iii)(1)).

10.6.3.2(vi)(h) "The extent to which the design and setback of buildings erected at 34 Brecon Street and/or the Lakeview Camping Ground mitigates any adverse effects on the heritage values of the adjoining Queenstown Cemetery."

And

10.10.2(iii)(1) (second bullet point) "The design of buildings at 34 Brecon Street or the Lakeview Camping Ground are compatible with the setting of the adjoining Queenstown Cemetery."

- 4.1.1 In terms of 10.6.3.2(vi)(h), "heritage values" consist of effects on "historic heritage", a s.6 RMA matter, and also amenity values, a s.7 RMA matter. I have no expertise in terms of historic heritage, but in terms of the amenity values that are derived from the heritage qualities of the cemetery, I am able to offer the following analysis:
 - a. I consider that Lakeview Lane would enhance the heritage values of the cemetery by better delineating and separating it from private development, and by providing a truly public space edge to it by way of an 'address'. This would include street trees and opportunities for on-street parking as well as just separation space between the cemetery and a building. This will considerably improve the setting, context and ability of people to appreciate the cemetery, in my opinion. Although these could be considered positive effects in their own right, they also mitigate the adverse effects of the scale and size of building proposed on the southern side of the new Lakeview Lane.
 - b. The photo-simulations prepared to compare the proposal relative to the 15.5m controlled activity height limit directly at the site boundary, although not a legal permitted baseline, is very helpful for providing an indication of the approximate 'starting point' of effects that a development under PC50 could reasonably have on the cemetery (height is not a reservation of control, but setback is). I consider that the diagrams in Warren and Mahoney Appendix G, are analytically appropriate and establish that the proposal will have very similar effects, and indeed less effects for persons from approximately 50m or closer to the 34 Brecon Street common boundary, than a 15.5m building at that boundary (i.e. if Lakeview Lane did not occur) in terms of loss of landscape views. This matter will be further assessed later.
 - c. I consider that another benefit of having the building set back by 20m rather than at (or close to) the boundary is that from an overlooking and visual privacy perspective, the hotel will be considerably less intrusive to users of the cemetery, who may seek some quiet and solitude. Studies across the country, which have

- led to visual privacy rules in many urban district plans, have identified that beyond approximately 15m 20m, considerably greater privacy will result as humans lose the ability to reliably identify fine or personal detail.
- d. While the building, up to 21.8m tall where facing the cemetery (eastern corner at Brecon Street), is up to 6.3m over the height limit, it is also 20m back from the boundary. This is approaching a 1:3 ratio of separation, which I consider makes it considerably less dominant, less visually conspicuous, and otherwise less assertive than a 15.5m tall building at or very near the boundary would be to users within the cemetery.
- e. I note that the proposal's relatively simple and consistent façade treatment gives it a calmness that a quirkier, or more architecturally flamboyant architectural approach may not have been able to achieve (i.e., a bright yellow building would draw the eye and distract cemetery users compared to the more neutral and warmer materials and colours proposed).
- f. The building, while in my view avoiding any inappropriate visual privacy and intrusive overlooking effects, will also provide a CPTED and passive surveillance benefit to the cemetery, such as by providing the impression of 'eyes over the space', to discourage anti-social behaviour in the cemetery at night. I consider that this will enhance the heritage values of the cemetery by making it more accessible and desirable as a safe destination to the community outside of standard daylight hours (where at present it is both dark and very secluded).
- g. I consider that the proposal has been designed to maintain an alpine village aesthetic, with an exaggerated roof form and solid / darker base helping to mitigate the height of the building, and giving it a compatibility with Queenstown's character and amenity values as experienced from the Cemetery.
- 4.1.2 For the above reasons, I also consider that the proposal including Lakeview Lane will remain compatible with the setting of the cemetery (10.10.2(iii)(1)). The "setting" of the cemetery differs from its "heritage values" in that it, in my opinion, is a more generalised matter relating to the scale, proportion and relationship between buildings and the cemetery, including its location and openness away from immediately adjacent buildings). Any urban design effects would be less than minor when compared in general terms to a (controlled activity) 15.5m tall building at or near to the boundary.
- 4.2 A high-quality streetscape and associated urban amenity is achieved, including verandahs and the management of parking and access (including for buses or coaches), that provides visual interest, avoids blank walls, and complies with CPTED principles (10.10.2(iii)(2), and 10.10.2(v)).
 - 10.10.2(iii)(2) "* Built form contributes to providing a high quality, spatially well-defined and contained streetscape and associated urban amenity (assessed under 'streetscape outcomes' to avoid repetition)

^{*} Visual interest is provided through a variety of building forms and frontages in terms of footprint, height and design.

- * Buildings should avoid blank walls which are visible from public spaces (assessed under 'streetscape outcomes' to avoid repetition)
- * Where provided, car parking is accessible and does not dominate the streetscape.
- * Buildings and streetscape design comply with CPTED principles (assessed under 'streetscape outcomes' to avoid repetition)

And

10.10.2(v) "The external appearance, of verandas avoids or mitigates adverse effects on:

- * neighbouring buildings and verandas
- * the extent to which the veranda effects the use and enjoyment of the streetscape
- * the appearance of the building."

Streetscape outcomes

- 4.2.1 The proposal will result in unambiguously urban streetscapes that are well-defined, activated, and consistent with CPTED principles. The building facades appropriately avoid blank walls, and will provide a high level of urban amenity to users of the street (including the new Lakeview Lane). In particular:
 - a. The 'double' footpath solution proposed for Brecon Street will accommodate the site's slope without undermining the degree of activation possible at ground level. The indicative streetscape (landscape) design on the Warren and Mahoney plans is supported and is considered an effective solution for the site's gradient.
 - b. The proposal results in a clearly delineated public edge to Brecon Street and Lakeview Lane, with substantial visual interest, windows allowing overlooking, and canopies for weather protection at building entrances. Hotel room windows orientated to the streets will provide a substantial presence of passive surveillance.
 - c. Lakeview Lane is proposed to be less activated at the ground level, due to the accommodation of parking garage access and the change in topography here. However, I consider that this is not a likely commercial street for business activities and I prefer a more solid, passive base to the building than accommodation rooms at the street. While I would not oppose additional windows at the Lakeview Lane ground level, I do not consider the adverse urban design effects of what is proposed to be problematic. I also note that a more solid edge to the street, given that a cemetery is on the opposite side, is a suitably restrained design response in terms of avoiding noise or other distraction to visitors within the cemetery (such as noisy café operations including outdoor dining, which may disrupt cemetery users seeking quiet contemplation).
 - d. Strictly speaking, the (current) Cemetery Road access way to the Queenstown

Holiday Park is also a publicly accessible route along the site's western boundary and this is proposed to have a frontage condition similar to what is proposed along the northern boundary as well as a loading dock access. For the same reason as above, I consider that the proposal is appropriate and by virtue of the extent of hotel rooms orientated to face over this area, a satisfactory streetscape outcome will eventuate that will be considerably more overlooked than is the case today. The Holiday Park access way is to remain as a vehicular laneway only and I consider that of this, the Lakeview Lane, and the Brecon Street frontages, this is by far the more desirable to accommodate a loading dock / service access.

- e. The proposed internal plaza has been planned to connect logically with the public footpath and become a de-facto public space. It will be fronted with commercial activities, likely food and beverage activities, providing space for lingering and entertainment in a way that will have minimal 'external' nuisance effects (such as noise or crowds blocking footpaths).
- f. The additional height sought will not adversely affect the general quality of Brecon Street in terms of the streetscape outcomes sought including because the PC50 policy framework seeks an urban, rather than suburban or open edge to streets, with buildings expected to front road boundaries and close the streetscape in rather than be set back to retain openness. The 23m / 7-storey height sought will still remain what I consider to be medium-rise form rather than 'high rise', which would become much more problematic to accommodate. That the buildings include a variety of materials, planes, and surfaces helps to break down the potential scale of the elevations and mitigate their potential impact on pedestrian amenity.
- g. The proposal is also very successful at reinforcing and enhancing the existing connection along Brecon Street between the town centre core and the Queenstown Gondola / Cemetery. This is primarily by way of the positive activation and building frontage proposed to define this street edge, as well as the substantial pedestrian amenity upgrades proposed (shown in the landscape plans prepared by Warren and Mahoney Ltd). The provision of Lakeview Lane between the site and the Queenstown cemetery will result in a more legible and coherent local movement network. These are key urban design benefits of the proposed development, and help mitigate the adverse effects of the height and bulk proposed in terms of delivering the urban amenity sought by PC50.
- 4.2.2 For the above reasons, the proposal will have a variety of positive and adverse urban design effects relating to high quality streetscapes, urban amenity, avoidance of blank walls and CPTED principles. Overall it will result in a successful urban design outcome for the site and for PC50. Any adverse urban design effects would be at most minor on the environment, and less than minor on any person for the reasons above.

Visual interest

4.2.3 The proposal is considered to be successful in this respect. A variety of finishes are proposed, with an emphasis on stone, concrete and bronze-orange metals. These will create an aesthetically inviting combination of solidity and warmth. The exaggeration of roof profile around the upper levels will help to mitigate the scale of side walls proposed

- as well as add visual interest, notably through the very slender and vertically proportioned dormer window features included. It is helpful that, for the most part, where the building is proposed to be over-height, it appears to the viewer that it is limited to the exaggerated roof component rather than what appear to be the building's side walls.
- 4.2.4 The buildings include a site-responsive floor plate. The combination of irregular building faces with Brecon Street, voids and the internal courtyard's asymmetrical shape will also help to create a varied expression of building length and depth. This has been complemented by a varied roof profile. I consider that overall this will be regarded as interesting and engaging by users, including through the way that light will hit the different surfaces and planes. The expression of building mass as three separate forms along Brecon Street (buildings 1, 2 and 3) coupled with the gentle terracing proposed to step up the site's slope is an especially successful design decision, and it goes a long way towards mitigating the effects of the additional building height sought because the overall scale and mass of buildings will avoid the creation of a continuous or excessive 'wall' at the street edge.
- 4.2.5 Warren and Mahoney have provided the following description of the materials intended to be used:
 - A. "Roof: Standing-seam copper (or aged-copper effect) profiled metal roofing formed over individual sloping roof geometries with integrated hooded window details and aluminium shutters to suit building orientation.
 - B. Mid-level (Buildings 1 and 2): Striated-surface white precast concrete cladding panels; full height window reveals with combinations of timber and aluminium sliding shutters to suit building orientation.
 - C. Mid-level (Buildings 3 and 4): Proprietary terra-cotta cladding panels in selected colours; full height window reveals with combinations of timber and aluminium sliding shutters to suit building orientation.
 - D. Street level: Local schist cladding combined with off-form concrete accents to street level and piazza perimeters; full height glazing to retail and hospitality tenancy shopfronts, frameless/timber/metal frame details for glazing. Branded awnings and tavern signage to piazza and street edge tenancy frontages to suit hospitality providers. Local schist planters and low stone walls at street edge and piazza."
- 4.2.6 I also consider that the variation proposed within each building form, although subtle, adds distinction and visual interest to the individual buildings proposed. This has been achieved in a way that gives consistent vertical emphasis and avoids the creation of long horizontal planes difficult given the uniform floor plates within large buildings. This variation has been carried into the roof profile which includes relatively subtle monopitches and angles. This is evocative of the glacial cutting evident around Queenstown and sits comfortably against the slopes of Ben Lomond. The result is a series of varied building shapes, heights and forms.
- 4.2.7 The inclusion of shutter-type elements within the side elevations also gives a kinetic element to the facades that will change from day to day and ensure the buildings as a

- whole are not excessively repetitive. It also helps to further soften the visual impact of the walls proposed.
- 4.2.8 Given the landmark quality of the buildings, consideration could be given to a dedicated lighting management plan that could ensure that in the evening period the expressive form of the buildings contributed to local amenity values through subtle wash and uplighting. Such could also deliberately entail exaggerated shadow-lines and depth between surface planes. This is made as an advice note rather than a recommendation to address the proposal's adverse urban design effects.
- 4.2.9 It is also noted that while the buildings are notably over-height, they are well within the PC50 horizontal mass enablement. The buildings include a number of voids, set-backs, recesses and modulations that are in my experience only possible where building height is able to 'make up' for what are often inefficient internal floor plans. Were the buildings less modulated and lacking such a generous provision of horizontal openness, I would be much less able to support the height sought. In this respect, I consider that what is proposed is substantially more desirable and successful in urban design terms to achieve visual interest than a lower height but more uniform, and horizontally massed building form would (such as a continuous building along the entire Brecon Street frontage directly abutting the boundary which would sit comfortably within the PC50 rules and design criteria, and would be very unlikely to be changed by controlled activity condition of consent).
- 4.2.10 On the basis of the above, I consider that the proposal will have both positive and adverse urban design effects. Adverse urban design effects relating to visual interest will be less than minor on the environment and less than minor on any person. However, in order to ensure potential adverse effects are avoided, remedied or mitigated and that no adverse effect related to visual interest becomes minor or more than minor, it is recommended that:
 - (a) The 'rear' buildings (3 and 4) should be coloured (including the roof) to be tonally darker than the front buildings (1 and 2), to help ensure that the buildings do not visually merge together into 1 very large building form when seen in its wider environment.
 - (b) A 'final' materials palette should be submitted to the Council for approval prior to the issue of a building consent. This is to confirm the materials, colours, and tones used, including to achieve the darkening required for buildings (3) and (4) referred to above. This would also confirm the texture and detail of any patterns to be applied to the building (such as into concrete panels).
 - (c) Gloss or reflective finishes on exposed metal, including the roof, should be avoided (matt is preferred).
 - (d) Lighting of any communal or service spaces likely to include large areas of glazing (such as stairwells) should be limited to warm, yellow-toned lighting rather than blue or service-white tones.
 - (e) If pre-cast concrete panels are to be used in the building (notably in the 'central' section) between the stone-faced base and the metal-clad top), this should be

- textured or otherwise treated so as to give it depth, weathering, and visual interest. Smooth-finishes should be avoided. Subtle colouring by way of the introduction of metal oxides would be supported.
- (f) A final engineering and landscape design for the new Lakeview Lane and the reconfiguration of Brecon Street including the area of 'private' footpath within the site's boundary and how the street improvements will transition to the existing cross section of the street outside the area of reconfiguration (i.e. north and south), should be submitted to the Council for approval prior to the release of a building consent for the proposal. This is on the grounds that the proposal involves an improvement and carefully designed interface with the pedestrian environment within Brecon Street including a de facto 'shared' public / private footpath space.

Car parking

- 4.2.11 The proposal is successful in this respect and the reconfiguration to Brecon Street proposed is supported because it will substantially improve pedestrian amenity in this part of Queenstown. In particular:
 - a. Coach parking is proposed to be via an on-street drop-off point adjacent to the main entry at Brecon Street (for the 5-star hotel in buildings 1 & 2), and at Lakeview Lane (for the 3-star hotel in buildings 3 & 4). On-street set downs are strongly preferred to on-site turning circles or porte-cocheres and in this instance, the coach parks proposed are not considered likely to result in any problematic urban design effect. It is also noted in this respect that:
 - It would not be possible to achieve on-site turning for coaches given the turning circle that would be required and the negative implications this would have on the PC50 urban design criteria that seek urban amenity and continuous frontages.
 - ii. The only "on site" solution that would work would be a linear porte cochere parallel to a frontage. If this can be avoided, and in this instance it can be, it is desirable to do so. This is because this configuration inevitably turns hotel frontages into large vehicle forecourts that lack pedestrian amenity, pull doors and windows away from the frontage (diminishing CPTED quality), and cannot accommodate a vibrant activity such as outdoor dining.
 - b. The internal car parking basement is supported as is the location of an entrance from Lakeview Lane and away from the more important (for pedestrians) Brecon Street frontage. This is notable as it would have been in many respects simpler to design car parking access from the lower Brecon Street corner. The decision to prioritise that south-eastern corner as the main pedestrian access is particularly supported as a positive design choice.
- 4.2.12 Overall, the proposal will result in predominantly positive urban design effects in terms of how it is managing car parking. Adverse effects, limited to the use of street space for coach parking and the visual and pedestrian disruption of the car park entrance on Lakeview Lane, will be less than minor on the environment or any person.

Verandahs

- 4.2.13 The proposal includes a number of small canopies that have been well integrated into the building's architecture and façade patterns, and that I consider add amenity and visual interest to the ground level. They help to emphasise doors and windows in the façade, as well as add visual interest to the building's base.
- 4.2.14 I do not consider that a more structural or continuous verandah is necessary, largely because there are no adjacent other verandahs in the vicinity that could benefit from one, and that it would not sit comfortably with the design choice to try to express the development as four separated buildings rather than one large one.
- 4.2.15 I consider that the canopies proposed will achieve the outcomes sought by the District Plan for verandahs in the town centre, and will have less than minor adverse effects on the environment or any person.

Overall

- 4.2.16 Overall, the proposal will result in positive and adverse urban design effects on the public realm. I consider that these and any other adverse urban design effects would be at most minor and be mitigated as a result of the varied architectural detail proposed, as well as the stepped form and orientation of the separate building forms. The separation of buildings 1 and 2 at Brecon Street, with building 1 forming a slender and landmark entranceway, using a 'grand stair' into the plaza level, presents a very successful immediate softening of potential building scale from the point that most passers-by would initially experience the development. I consider that this combination of positive and negative space has a human scale and will result in a comfortable and welcoming arrival experience. Specific approaches that have also helped mitigate potential adverse urban design effects are:
 - a. Adherence to pre-modern principles of building bottom / middle / top sections;
 - b. Retention of substantial areas of solidity in the facades including at the ground level in preference to almost 100% glazing common in most new commercial tenancies and hotel facades; and
 - c. Inclusion of subtle canopy structures in preference to 'floating' glass canopies or similar lightweight additions that sit as additions to, rather than a convincing part of, the underlying architecture.
- 4.3 Sustainable building design principles should be adopted (10.10.2(iii)(3)).
 - **10.10.2(iii)(3): "The ado**ption of sustainable building design principles using sustainable materials, passive and active solar energy collection (where this is workable), water conservation techniques and/or, grey water recycling."
- 4.3.1 Although included in PC50's urban design principles, building sustainability is not of itself an urban design matter related to urban design effects.

- 4.3.2 However, in terms of urban design outcomes and effects, the orientation of the buildings will promote superior solar access into both the external facing units and the internal units facing the courtyard, due to its size and the ability of sunlight to access down into it.
- 4.3.3 I do not consider that there is any obvious urban design effect likely on the environment or any person resulting from the proposal's building principles or techniques.
- 4.3.4 Further commentary from the project architect Warren and Mahoney would be required for additional commentary on building technology and operational design choices made.
- 4.4 Landscaping should maintain access to winter sun, integrate the site into the wider context, and comply with CPTED principles (10.10.2(iii)(4)).

10.10.2(iii)(4): "Planting and landscaping is designed to:

- * Maintain access to winter sun.
- * Integrate site landscape design with the wider context.
- * Comply with CPTED principles."
- 4.4.1 The proposed extension of Cemetery Road via Lakeview Lane is occurring outside of the proposal but includes a two-way carriageway, footpaths, on-street parking and street trees on each side of the street. This is an unremarkable layout and raises no urban design issues of concern. The concept plans prepared by Warren and Mahoney Ltd are supported and should form the basis of the final design (subject to Council approval).
- 4.4.2 The proposed reconfiguration of Brecon Street is occurring in parallel with the proposal and includes a reconfiguration to improve pedestrian amenity and a coach park facility. This similarly raises no urban design effects of concern although a final streetscape design for Council approval is recommended in terms of confirmation (and Council approval) of finished levels, materials, and the nature of the hedge buffer between the raised (terraced) and sloping footpath levels.
- 4.4.3 The internal plaza raises no urban design effects of concern given that it will be internalised. However, a condition of consent is recommended in terms of confirmation (and Council approval) of final materials and design in terms of suitability for the volume of foot traffic expected.
- 4.4.4 Other than this, the proposal raises no landscape issues relevant to an urban design assessment, and I support the urban amenity and character proposed. Specifically, the landscaping will not block access to winter sun, raises no CPTED issues, and through the Lakeview Lane streetscape and improvements proposed to Brecon Street, will integrate the development into its locality.
- 4.5 Additional height should maintain the visual quality and amenity values of the adjoining landscape, heritage values of the adjoining cemetery, and outlook from the 'square' identified in PC50 (assessment matter 10.10.2(i)(d)).
 - 10.10.2(i)(d): "(i) adversely affect the visual quality and amenity values of the adjoining landscape;

- (ii) adversely affect the heritage values of the adjoining Queenstown Cemetery; and
- (iii) adversely affect outlooks from within the 'Square' identified within Figure 2: Lakeview sub-zone Structure Plan."
- 4.5.1 The proposal will, at face value, be notably over the height limit (23m maximum vs 15.5m in the first instance). However, my assessment of the effects of the additional height is that there would only be minor adverse urban design effects in this regard in terms of the adjoining landscape, and less than minor adverse urban design effects on the Queenstown Cemetery or the PC50 square. Specifically:

The PC50 Square

4.5.2 The development is on the opposite side of PC50 than the proposed 'square', will not in any event be visible from it, and overall have no detectable impact on it.

Queenstown Cemetery

- 4.5.3 The proposed Lakeview Lane realignment will separate the proposal from the cemetery by 20m. On its northern side, the long side of building 3 and the northern edge of building 4 will face the cemetery. These buildings will be up to 7 storeys / 21.8m approximately tall (eastern corner of building 3) or 17m tall (western corner of building 4), or between 1.5m to 6.3m above the 15.5m height limit.
- 4.5.4 I consider that, taking into account the proposed building's 20m setback from the boundary of the cemetery and that people inside the cemetery will often be 50m or more away from the building, the adverse effects of building height up to 2m above the 15.5m (western end) would be realistically indiscernible to the naked eye, simply as a result of the separation distance in play and the varied roof form shape proposed.
- 4.5.5 I consider that the 6.3m maximum additional height sought (eastern end) has been more than offset by the 20m horizontal setback that the Lakeview Lane realignment introduces and sits in front of a protected tree immediately south of the site along Brecon Street. The new road also includes street trees on both sides to soften views of the new buildings, and the buildings themselves have been proposed to be varied and well-articulated so as to mitigate the potential effects of their size and scale.
- 4.5.6 Although not shown in Warren and Mahoney Appendix G, for cemetery users within 10m of the existing boundary, there is no comparison between the effects of a potential controlled activity up to 15.5m tall at or very close to the boundary, and the proposed building up to 21.8m high (relative to the cemetery) but set back 20m from it. The proposal will in any design scenario have considerably less adverse effects on the cemetery here.
- 4.5.7 As can be seen in Warren and Mahoney Appendix G, viewers in the cemetery that are approximately 21m north of the cemetery boundary (i.e. 41m from the proposed building), the proposal will still seem further away and notably smaller than a 15.5m controlled activity envelope at the boundary. Even taking into account a variety of setbacks, voids and reductions in height that may result to the controlled activity envelope as conditions of consent, I consider it is safe to conclude that the proposal will still appear smaller and less obvious than what PC50 has enabled.

- 4.5.8 By the time a viewer has moved 75m back into the cemetery (i.e. 95m away from the proposed building), Warren and Mahoney Appendix G shows that the proposal is still occupying less horizontal space than the 15.5m controlled activity envelope could potentially allow for. In any scenario, I consider that the proposal would be equivalent to what PC50 has enabled. In terms of vertical height, at this distance (almost 100m), the additional height proposed can be seen rising above the maximum 15.5m controlled activity envelope. Even taking into account the PC50 roof plant enablement (not shown on the Warren and Mahoney image), the proposal would appear larger than could ever occur with the 15.5m controlled activity height limit. However, the almost 100m separation distance is relevant when considering the severity of adverse effect that the proposal will result in from this viewpoint. For approximately 1/3rd of the site's width (the western), the proposal would still be lower or at the same level as the 15.5m-at-theboundary scenario. For the remaining 2/3rds, the additional height is varied and terminates in front of a protected tree. I consider that overall the degree of adverse effect likely here, in general comparison to a 15.5m controlled activity at the existing boundary, would be less than minor due to the substantial separation distance involved and that the viewer will still feel surrounded by open space and landscape views to the east and west of the building, and not be enclosed by tall, proximate buildings.
- 4.5.9 The proposal is therefore substantially less adverse on the cemetery than a 15.5m tall building located at or very near the former site boundary directly adjoining the cemetery in terms of being less intrusive, less dominant, and less visually prominent (i.e. a taller building further away from the boundary will occupy less of a viewer's field of view than a lower building that is proportionately much closer). Therefore, while the proposed building is of itself much larger than the 15.5m tall buildings provided for in PC50 as a controlled activity, it has been placed so that its actual urban design effects on the cemetery will be equivalent to or less than a 'compliant' 15.5m tall controlled activity building under PC50 would have been.
- 4.5.10 The proposal will have positive effects on the cemetery including the introduction of passive surveillance and activation of a space that in the evenings is currently isolated. The proposal will also efficiently utilise the north-facing amenity that the cemetery as a public open space provides.
- 4.5.11 As the cemetery is north of the proposed building, it will not cast adverse shadows on the cemetery.
- 4.5.12 Overall and on balance, taking into account the 'overs' and 'unders' that the proposal will result in across the cemetery as a whole when compared to the PC50 15.5m-at-the-boundary controlled activity scenario, the proposal's adverse effects on the cemetery would be less than minor on the environment and any person.

Adjoining landscape

- 4.5.13 I consider that the 'adjoining landscape' for the purposes of the site and PC50 is the backdrop of Ben Lomond, and could be expanded to include consideration of the PC50 townscape as it relates to views of Ben Lomond, such as from the Queenstown Gardens.
- 4.5.14 With reference to Warren and Mahoney's photo simulations, which are derived from the Council's PC50 set, I consider that any landscape or visual effects of the proposal on Ben Lomond or the relationship between 'urban' Queenstown and the feature will be

minor. This is because despite the additional height sought, the proposal – when considered with the balance of the PC50 land and the development enabled on it in the round – will maintain the relatively horizontal 'skirt' of buildings around Ben Lomond's base in a way that will retain the incremental rise westwards towards the PC50 high point. In so doing the proposal will also retain the planned overall urban form anticipated by PC50 itself, but in a way, that gives a more effective 'anchor' the Lakeview sub-zone's eastern end and emphasis on the Brecon Street axis. I note that in the Warren and Mahoney photo-simulations, the lighter colouration of the building mass makes it appear more visually obvious and larger than the real building would be i.e. the images (overstate the conspicuity of the proposed building).

- 4.5.15 As a part of the PC50 process, analysis was undertaken considering the likely prominence of a large building on 34 Brecon Street, including cross sections prepared by Construkt Architecture Ltd. Relevant excerpts are included as **Attachment 1**, showing how the planned heights of buildings between 34 Brecon Street and the Brecon Street steps but also down to the lakefront would screen views of a building mass of the general scale now proposed. This will substantially limit, in the longer term, views of the building from most public places in Queenstown. Where there are views, including in the shorter term until redevelopment occurs on intervening sites, any adverse effects would be minor.
- 4.5.16 The proposal will by and large remain visually inconspicuous in the wider town scape and not materially interrupt the townscape's skyline as it relates to Ben Lomond. From the viewpoints modelled by Warren and Mahoney (which include all relevant representative viewpoints used by the Council for PC50), I consider that except for the Gorge Road / Memorial Centre viewpoint any adverse effects would be less than minor.
- 4.5.17 The most prominent view of the proposal will be from Gorge Road / the Queenstown Memorial Centre. From this view, the development (buildings 1, 2 and 3) will be visible and they will rise well above any other building. The scale of the buildings will also be obvious. However, once the modulated and articulated nature of the façade design is considered in conjunction with the separation distance between the viewer, existing trees in the locality, and the PC50 development provided for on the 'Isle St Block' (15.5m building height where a site is 2,000m2 or more), the development will have a context and not appear overbearing or adversely obtrusive. That the proposal will be taller than the Isle St block buildings is also appropriate in that the building height will mimic the underlying landform and its increasingly step gradient as it rises from south to north. Overall, I consider that any landscape or visual impact arising from the development relative to Gorge Road or the Memorial Centre to be moderate / minor such that the values of Ben Lomond as a striking natural backdrop to Queenstown will be maintained. My analysis is that from the top of the Brecon Street stairs (as well as inherently the land south of it), the proposed building would not be visible if compliant (PC50) height buildings were developed on the intervening sites, and the existing protected Fir tree at the Isle and Brecon Street intersection were considered.
- 4.5.18 Notwithstanding the above, I also consider there is merit in the scale of the building to help reinforce the significance of the Brecon Street axis connecting north-south from the lake to the Skyline Gondola. Although PC50 is settled, the justification for its 'centre of gravity' and greatest height at the zone's western end further away from the established focal points of the Queenstown town centre was not definitive. In light of the recent

- application to substantially expand the Skyline Gondola operation, the urban design significance of Brecon Street as in my opinion increased.
- 4.5.19 For completeness, I consider that the proposal, despite its scale, will maintain the intimate character and amenity values of the historic Queenstown town centre area. Indeed, the proposal will be more successful in this respect than the ribbon of large horizontally massed hotels along Lake Esplanade.
- 4.5.20 Overall and on the basis of the above, I consider that the proposal will have at worst minor adverse effects on the landscape and visual qualities of Ben Lomond. The additional 8.5m maximum of additional height sought, despite being numerically substantial in comparison to the 15.5m controlled activity height limit, will not be particularly obvious or assertive in the Queenstown townscape. In terms of mitigation, I have previously identified recommended conditions of consent relating to Council approval of a finalised materials palette, and a visually obvious darkening of buildings 3 and 4 relative to buildings 1 and 2 so as to more convincingly break the development down into 2 components. With these recommendations taken into account, I consider that no additional mitigation or changes are necessary.
- 4.6 Additional height should contribute to PC50's planned larger-scale bulk and scale along the backdrop of the historic town centre to preserve its townscape values, and also achieve a coherent building line along the base of Ben Lomond; and should be appropriate in regard to neighbouring properties in terms of amenity values including shading and privacy (no assessment matters identified, but a key intent of the Lakeview sub-zone Height Limit Plan, 10.1.3(2), policy 2.2, and 10.2.4(3), policy 3.10).
 - **10.1.3(2), policy 2.2:** "To control the height, scale, appearance and location of buildings to ensure that the amenity of the area, both at street level and within **adjacent developments, is maintained and enhanced.**"
 - **10.2.4(3), policy 3.10: "To prescribe a range of building heig**ht limits for the Lakeview sub-zone which will maximise views from buildings and appropriately **manage built scale to preserve townscape values."**
- 4.6.1 This matter does not relate to a specific assessment matter stated within the Plan, and has been proposed in response to the ambiguity within the Plan regarding the "purpose" of the height rule, to which discretion has been restricted. Because it is ambiguous, it is not clear whether or not the assessment criteria in 10.10.2 of the Plan, which have been otherwise relied on, sufficiently address the matter. This final section of the report has been included for professional completeness.

Townscape values (policy 10.2.4(3), 3.10)

- 4.6.2 The proposal is in my view appropriate in this respect and has been in large part previously assessed. In particular:
 - a. As noted earlier and with reference to **Appendix 1**, the proposal will not be readily visible from within the historic area of the town around the lakefront.

- b. The proposal seeks to maximise the ability of the site to accommodate visitor accommodation units (in light of Queenstown's well documented pressure in this respect) in a location that will readily meet guest expectations for views, proximity to the historic town centre area, and access to the gondola. In this respect additional height is supported in preference to a lower height but horizontally larger outcome.
- c. The proposal has an unambiguous alpine village aesthetic and response to the rocky, glacial landform, and although as a medium-rise building it will be one of the larger forms in Queenstown, I consider that this is an intended outcome of PC50 to help differentiate new buildings from the historic core at the lakefront, and as envisaged by the Council in its PC50 photo simulations showing the line of PC50 buildings as a backdrop between the existing town and Ben Lomond.
- d. The distribution of building steps and heights following the slope upwards is an appropriate response to the site's slope itself, as well as the wider transition and slope in Queenstown from the low-height (2-storey) buildings at the lakefront through the town to the 6-storey Sofitel at the Brecon Street steps, to the 7-storey height proposed near the base of the Skyline Gondola and the steep slopes of Ben Lomond proper. Accentuating the landform by enabling additional height on higher ground is a well-established urban planning technique of responding to dynamic topography (and maximising views), and allows the very efficient maximisation of development capacity within a walking distance of the town centre in a way that can allow for retention of the low-height, intimate characteristics of the historic town centre core area.
- e. With reference to views 2, 6, 7 and 8 from the Warren and Mahoney photosimulations, I consider that the proposal despite its additional height will remain part of a coherent building line rising behind the existing town but which will form a consistent and linear line of buildings, that generally rises towards the west, along the base of Ben Lomond.
- 4.6.3 Overall, I consider that the proposal will remain consistent with the urban structure and coherent townscape intended by the PC50 Lakeview sub-zone Height Limit Plan, and that any adverse urban design effects in this respect would be less than minor on the environment.

Maintain and enhance the amenity of the area 10.1.3(2), policy 2.2

- 4.6.4 Other than the manager's unit to the immediate south of the site and building (after the Lakeview Lane land swap has been completed), neighbouring properties on all sides will be separated by the width of a public road. This goes a long way to mitigating potential adverse urban design effects on amenity values, shading and most obviously privacy (which effects to the east, north and west are considered to be comfortably less than minor on account of the separation distances in play between the proposal and adjacent sites or buildings).
- 4.6.5 I consider that other than the southern / manager's unit boundary, the analysis undertaken already in respect of other considerations (streetscape, urban amenity, CPTED etc.) largely addresses this matter except for the amenity impacts of shadowing.

- 4.6.6 In terms of shadowing effects generally, I have concluded that any adverse effects arising from the proposal and its additional height would be at most minor when compared to those likely from a 15.5m tall 'alternative' and when existing vegetation west and south of the site is also taken into account. Of note is the following:
 - a. In general, the shadowing created by Ben Lomond is significant across the year but especially in winter. In the summer period, the difference in shading effects between the proposal and a 'compliant' controlled activity height would not be problematic, remaining within the site, the remnant Cemetery Road access way, the southern-corner site of the Holiday Park site, of the public street environment.
 - b. In terms of the cemetery, I consider that the proposal will cast no shadows of concern.
 - c. In terms of the Holiday Park to the west, I note that shadows would, across the year, be largely contained within the area of the existing Cemetery Road to be stopped / vehicle access area. Once the shadowing effects already occurring due to the evergreen trees on each side of that laneway are also taken into account, I consider that any shading effects on the amenity or utility of the Holiday Park site would be less than minor. I also note that there are no holiday units close to the boundary of that present main window or outdoor recreational areas facing the site that could be subjected to an adverse loss of sunlight by way of shadowing, and part of the boundary space is used for a service (car parking) function.
 - d. In terms of the Holiday Park's manager's unit to the south, the proposal and a 15.5m alternative would cast shadows on this site. The layout of this unit is that it has its main outdoor living area facing east and elevated via a first level deck. This site also has mature and young vegetation planted along the boundary with the site that will in time provide a dense privacy screen and shading of the site itself. The site is a narrow wedge and as a result shadows from the proposal will extend across it to and over Isle Street in the later afternoon for much of the year. However, the elevated nature of the manager's unit's balcony, and the shadows cast by existing vegetation (including on Isle Street from the manager's unit site) mean that the net addition of shadow attributable to the proposal would have in my view a minor adverse effect on the amenity or utility of the manager's unit, and less than minor adverse effects on Isle Street.
 - e. In terms of the land east of the site on Brecon Street, I am satisfied that by the time that the sun extends around to the west sufficiently to cast shadows on Brecon Street (after 4:00pm), the sun is at or very near the point of being obscured by Ben Lomond. On this basis, I consider that any shading effects on Brecon Street would be less than minor as it relates to streetscape quality and amenity.
- 4.6.7 As noted earlier, the additional building height proposed will not result in problematic additional shading of the street or a diminishment of amenity inasmuch as:
 - a. The (former) Cemetery Road access to the Holiday Park is semi-formal, has no footpaths, and has to date been shaded by a row of evergreen Fir and Pine trees at the former 34 Brecon St site boundary. The proposal will not materially affect the

- amenity of this access way. I do not consider that shadows cast from the proposal will be materially worse than those cast by existing trees (on both sides of the current Cemetery Road).
- The proposal will be south of and not result in problematic shading of the new Cemetery Road or the Queenstown Cemetery as noted previously.
- C. The proposal would only cast brief, late afternoon shadows across lower Brecon Street before being overtaken by shadows cast from Ben Lomond. In terms of a lower 15.5m height building, late-afternoon shadows would be overtaken by those cast by Ben Lomond and before this, the shadows cast by existing prominent trees, including the protected Fir tree at the corner of Isle and Brecon Streets, already casts a large shadow over lower Brecon Street. In light of the intersection of Isle and Brecon Street only ever being a space that pedestrians move through with haste, I consider that additional shadows cast in this direction as a result of the building height proposed will not materially diminish the amenity values or comfort of any person using the streets or adjacent sites.
- d. Also in terms of Brecon Street, any late afternoon shadows for the length of the site are not considered likely to materially affect the quality of Brecon Street for pedestrians travelling along it, particularly once the substantial urban form and footpath improvements proposed as part of the application are also taken into account.
- 4.6.8 Overall, I consider the proposal will maintain appropriate amenity values on all neighbouring sites and adjoining public streets. Adverse urban design effects would be at most minor, relating to the amenity values of Brecon Street and Lakeview Lane in terms of the height proposed, and less than minor on any person due largely to the combination of separation distance. The exception is the holiday park's manager's unit immediately south of the proposed building, where the combination of shadowing and building proximity would result in at least minor adverse urban design effects.

4.7 Overall analytical conclusions

- 4.7.1 Taking all of the above analysis into account, and in terms of the project's overall urban design merit in terms of the PC50 assessment framework and the purpose of the height rule:
 - a. The proposal will be of a height that is unfamiliar in Queenstown but that, in terms of overall mass and scape (i.e. including horizontal mass) is consistent with previous large buildings in the town.
 - b. The proposal sits on a strategically significant site that enjoys proximity to the historical town centre; north-facing open space of the Queenstown cemetery (as opposed to the hard edge of Ben Lomond itself); proximity to the Skyline Gondola (proposed to be substantially upgraded including conference facilities); and sufficient separation from the historical waterfront core of Queenstown that a markedly different form and scale of building can be accommodated without having problematic character effects on that town core.

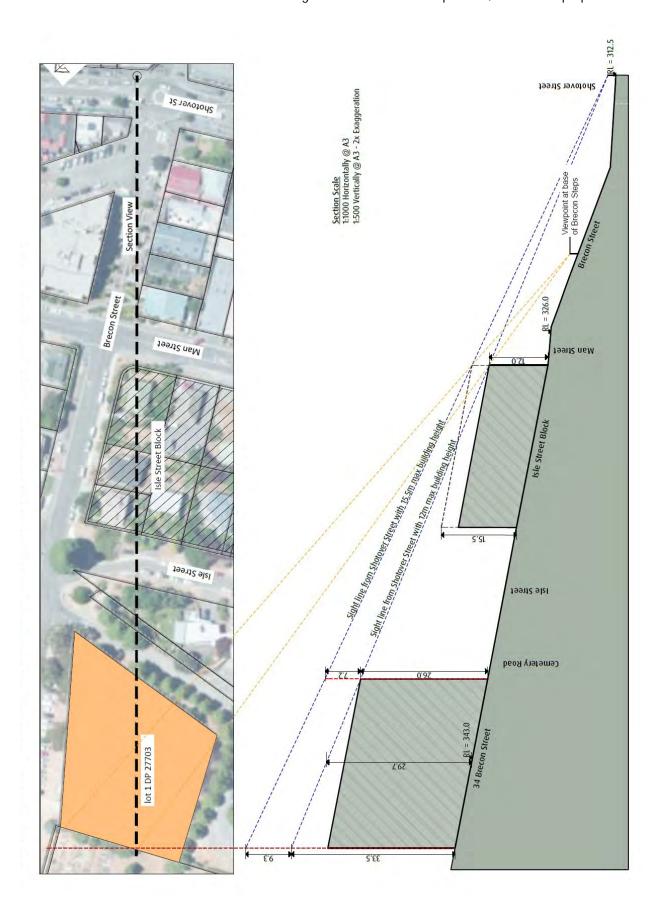
- c. The proposal includes a convincing response to the site's context and Queenstown's environment including as an alpine village. The quality of the design, including its faceting, modulation and articulation, substantially mitigate the potential visual and urban design impact otherwise likely.
- d. The proposal has been logically laid out and will substantially improve the pedestrian and public amenity of Brecon Street as well as the Queenstown Cemetery through the realigned Cemetery Road.
- e. The proposal is consistent with the urban design outcomes promoted in PC50 and while for a relatively large building development, will sit compatibly in the intended PC50 townscape of Queenstown.
- f. The proposed additional building height is supported in terms of helping to address significant visitor accommodation pressures in central Queenstown and that the efficient maximisation of height where it can be absorbed is preferable to ongoing under-utilisation of the land resource and unnecessary outwards settlement spread.
- g. Overall, the proposal will include adverse urban design effects that will be at most minor, and positive urban design effects that will be at best substantial. Taken as an overall 'package', the proposal including its public space improvements and upgrades is supported.

5. CONCLUSIONS

- 5.1 This report outlines an independent urban design assessment of a proposal for a hotel development comprising 407 rooms and associated facilities, in buildings up to 7-storeys (23m approximately) tall at 34 Brecon Street, Queenstown. The application has been made under the Resource Management Act 1991 in terms of the (PC50 version) Operative Queenstown Lakes District Plan.
- 5.2 The key conclusions of this report are that:
 - a. Based on an assessment of the applicable assessment criteria at 10.10.2 of the Queenstown Lakes District Plan, the proposal is supported in urban design terms.
 - b. As foreshadowed in PC50, the site has resulted from an (ongoing) land swap with the Council to establish a direct east-bound continuation of Cemetery Road via the new "Lakeview Lane" to Brecon Street along the Queenstown Cemetery boundary. This will separate the site from the Queenstown Cemetery by 20m. A corresponding area of land that was the (to be former) dog-leg of Cemetery Road to its historical intersection with Brecon Street near Isle Street is proposed to be added to 34 Brecon Street. This will significantly soften the development's impacts and presence on the Queenstown Cemetery and its heritage values.

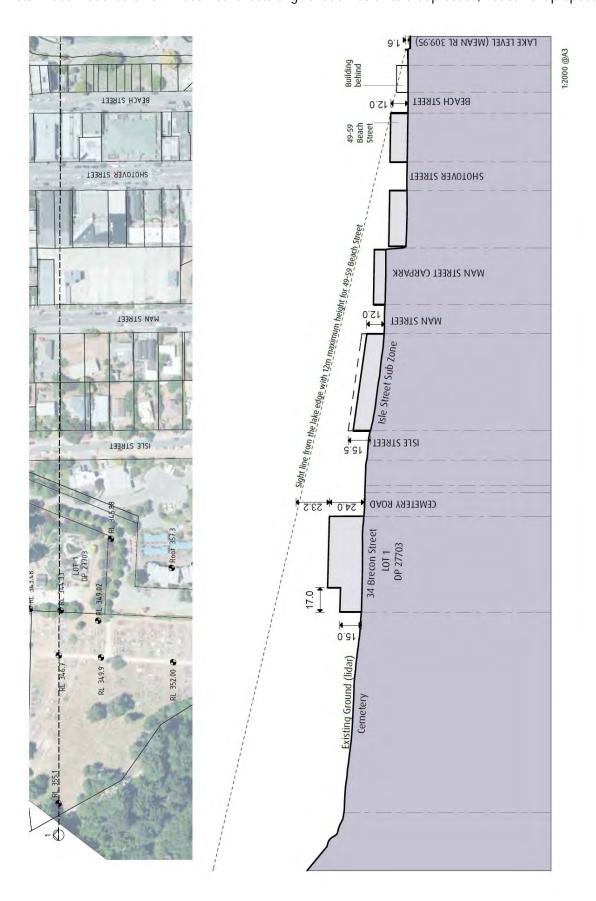
- c. The proposal has been successfully modulated so as to mitigate the visual effects of its size. An underlying strategy of delineating the 4 proposed buildings into a 2 x front + 2 x back design approach helps soften the proposal's overall scale in the adjoining landscape and as a backdrop to the existing town.
- d. The buildings have been proposed to be well articulated and visually engaging. They relate successfully to the eastern (Brecon Street) and northern (realigned Cemetery Road) frontages and are in line with CPTED principles.
- e. The additional building height sought has been designed to be consistent with the PC50 skyline envisaged for Queenstown. The height will have appropriate, and no more than minor adverse effects on the heritage values or setting of the Queenstown Cemetery, or the landscape values of Ben Lomond when compared to the (controlled activity) 15.5m tall buildings at or near the existing site boundary enabled by PC50.
- f. On the basis of the above and subject to the recommendations set out in this report, the proposal would have at most minor adverse urban design effects on the environment or any person.
- g. Consent could be granted on urban design grounds.

Attachment 1—Urban Design report of Ian Munro, 34 Brecon Street Queenstown Cross Section through Shotover Street to 34 Brecon Street. Source: Evidence of David Gibbs, Construkt Architects Ltd, PC50. Note: Mass modelled on 34 Brecon St reflects original submission to that process, not current proposal. No scale.



Attachment 1—Urban Design report of Ian Munro, 34 Brecon Street Queenstown

Cross Section through Lake Wakatipu to 34 Brecon Street. Source: Evidence of David Gibbs, Construkt Architects Ltd, PC50. Note: Mass modelled on 34 Brecon St reflects original submission to that process, not current proposal. No scale.



APPENDIX 6 – URBAN DESIGN PEER REVIEW

V2_30-11-16 RM180507





REVISION	DATE	DESCRIPTION
-	October	DRAFT
А	17 October	Final Draft
В	18 October	Final
С	19 October	Clarifaction Revision



ARCHITECTS
URBAN DESIGNERS
INTERIOR DESIGNERS
LANDSCAPE ARCHITECTS

Jasmax Ltd

2 Marston Street Parnell, Auckland 1052 PO Box 6648 Wellesley Street Auckland 1141 +64 9 366 9626

74 First Avenue
Tauranga 3110
PO Box 14118
Tauranga Mail Centre
Tauranga 3175
+64 7 929 7433

Level 1 Grant Thornton House 215 Lambton Quay Wellington 6011 PO Box 25523 Wellington 6146 +64 4 499 3011

47 Riccarton Road Christchurch 8011 PO Box 8404 Riccarton Christchurch 8440 +64 3 341 1853

www.jasmax.com

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EXECUTIVE SUMMARY

This urban design peer review has been undertaken as an independent appraisal of the Urban Design Assessment (**UDA**) submitted with the application for resource consent of a hotel complex at 34 Brecon Street Hotel, Queenstown.

The peer review considers the assessment framework proposed and conclusions reached in the assessment as well as supplementing this with further assessment as required.

The key findings of this peer review are:

- The proposed buildings in relation to the Queenstown Cemetery will not result in overly intrusive visual dominance effects when considering potential built form outcomes anticipated in PC50.
- There will be a loss of privacy within the Queenstown Cemetery due to the proposal.
 However to some degree this was anticipation in PC50. Lakeview Lane and the proposed building setback are important in reducing privacy effects of the development.
- The overall proposed streetscapes will result in appropriate urban amenity that will be active, functional and visually attractive. The approach to street verandahs is appropriate and relates to the intended use and function of surrounding streets.
- The proposed built form contributes positively to the streetscape particularly along Brecon Street. Proposed buildings will provide good visual interest through the modulation and articulation of the facade and through the choice of materials and architectural detailing.
- The south, west and north elevations show a limited stepping in the roof height in relation to the topography of the landform. However the roof line of all buildings are well articulated through the rhythm created between dormer window boxes and the sloping mansard style roof form. This goes someway to offset the visual interest effects of the level roof heights.

In summary the proposed height of buildings will be significantly greater than existing development in the Queenstown townscape. The buildings will be seen from a number of locations however the prominence and effect of the building will most likely soften over time as development with the surrounding PC50 sites is established. I consider the urban design effects of both a 15.5m high building and a 23m high building as viewd from the Memorial Hall and Recreational Grounds will be moderate to minor. However in terms of additional height specifically, I consider the urban effects will be minor to less than minor.

This review confirms the proposed conditions provided as part of the consent application that relate to urban design issues are appropriate.

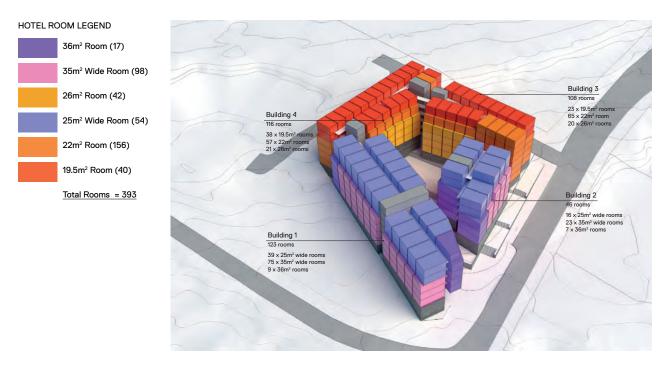


Figure 1 Massing Diagram (source : consent application Appendix 2a Architecture Plans)



Figure 2 View From Brecon Street (source : consent application Appendix 2a - Piazza & Streetscape_ Structure Visuals)

INTRODUCTION

BACKGROUND AND SCOPE

This urban design peer review has been undertaken as an independent appraisal of the UDA submitted with the application for resource consent of a hotel complex at 23 Brecon Street, Queenstown. The review has been prepared by Edward Jolly of Jasmax Architects on behalf of Queenstown Lakes District Council.

This review provides an opportunity to consider the proposal in terms of best practice urban design and to determine whether the method applied and conclusions reached in the submitted UDA are accurate and consistent.

I have been involved in a previous application for this site (2016-2017 application). At that time I attended a number of pre-application meetings and workshops with QLDC planners, the applicant and their consultants. Since my previous involvement the applicant has revised the proposal which have included significant changes to the building design and surrounds including reducing height of buildings and changes to adjacent streetscape proposals. This peer review focuses on the UDA provided within the current resource consent application: RM180507.

I have visited the site and I am familiar with the surrounding context as it relates to the proposal.

I have been involved in the resource consent application for the Skyline Gondola and other developments on Brecon Street and am familiar with the wider urban context.

ASSUMPTIONS

- This review is based on design perspective and urban design effects and does not provide a specific focus to the planning process or development viability perspective.
- I understand Mr Ian Munro the author of the UDA is a trained planner and has provided his expertise in planning along side his urban design expertise in his review. I am not a trained planner and hence this peer review focuses on the urban design aspects of the assessment. Therefore in the preparation of this peer review I have taken advice from QLDC planners to determine specific accuracy and appropriateness of the RMA

(planning) aspects of the UDA.

- The application is considered in the context of the Operative District Plan (ODP) - Change 50 (PC50)which enables significant increase in development potential within and surrounding the site.
- The land swap of the existing Cemetery Road and land identified for the proposed Lakeview Lane has been agreed but is contingent on resource consent.
- This review does not cover Heritage Values associated with the Queenstown Cemetery as they are out of scope of an UDA. However the peer review does consider amenity effects on the cemetery as a result of the proposal.
- I understand that adjoining landscape as referred to in the ODP is considered to mean: all publicly accessible open spaces except streets.
- A new stone wall along the cemetery boundary and the application site will be constructed as part of the application and design of Lakeview Lane.
- That the adjacent Holiday Park's manager's cottage currently remains in private ownership and the land is not converted into publicly accessible open space.
- This review is limited to the information provided by the applicant in the consent application and restricted to documents and drawings listed below.

DOCUMENTS RECEIVED AND CONSIDERED IN THIS REVIEW

The following documents and drawings which have been supplied by the applicant have been considered in this review.

Documentation:

Resource Consent Application and AEE: Proposed Visitor Accommodation and Commercial Activities at 34 Brecon Street, Queenstown - Mitchell Daysh (May 2018) and appedicies including:

- AEE appendix 2b Sustainable Design Opportunities Warren and Mahoney (April 2018)
- AEE appendix 2a Architectural Design Report, drawings, plans and elevations Warren and Mahoney (April 2018)

- AEE appendix 11 UDA; Hotel Development at 34 Brecon Street, Queenstown - Ian Munro (April 2018)
- AEE appendix 7 Suggested Conditions of Consent - Mitchell Daysh (May 2018)
- AEE appendix 12 Heritage Impact Assessment
 Queenstown Cemetery Origin Consultants
 (March 2018)

S92 response - Attachment 1 - visual sims from Brecon St and edge of Ben Lomond reserve.

S92 response - Attachment 2 - additional shading diagrams.

Sketches: Proposed Carparking Plan and New Road Layout plans - author unknown, (July 2018)

Further to the documents provided by the applicant this review has also considered:

Queenstown Lakes District Plan

The New Zealand Urban Design Protocol, Ministry for the Environment (2005)

Crime Prevention Through Environmental Design, Ministry for the Environment (2005)

RM170834 - Notification Decision QLDC (Jan 2018)

Landscape Assessment - Richard Denny QLDC (June 2018)

URBAN DESIGN ASSESSMENT FRAMEWORK

APPROACH TO THE PROPOSED ASSESSMENT FRAMEWORK

The UDA takes an approach to establish an assessment framework that focuses on the built form provisions in the operative district plan (PC50). My brief for this peer review was to consider a similar assessment approach focusing on the district plan provisions.

I consider this as an incomplete UDA and a narrow view that focus's on the plans rules and assessment criteria but does not adequately cover boarder urban design considerations. Considerations such as those identified in the New Zealand Urban Design Protocol; (The seven essential design qualities that together create quality urban design including context; connectivity and character which are commonly used in UDA.)

However, I understand this approach was taken to assist the assessment of effects for a notification and the planning determination and hence the UDA is therefore appropriately focused on the operative plan and particular the urban design matters identified in section 10.10 of the District Plan in relation to the PC50 Lakeview Sub-Zone.

RELEVANT DISTRICT PLAN PROVISIONS.

The district plan previsions relevant to an UDA are:

Controlled Activities

10.6.3.2

(ii) - Verandas

(iv) - Visitor Accommodation in respect of:

- (a) Building external appearance
- (b) Setback from internal boundaries
- (c) Setback from roads
- (d) Access
- (e) Landscaping
- (f) Screening of outdoor storage and parking areas.
- (g) The location of buildings
- (h) The location, nature and scale of activities on

site

(i) The location of parking and buses and access Note: (j) (k) are not relevant to the UDA.

(vi) – Buildings located in the Lakeview sub-zone in respect of:

- (a) Design, appearance, landscaping signage (which may include directional street maps), lighting, materials, colours and contribution to the character of the streetscape; and
- (b) The extent to which outside storage areas and outside parking areas are screened from view from public places;
- (c) The extent to which any fences, walls, landscaping forward of the front of buildings provide visual connections between any building and adjoining public spaces;
- (d) Urban design principles (contained in the assessment matters at 10.10.2);
- (e) The provision of pedestrian links through the sub-zone and between public spaces / reserve areas.
- (f) The provision of services.
- (g) With respect to buildings that provide for residential activities, the extent to which the design provides for a mixture of unit sizes and numbers of bedrooms to promote housing diversity.
- (h) The extent to which the design and setback of buildings erected at 34 Brecon Street and/or the Lakeview Camping Ground mitigates any adverse effects on the heritage values of the adjoining Queenstown Cemetery.

Site Standards

10.6.5.1

(xi) - Building and façade height

- (d) In the Lakeview sub-zone, the maximum building height shall not exceed the height limits specified on Figure 3: Lakeview sub-zone Height Limit Plan. (Figure 3 specifies a maximum building height of 15.5m for the site)
- (f) In the Lakeview sub-zone the maximum building height limits specified on Figure 3: Lakeview sub-zone Height Limit Plan may be exceeded by the

use of a roof bonus which provides for additional height of 2m above the specified maximum height. The following additional controls apply to the application of the roof bonus:

- (i) The roof bonus shall not enable an additional floor to be erected.
- (ii) The roof bonus may be incorporated into the space of the upper-most floor level permitted by the maximum building height rule.
- (iii) Where the roof bonus is utilised no additional structures (including lift shafts) or plant or equipment shall be accommodated on top of the roof.
- (iv) In the case of 34 Brecon Street (legally described as Lot 1 DP 27703) and which forms part of the Lakeview subzone any roof bonus shall be limited to 2m in height and shall not exceed 40m2 in area and any roof bonus shall be located a minimum distance of 10 metres off adjoining road boundaries and 17 metres off the adjoining Queenstown Cemetery boundary.

(xiv) – Active frontages in the Lakeview sub-zone

- (a) Buildings shall contribute to the enhancement of the appearance of the Lakeview sub-zone and retail activities by:
 - a. Providing at least 5m of the frontage width or 80% of the frontage width, whichever is greater, of clear glazing (or equivalent);
 - b. Being capable of use for displaying goods and services to passing pedestrians;
 - c. Not having painted, covered or otherwise altered clear glazed areas so as to render them ineffective in achieving the purpose of this rule;
 - d. Having a minimum ground floor internal floor to floor height of 4m above ground level
 - e. Having a minimum ground floor internal depth of 8m from the active frontage.

Assessment matters

10.10.2

(i) - Building height and site coverage

- (a) Whether any earthworks have been carried out on the site prior to the date of notification, 10 October 1995, that have lowered the level of the site.
- (b) Whether there are rules requiring the site to be built up.
- (c) With regard to proposals that exceed one or more zone standard(s) and for the Lakeview sub-zone and the Isle Street sub-zones proposals that exceed site standards 10.6.5.1 (xi) and 10.6.5.1(i)(d), (e) and (f) whether and the extent to which the proposal will facilitate the provision of a range of Residential Activity that contributes to housing affordability in the District.
- (d) The extent to which any height infringement to the height limits specified on Figure 3: Lakeview sub-zone Height Limit Plan will:
- (i) adversely affect the visual quality and amenity values of the adjoining landscape;
- (ii) adversely affect the heritage values of the adjoining Queenstown Cemetery; and
- (iii) adversely affect outlooks from within the 'Square' identified within Figure 2: Lakeview subzone Structure Plan.

Note: Assessment matter 10.10.2(i)(c) provides guidance as to the circumstances where resource consents shall be assessed against the objective and policies of 4.10.1 of the District Plan.

(iii) - Controlled Activities Rules 10.6.3.2(vi) Buildings - Queenstown Town Centre Lakeview sub-zone

Urban Design Principles (refer Rule 10.6.3.2(vi)(d))

- (1) Public Spaces
 - The design of buildings fronting parks and the Square contribute to the amenity of the public spaces.
 - The design of buildings at 34 Brecon Street or the Lakeview Camping Ground are compatible with the setting of the adjoining Queenstown Cemetery.
- (2) Street Edges (including Active Frontages)
 - Built form contributes to providing a high quality, spatially well-defined and contained



streetscape and associated urban amenity.

- Visual interest is provided through a variety of building forms and frontages in terms of footprint, height and design.
- Buildings should avoid blank walls which are visible from public spaces.
- Where provided, car parking is accessible and does not dominate the streetscape.
- Buildings and streetscape design comply with CPTED principles.
- (3) Sustainable Buildings
 - The adoption of sustainable building design principles using sustainable materials, passive and active solar energy collection (where this is workable), water conservation techniques and/or, grey water recycling.
- (4) Landscaping
 - (i) Planting and landscaping is designed to:
 - · Maintain access to winter sun.
 - Integrate site landscape design with the wider context.
 - Comply with CPTED principles.

(v) - Controlled Activity - Verandas

Conditions may be imposed to ensure:

The external appearance, of verandas avoids or mitigates adverse effects on:

- neighbouring buildings and verandas
- the extent to which the veranda effects the use and enjoyment of the streetscape
- the appearance of the building.

PROPOSED UDA FRAMEWORK

The following is a summary of the "Assessment Framework" established in the UDA, is the focus of this peer review. I have added additional aspects in **bold** where necessary.

The UDA¹ uses the following assessment framework:

- a. The extent to which the design and setback of buildings erected at 34 Brecon Street and/or the Lakeview Camping Ground mitigates any adverse effects on the heritage values of the adjoining Queenstown Cemetery (no assessment matters for new buildings generally, but 10.6.3.2(vi)(h)) and is otherwise compatible with the setting of the cemetery (10.10.2(iii)(1)). These matters are:
 - 10.6.3.2(vi)(h) "The extent to which the design and setback of buildings erected at 34 Brecon Street and/or the Lakeview Camping Ground mitigates any adverse effects on the heritage values of the adjoining Queenstown Cemetery."

Ano

- 10.10.2(iii)(1) (first bullet point) "The design of buildings fronting parks and the Square contribute to the amenity of the public spaces", and (second bullet point) "The design of buildings at 34 Brecon Street or the Lakeview Camping Ground are compatible with the setting of the adjoining Queenstown Cemetery."
- b. A high-quality streetscape and associated urban amenity is achieved, including verandahs and the management of parking and access (including for buses or coaches), that provides visual interest, avoids blank walls, and complies with CPTED principles (10.10.2(iii)(2), and 10.10.2(v). These matters are:
 - 10.10.2(iii)(2) "* Built form contributes to providing a high quality, spatially welldefined and contained streetscape and associated urban amenity.
 - * Visual interest is provided through a variety of building forms and frontages in terms of footprint, height and design.
 - * Buildings should avoid blank walls which are visible from public spaces.
 - * Where provided, car parking is accessible and does not dominate the streetscape.
 - * Buildings and streetscape design comply with CPTED principles."

And

- 10.10.2(v) "The external appearance, of verandas avoids or mitigates adverse effects on:
- * neighbouring buildings and verandas
- * the extent to which the veranda effects the use

¹ AEE appendix 11 Urban Design Assessment page 8 Sec 3.4

and enjoyment of the streetscape

- * the appearance of the building."
- c. Sustainable building design principles should be adopted (10.10.2(iii)(3)). This matter is:
 - 10.10.2(iii)(3): "The adoption of sustainable building design principles using sustainable materials, passive and active solar energy collection (where this is workable), water conservation techniques and/or, grey water recycling."
- d. Landscaping should maintain access to winter sun, integrate the site into the wider context, and comply with CPTED principles (10.10.2(iii)(4)). This matter is:
 - 10.10.2(iii)(4): "Planting and landscaping is designed to:
 - * Maintain access to winter sun.
 - * Integrate site landscape design with the wider context.
 - * Comply with CPTED principles."
- e. Additional height should maintain the visual quality and amenity values of the adjoining landscape, heritage values of the adjoining cemetery, and outlook from the 'square' identified in PC50 (assessment matter 10.10.2(i)(d)). This matter is:
 - 10.10.2(i)(d): "(i) adversely affect the visual quality and amenity values of the adjoining landscape;
 - (ii) adversely affect the heritage values of the adjoining Queenstown Cemetery;

and

- (iii) adversely affect outlooks from within the 'Square' identified within Figure 2:Lakeview subzone Structure Plan."
- f. Additional height should contribute to PC50's planned larger-scale bulk and scale along the backdrop of the historic town centre to preserve its townscape values, and also achieve a coherent building line along the base of Ben Lomond; and should be appropriate in regard to neighbouring properties in terms of amenity values including shading and privacy (no assessment matters identified, but a key intent

of the Lakeview sub-zone Height Limit Plan, 10.1.3(2), policy 2.2, and 10.2.4(3), policy 3.10)

URBAN DESIGN ASSESSMENT PEER REVIEW

THE EXTENT TO WHICH THE DESIGN AND SETBACK OF BUILDINGS ERECTED AT 34 BRECON STREET AND/OR THE LAKEVIEW CAMPING GROUND MITIGATES ANY ADVERSE EFFECTS ON THE HERITAGE VALUES OF THE ADJOINING QUEENSTOWN CEMETERY.

Heritage Values

I agree that in terms of heritage effects on the Queenstown Cemetery the urban design assessment is not best to undertake assessment of effects on the historic heritage of the Queenstown Cemetery. The 'heritage' assessment should be addressed by qualified experts in Heritage Impact Assessments and management.

However I also agree that the UDA can provide a useful assessment of amenity and built form effects of the proposed development in relation to the Queenstown Cemetery.

In terms of the amenity and built form effects the key considerations I consider appropriate and as discussed in the UDA relate to:

- a) Amenity benefits and dis-benefits of the public or private interface between the cemetery and the development.
- b) Scale and size of the buildings proposed in relation to their potential visual dominance on the cemetery.
- c) Setbacks between the cemetery and the development.
- d) Privacy effects due to the development over looking the cemetery.
- e) Crime prevention through environmental design (CPTED) effects of the development on the cemetery.
- f) The overall visual interest and architectural quality of the proposal in relation to views from the cemetery.

The following are the peer review findings in relation to the UDA on the urban design effects of the proposal on the cemetery:

Lakeview Lane:

· It is understood that the Lakeview Lane land

swap has been agreed and there will be a 20m wide proposed street corridor between the cemetery and the proposed development. The street design consists of a two way road carriageway, on street car and coach parking, pedestrian footpaths, street tree plantings and a stone wall along the cemetery boundary.

- I consider the introduction of the street in this location will be beneficial to the cemetery as it will provide a public boundary interface rather than a private interface if there were no street proposed. I consider the benefits of the public interface include:
 - Practical considerations such as providing public parking for visitors to the cemetery and potential means of access into the cemetery grounds for pedestrians.
 - 2. The street provides a 'public domain' context along the lower southern boundary to the cemetery contributing to the overall sense of place of the area.
 - 3. The street provides separation or 'breathing space' between the cemetery and private development.
 - 4. The street provides a public address to the cemetery, and improvement to the setting of the cemetery in terms of street level amenity.
- Overall I consider the effects of the street interface with the Queenstown Cemetery will be positive from an urban design perspective.

Visual dominance of buildings on the cemetery:

- The UDA provides some detail in the comparison between the proposed 23m high building setback 20m and a theoretical 15.5m high building on the boundary of the cemetery and merits of each in terms of visual dominance on the cemetery.
- I consider it is reasonable to assume that from a purely building massing (bulk and location) perspective there is merit in the argument that the proposed development set back 20m will have less visual dominance than a 15.5m building on the boundary especially for view locations within the first 25m of the cemetery site.

• It is also reasonable to assume that as you move further into the cemetery site the proposed buildings will be more visible than an alternative 15.5m high built form of the boundary edge. It is important to consider that from this location the separation distance of the building at 50-60m the effect of the visual dominance is reduced due to the separation and distance from the development and features such as trees and walls within the streetscape and cemetery.

Therefore I consider that from purely a bulk and location / visual dominance perspective the effects of the proposed development would be minor or less than minor from an urban design perspective in comparison to a 15.5m high building located on the cemetery boundary.

Building set backs:

- However the issue of visual dominance is also tied to the issue of setback. In this case the setback is critically important in managing the built form effects of any PC50 developments on the cemetery. I consider that the 20m proposed setback in this development is useful in this regard.
- However it is possible that a building at a height of 15.5m building which is setback 10m from the cemetery boundary (for example) would potentially have less visual dominance effects than a theoretical 15.5m building at the boundary or the proposal of 23m high buildings setback 20m from the boundary especially from the closer view locations (within 25m) of the cemetery site.
- The effect of the 20m setback as proposed will be positive. However when considering the combined visual dominance and setback issues it maybe possible to develop a 15.5m high building set back from the cemetery but closer to the cemetery boundary than the proposal which will have less visual dominance effects than the proposed 23m high building setback 20m.
- However I consider that a 15.5m high building located with an approximate 10m setback would also incur negative visual dominance effects to a certain degree. It is therefore reasonable to assume that visual dominance effects are anticipated in PC50 from view locations in the

Queenstown Cemetery.

Overall I consider that a building of 23m high setback 20m as proposed will not result in overly intrusive visual dominance effects that are greater than what is anticipated in PC50 Lakeview. In my opinion the combined setback and visual dominance urban design effects of the proposed buildings on the cemetery will be minor.

Privacy effects on the cemetery:

- In terms of privacy effects on the cemetery I consider it is also reasonable to assume that there will be a loss of privacy in the cemetery due to development in Lakeview. I consider that this effect was anticipated in PC 50 Lakeview and to some degree is an expected outcome.
- The UDA states that the setback proposed will reduce the loss of privacy. I concur with this conclusion as I consider the 20m setback sufficient to offset the effect of the increased height of the buildings proposed in terms of privacy sensitivities from the cemetery.
- I also consider the public amenity and activity in the proposed Lakeview Lane including the planting of street trees and low level planting, and the proposed stonewall along the cemetery boundary will also be beneficial in reducing the loss of privacy.
- I consider that this 'public edge' created through Lakeview Lane is significant in the potential perception of privacy in the cemetery and therefore the conditions leading to the loss of privacy in this area.

I consider there will be a loss of privacy due to the proposal. However to some degree this was anticipated in PC50. I also consider that the proposed public realm interface of Lakeview Lane and the building setback are important in reducing privacy effects. I consider that the overall privacy effects on the Queenstown Cemetery will be less than minor from an urban design perspective.

CPTED considerations for the cemetery:

 I consider that the issue of privacy loss from within the cemetery should be balanced with the opportunity to improve CPTED including passive surveillance through both within the hotel (windows and stairwells) as well as from the street. I also consider the opportunity to reduce potential entrapment issues within the cemetery if alternative access was established of Lakeview Lane.

I consider that the added surveillance from both the proposed development and Lakeview Lane will result in positive CPTED and urban design effects.

Visual interest and architectural quality:

• The UDA describes the visual appearance of the building as seen from the cemetery as a relatively simple and consistent facade with a darker / solid base and exaggerated roof form¹. I consider this approach appropriate and agree that the architectural design successfully balances the visual interest through materials and facade articulation without drawing unwanted attention through materiality and colour from potential visitors to the cemetery.

Overall I consider that the proposal successfully manages the amenity effects from views within the cemetery. I consider that although the visual appearance of the building will result in significant and negative bulk and location / dominance effects the 20m setback proposed, public interface of Lakeview Lane with street amenity including trees and enhanced CPTED outcomes including passive surveillance from the development and street will result in minor or less than minor urban design amenity effects from view locations within the cemetery.

A HIGH A HIGH-QUALITY
STREETSCAPE AND ASSOCIATED
URBAN AMENITY IS ACHIEVED,
INCLUDING VERANDAHS AND THE
MANAGEMENT OF PARKING AND
ACCESS (INCLUDING FOR BUSES OR
COACHES), THAT PROVIDES VISUAL
INTEREST, AVOIDS BLANK WALLS, AND
COMPLIES WITH CPTED PRINCIPLES.

It is understood that the UDA was written before the street design was finalised. This peer review therefore covers both the conclusions reached in the UDA relating to the urban amenity plus a review of the most recently proposed streetscape designs for Brecon Street, Cemetery Road (remaining section) and Lakeview Lane.

The following are the peer review findings in relation to the UDA on the urban design effects of the proposal on the surrounding streetscape as well as additional effects in relation to the latest proposed street designs:

- The UDA identifies the benefit of providing footpaths on both sides of Brecon Street to support the growing demand and importance of Brecon Street as a pedestrian route between the town centre and the Skyline Gondola. I agree that providing footpaths on both sides of the street is important and a positive outcome which responds to the increased pedestrian demand along Brecon Street.
- The proposal for the pedestrian realm along Brecon Street is clearly delineated between sufficient public footpath space and semi-private retail terraces located within the development site. I consider this approach is appropriate and will result in positive public realm outcomes providing choice for passing or visiting pedestrians.
- The proposal also provides a good balance between vehicle parking, street amenity including tree planting and pedestrian footpaths.
- I acknowledge that the most recent plans do not identify where urban comfort elements such as seating, street lighting, rubbish bins or cycle stands will be located. These are important in the overall amenity of the street however I consider that the locations of these elements can be resolved successfully in consultation with QLDC within the public realm layout proposed.

I consider that the overall proposed streetscape will result in appropriate urban amenity that will be active, functional and visually attractive. Overall the streetscape proposals for all three streets, Brecon Street, Lakeview Lane and Cemetery Road will have positive urban design effects.

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BUILT FORM CONTRIBUTES TO PROVIDING A HIGH QUALITY, SPATIALLY WELL DEFINED AND CONTAINED STREETSCAPE AND ASSOCIATED URBAN AMENITY.

The following are the peer review findings in relation to the UDA on the built form effects of the proposal on the surrounding streetscape:

- I consider that the proposal recognises the importance of Brecon Street as a key town centre street. The proposed buildings front onto the street with near continuous active frontage of the ground floor. Street level terraces are proposed for hospitality and retail functions which are separated and set back from a widened public footpath.
- The proposed development will provide good street level activation along Brecon Street with the majority of the ground floor occupied by retail tenancies or hotel entrances. Hospitality terraces are proposed adjacent to the north facing aspect of the buildings along Brecon Street which will contribute to the street scene providing activation and social interaction and positive outcomes. The retail units although not strictly at the depth that meets the District Plan provisions² will be successful in that they are double sided and activate both the street and the publicly accessible internal courtyard.
- I consider the development will be a significant generator of pedestrian activity within the public realm. The positive benefit of this will be the support and activation of Brecon Street between the proposal and the town centre in particular
- The UDA discusses the relatively inactive ground floor to both Lakeview Lane and Cemetery Road providing the rationale that these are more functional with vehicle access to the underground car park and servicing functions respectively. The UDA also identifies the strategy to not activate the ground floor of Lakeview Lane as a consideration to support the sensitivity and privacy of the cemetery adjacent. I support this approach and agree that it is appropriate to focus round floor activity along Brecon Street and to provide more passive interfaces with Lakeview

Lane and Cemetery Road.

- I consider the proposed strategy to locate vehicle entrance/service access on secondary streets (Cemetery and Lakeview) rather than from the primary pedestrian streets (Brecon) is good practise. I acknowledge that the ultimate use of the Cemetery Road is unclear in consideration to potential future development on the adjacent Lakeview site however it is a reasonable assumption to provide a service entry in this location and to treat the street as a minor access route.
- In terms of shadows created from the proposed development on Brecon Street I consider that the effects on the public realm will not be significant as the aspect is generally north facing. The proposal will cast shadows on the street in mid to late afternoon³ however this would also occur with a building of 15.5m high and hence some shadowing of Brecon Street can be anticipated in this location. I consider the shadowing effects on Brecon Street will be less than minor.
- I consider shadowing effects on Cemetery Road and the remaining apartments within the Camp Ground to the west as well as the eastern end of Isle Street and the Holiday Park's manager's cottage to the south of the proposed development will be significant. However I consider that shadowing effects of a 15.5m high building in the same location would also be significant and hence it is reasonable to conclude that shadowing to some degree of sites to the west and south of the application site is anticipated in PC50. Overall I consider that additional shadowing resulting from the proposed buildings will result in less than minor urban design effects.
- The scale and height of the building and its visual presence when viewed from Brecon Street will be significant. However I consider this is anticipated in PC50 and that a similar effect would result from a building with a height of 15.5m along the Brecon Street edge. I consider it is good urban design practise to not provide a set back along the Brecon Street boundary such that the built form provides a strong frontage and

³ AEE appendix 2a Key Views and Shadow Diagrams



- containment of the street and to enable active street edges and social interaction at street level.
- I also consider the exaggerated roof form is a
 useful architectural technique with the subtle
 pitch of the roof form (upper two stories of the
 building) into the site. I consider this will result
 in the appearance of a lower building height
 hen standing at the Brecon Street level and this
 would result in a similar effect of a 15.5m building
 in this location.
- I consider the conclusions reached in the UDA⁴ that the proposed discontinuous building mass with a combination of solid and void, strong facade articulation, horizontal and vertical modulation of the building form etc are also positive contributions to the streetscape.

In general I consider that the proposed built form contributes positively to the streetscape particularly along Brecon Street. I consider the most recent proposal for Brecon Street will enhance and support existing connectivity along he street between the town centre and the Gondola.

Overall I consider the urban design effects on the amenity along Brecon Street will be positive and minor or less than minor for Lakeview Lane and Cemetery Road.

VISUAL INTEREST IS PROVIDED THROUGH A VARIETY OF BUILDING FORMS AND FRONTAGES IN TERMS OF FOOTPRINT. HEIGHT AND DESIGN.

The following are the peer review findings in relation to the UDA on the urban design visual interest effects of the proposal:

- The UDA identifies a variety of materials and finishes proposed including stone, concrete panels and bronze coloured metal roofing. I agree that the strategy of providing a distinct base, middle and top proportions of the building through the use of materials (and facade articulation) will add positively to the visual interest of the built form.
- I also agree that the four proposed buildings will appear similar and it would be beneficial for northern most two buildings (adjacent to

- Lakeview Lane and Cemetery Road) to be of a darker finished material than those along Brecon Street to provide greater depth and diversity in the visual appearance of the built form. I therefore agree with the proposed condition put forward in the UDA in regard to this matter.
- The UDA describes the stepping of floor plates in line with the natural slope of the underlying topography. I agree that this is successful with multiple steps in the ground floor particularly up Brecon Street. However I consider the stepping of the built form mass is less successful resulting in a relatively level roof height overall.
- I consider that the south, west and north elevations show a limited stepping in the roof height of the buildings. The lack of roof line modulation is especially apparent along the Lakeview Lane and Cemetery Road where built from is at a consistent height and is not relative to the slope of the land. However I am not convinced that this would suggest a lowering of the building heights to introduce stepped form. The roof line of all buildings are well articulated through the rhythm created between the dormer window boxes and the sloping mansard style roof form and I consider this goes someway to offset the visual interest effects of the level roof heights. Overall I consider the urban design effects of the relatively level roof form will remain minor or less than minor.
- In terms of building height the UDA describes the breaking down of the mass with a series of voids, setbacks, recesses and modulation as important mitigation for the height of the building proposed. I agree that the built form mass and height needs to be broken down to mitigate the overall scale of buildings. I consider that the proposed buildings include a variety of forms and diversity of voids, setbacks and recesses which combine in a comfortable level of building modulation and is successful in breaking down the overall scale of the buildings. I also agree that the proposed facade design of the buildings provide a balance of vertical and horizontal rhythms resulting in visually attractive and varied buildings and will contribute to the visual interest of the buildings from view points on surrounding streets and particularly along Brecon Street.

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In summary the proposal will be an appropriate outcome that provides good visual interest through the modulation and articulation of the facade and through the choice of materials and architectural detailing.

In general the visual interest effects of the additional height sought above the operative DP height limit is appropriately addressed in the proposal from the surrounding streets and spaces. The buildings will have appropriate levels of visual interest along all facades although the Brecon Street facade will perform better in this regard to the north, west and south facades.

WHERE PROVIDED, CAR PARKING IS ACCESSIBLE AND DOES NOT DOMINATE THE STREETSCAPE.

The following are the peer review findings in relation to the UDA on the urban design effects of proposed carparking:

- The underground car parking proposal is supported and will minimise the effects of vehicle parking on the public realm. I agree with the UDA that the underground carpark entrance is appropriate located on a secondary street (Lakeview Lane) rather than the primary (Brecon Street) edge to reduce the effects of vehicle driveway access across high pedestrian volume footpaths.
- I consider that the underground carparking entrance at the ground floor of the building on its northern facade is appropriate and any conflicts with the activation of the ground floor of this building will result in less than minor effects. I agree that it is appropriate to provide a lower level of activation on this street edge in respect of the sensitivities of the cemetery opposite is appropriate. I consider that an active retail edge in this location could become a pedestrian destination that results in reverse sensitivity effects on the privacy and character of the cemetery.
- The introduction of parking on Lakeview Lane is positive as this will help to activate the lane as a public space, provide additional opportunities to park and visit the adjacent cemetery and aid in removing parking conflicts with other users on

Brecon Street including pedestrians and cyclists.

I agree with the UDA that the pull in bus park is an appropriate urban design outcome and an alternative porte-cochere would result in negative outcome on the streetscape.

In summary I concur with the UDA that the proposal will result in generally positive urban design effects relating to vehicle parking. In particular the on street coach drop-off and 5min parking on Brecon Street is supported. The effects of the underground carpark access on Lakeview Lane will result in less than minor urban design effects.

BUILDINGS AND STREETSCAPE DESIGN COMPLY WITH CPTED PRINCIPLES.

The following are the peer review findings in relation to the UDA on the CPTED effects of the proposal:

- In general it is reasonable to assume that a hotel in this location with multiple levels of guest rooms over looking the surrounding streets and spaces will result in high levels of passive surveillance on the public realm.
- I agree with the UDA that the active street edge on Brecon Street with retail and hotel entrances will also enhance the passive surveillance of the adjacent streetscape. I consider that the absence of an active edge on the north, west and south facades will result in lower levels of passive surveillance however the significant quantum of guest rooms above street level will result in appropriate levels of surveillance in these locations.
- I consider that the publicly accessible courtyard does not raise any particular CPTED issues as it has multiple entries and exits that will be available night and day as well as surveillance from upper floors (as discussed above) and overall I consider the space will avoid entrapment scenarios.
- I agree with the UDA that the on site presence of hotel staff will contribute to improved personal security in and around the proposal and improve the overall CPTED of the area.
- One particular aspect of the proposal which is particularly relevant to CPTED principles is

the proposal to provide public spaces with high quality materials and designs. It is considered that high quality public realm design that is well managed generally deters criminal activity.

Overall I agree that the proposal will result in a high standard of CPTED. In particular the ground floor activation on Brecon Street and the passive surveillance created from guest rooms on upper floors over looking surrounding spaces will be effective. I consider the absence of active ground floor activation on the north, west and south facades will result in less than minor effects relating to the passive surveillance of adjacent public spaces and streets.

THE EXTERNAL APPEARANCE,
OF VERANDAS AVOIDS OR
MITIGATES ADVERSE EFFECTS ON:
NEIGHBOURING BUILDINGS AND
VERANDAS, THE EXTENT TO WHICH
THE VERANDA EFFECTS THE USE AND
ENJOYMENT OF THE STREETSCAPE
AND THE APPEARANCE OF THE
BUILDING.

The following are the peer review findings in relation to the UDA on the urban design effects of street verandahs proposed:

- The individual "awnings" or 'small canopies" as proposed are useful in providing good legibility to building entrances and hospitality terraces. I agree with the UDA⁵ that the canopies provide visual interest and are well integrated into the facade design.
- I also agree withe UDA that a comprehensive continuous street canopy is not necessary as the site does not have direct connection with adjacent sites and hence there is no real rational for a integrated continuous street veranda across developments. I also consider the massing approach to provide voids between building facing Brecon Street is important to break down the mass of the building and a continuous street verandah would conflict this approach.
- In terms of Lakeview Lane and Cemetery Road I do not consider that the anticipated use of

these streets will result in significant pedestrian volumes to suggest weather protecting canopies are required. I consider that it is reasonable to assume that the wider Lakeview pedestrian movement hierarchy will provide alternative covered routes with adequate all weather protection for pedestrians. Therefore I consider the absence of canopies on Lakeview Lane and Cemetery Road will result in less than minor urban design effects.

In summary I do not consider continuous street verandahs are necessary along Brecon Street and the approach to provide awnings adjacent to retail premises and building entrances is an appropriate response. I consider that the absence of weather protection on Lakeview Lane and Cemetery road is appropriate and the overall urban design effects in relation to the provision of street verandahs will be less than minor.

ADDITIONAL HEIGHT SHOULD MAINTAIN THE VISUAL QUALITY AND AMENITY VALUES OF THE ADJOINING LANDSCAPE, HERITAGE VALUES OF THE ADJOINING CEMETERY, AND OUTLOOK FROM THE 'SQUARE' IDENTIFIED IN PC50

The issue of the urban design effects on the amenity in regard to heritage values of the cemetery have already been covered in this peer review and therefore this section will focus on the visual effects from the adjoining landscape including those from within the cemetery.

I agree with the UDA that the proposed 'Lakeview Square' is at the western end of the Lakeview PC50 development area and it is not likely the proposal will be visible from this location and therefore it is not covered in the review assessment.

In terms of surrounding adjoining landscape I understand this to mean⁶ all publicly accessible open spaces excluding streets and in this case includes the Queenstown Cemetery, the Recreation Grounds and Memorial Hall, the Queenstown Gardens, the lake front and Ben Lomond Reserve. Views from these locations were discussed in

⁵ AEE appendix 11 Urban Design Assessment page 17

⁶ For the purposes of this review QLDC planning staff have provided the following definition on adjoining landscape:

pre-application meetings (for the 2016 / 2017 application) and it was agreed that these were a satisfactory representation of surrounding landscape and which also aligned with PC50 analysis.

The visual effects from the proposal have been identified in the Landscape Assessment prepared by Mr Richard Denney. In summary with Mr Denney's conclusions7 are:

- 1. As viewed from Gorge Road (Memorial Hall and Recreation Grounds) the increased building height would result in a slight increase in blocking views from the back drop of surrounding mountains and have only a slight to negligible adverse effect.
- 2. The cemetery is a sensitive site in terms of building height and increasing enclosure and potential disconnect from the landscape.
- 3. The zone anticipates a building frontage onto the cemetery of up to 15.5m and therefore a degree of reduction of views and increased spatial enclosure is expected.
- 4. From viewpoint B at 75m distant and slightly up slope the roof line would breach building height anticipated by the height control. The breach would have minimal effect on views of the Remarkables and adverse effects on views and visual amenity would be negligible.
- 5. From viewpoint C at the high edge of the cemetery and adjacent to the walk and cycle trail up the slope at a distance of 140m the breach would be more apparent..... Views of the Remarkables would however remain dominant overall. The increased height would slightly accentuate a sense of enclosure to the cemetery...... I consider the visual amenity and quality would be adversely effected to a slight to moderate degree.

The following are the peer review findings in relation to the UDA on the urban design relating to the effects of 'additional height' on adjoining landscapes:

Views from within the Cemetery (view A,B):

I agree with both UDA and the Landscape Assessment that the additional height of the proposal will have minimal additional visual and

- amenity effects from the closer views A and B8. I consider that it is reasonable to assume that PC50 anticipated loss of views from within the cemetery and although a 15.5m building on the edge would block more of the view than the proposal I consider it is also reasonable to assume that a 15.5m high building setback (to a nominal distance) within the site would also reduce the view to the surrounding landscape with effects that could be similar to the proposal.
- I consider that from view point B in particular the buildings will reduce the visibility of the distant landscape of the Remarkables and Cecil Peak however the building will not screen or block views entirely to the external landscape.
- I also consider from an urban design perspective that the loss of an external landscape view is in this case offset to a certain extent by the visual quality of the proposed building. I consider that a building that exhibits a lower level of visual interest could result in moderate to high adverse effects in regard to views from the cemetery.

Overall I consider the urban design effects from view points A and B within the cemetery can be considered less than minor when considering the proposed additional height of buildings proposed.

Views from Queenstown Gardens and the lake front (view 6,7,8)

From the distant view points of the Queenstown Gardens9 and the lake front I consider that the additional height sought will not result in significant urban design effects. The building may be visually apparent initially but will be consistently viewed to comfortably fit with the anticipated development within PC50 and over time as surrounding development is completed the development will not be conspicuous from these locations.

I consider that from these view points in the shorter term and until surrounding development has taken place that the urban design effects will be minor. After which effects will be negligible.

Views from The Recreation Centre and Memorial Hall (view 9):

Landscape Assessment Richard Denney 25 June 2018

AEE appendix 2a Architectural View Points. (A & B)

AEE appendix 2a PC 50 Key Views 6,7,8.

- I agree with the UDA that the most prominent distant view of the proposal will be from the Memorial Centre and the scale of the buildings will be obvious. I consider that from this location¹⁰ the backdrop will predominately the landscape of Ben Lomond rising to the north.
- As the site occupies the upper boundary to PC 50 I consider that the softening of the development from future surrounding PC50 development will be less effective than from the Queenstown Gardens and lake front views.
- I consider that the view from the Recreation Ground and from he Memorial Hall the modulation and articulation of the buildings at this distance will be less effective in mitigating the building height. However the majority of the building (roughly the lighter coloured mid section as shown in view 9) would also be apparent in a similar 15.5m high building form this location.

Therefore I consider the urban design effects of both a 15.5m high building and a 23m high building will be moderate to minor as viewed from this location. However in terms of additional height specifically, I consider the urban effects will be minor to less than minor

Views from Ben Lomond / cemetery boundary (view C):

- The UDA does not specifically consider the additional view (C) in the assessment however it is covered in the Landscape Assessment.
- The view is taken from the cycle trail at the base of Ben Lomond reserve (at the northern boundary of the cemetery). From this view point the additional height is the most prominent of all views from the cemetery. However the distance from the building is substantial (approximately 140-150m) and the view contains significantly more of the back ground landscape, the cemetery in the foreground and adjacent sites including Brecon Street and other PC50 development sites.
- I consider that from this view point the distance is a critical factor and urban design effects of the additional height will therefore be minor to less than minor.

In summary the proposed height of buildings will be significantly greater than existing development in the Queenstown townscape. The buildings will be seen a number of locations however the prominence and effect of the building will most likely soften over time as development with the surrounding PC50 sites is established. I also consider that PC50 has anticipated buildings of scale and height in this location although not to the extent proposed. I consider the additional height proposed is significant but on balance will lead to urban design effects ranging from minor to negligible.

CONCLUSIONS

CONCLUSIONS

The following is a summary of the peer review findings in relation to the UDA and additional conclusions reached.

- From a bulk and location perspective the visual dominance of the proposed development will result in minor to less than minor urban design effects on the amenity of the cemetery in comparison to a 15.5m high building located on the cemetery boundary.
- It is reasonable to conclude that a building of 15.5m high setback from the cemetery boundary will have less visual dominance effects than a 15.5m high building on the boundary edge or the proposed 23m high building setback 20m particularly for closer views.
- However overall I consider that a building of 23m high setback 20m as proposed will not result in overly intrusive visual dominance effects when considering potential built form outcomes anticipated in PC50.
- In my opinion the combined setback and visual dominance urban design effects of the proposed buildings on the cemetery will be minor.
- I consider there will be a loss of privacy due to the proposal. However to some degree this was anticipation in PC50 and I consider Lakeview Lane and the proposed building setback are important in reducing privacy effects. I consider that the overall privacy effects on the Queenstown Cemetery will be less than minor from an urban design perspective.
- I consider that the overall proposed streetscape will result in appropriate urban amenity that will be active, functional and visually attractive. Overall the streetscape proposals for all three streets, Brecon Street, Lakeview Lane and Cemetery Road will have positive urban design effects.
- In general I consider that the proposed built form contributes positively to the streetscape particularly along Brecon Street. Overall I consider the urban design effects on the amenity along Brecon Street will be positive and minor or less than minor for Lakeview Lane and

Cemetery Road.

- The proposed buildings will provide good visual interest through the modulation and articulation of the facade and through the choice of materials and architectural detailing.
- In terms of the design response of the proposed buildings and the sloping land form I consider that the south, west and north elevations show a limited stepping in the roof height. However I am not convinced that this would suggest a lowering of the building heights to introduce stepped form.
- The roof line of all buildings are well articulated through the rhythm created between the dormer window boxes and the sloping mansard style roof form and I consider this goes someway to offset the visual interest effects of the level roof heights. Overall I consider the urban design effects of the relatively level roof form will remain minor to less than minor.
- The proposal will result in generally positive urban design effects relating to vehicle parking.
 The effects of the underground carpark access on Lakeview Lane will result in less than minor urban design effects.
- The proposal will result in a high standard of CPTED. In particular the ground floor activation on Brecon Street and the passive surveillance created from guest rooms on upper floors over looking surrounding spaces will be effective.
 I consider the absence of active ground floor activation on the north, west and south facades will result in less than minor effects relating to the passive surveillance of adjacent public spaces and streets.
- I do not consider continuous street verandahs are necessary along Brecon Street and the approach to provide awnings adjacent to retail premises and building entrances is an appropriate response.
- I consider that the absence of weather protection in the form of street canopies on Lakeview Lane and Cemetery road is appropriate and the overall urban design effects in relation to the provision of street verandahs will be less than minor.

In terms of amenity effects on surrounding landscapes of the proposed additional height I consider:

- The urban design effects from view points A and B within the cemetery will be less than minor when considering the proposed additional height of buildings proposed.
- The urban design effects from the Queenstown Gardens and lake front viewpoints will be less than minor in the shorter term until surrounding development has taken place. After which effects will be negligible.
- From the distant viewpoints the proposed buildings will be most prominent from the Memorial Hall and Recreation Grounds. I consider that this is anticipated to some degree in PC50 with building heights of 15.5m. I consider the urban design effects of both a 15.5m high building and a 23m high building will be moderate to minor as viewed from this location. However in terms of additional height specifically, I consider the urban effects will be minor to less than minor.
- In summary the proposed height of buildings will be significantly greater than existing development in the Queenstown townscape. The buildings will be seen from a number of locations however the prominence and effect of the building will most likely soften over time as development with the surrounding PC50 sites is established.



ARCHITECTS
URBAN DESIGNERS
INTERIOR DESIGNERS

Jasmax Ltd

2 Marston Street Parnell, Auckland 1052 PO Box 6648 Wellesley Street Auckland 1141 +64 9 366 9626

> 74 First Avenue Tauranga 3110 PO Box 14118 auranga Mail Centre Tauranga 3175 +64 7 929 7433

Level 1 Grant Thornton House 215 Lambton Quay Wellington 6011 PO Box 25523 Wellington 6146 +64 4 499 3011

47 Riccarton Road Christchurch 8011 PO Box 8404 Riccarton Christchurch 8440 +64 3 341 1853

www.jasmax.com

APPENDIX 7 - PARKS & RESERVES COMMENT

V2_30-11-16 RM180507

Memo



To: Kenny Macdonald, Senior Planner (Consents), QLDC	
From: Jeannie Galavazi (Parks Planning Manager)	
Date: Thursday, 1 November 2018	
Subject: RM180507: 34 Brecon Street Hotel	

This memo provides feedback from the QLDC Parks and Reserves Department on the Resource Consent application RM180507 for a four building, two hotel proposal at 34 Brecon Street. The proposal is based on a land swap proceeding which would result in construction of a 7 storey hotel set back 20m from the adjacent Queenstown Cemetery Reserve and in close proximity to the Ben Lomond Reserve. The proposal replaces a previous one (RM170834) for the site that was determined to require public notification by an independent commissioner, which was for 468 rooms in buildings up to 9-storeys (27.7m) in height.

The District Plan anticipates 15.5m up to the boundary of the cemetery, whereas the proposal is for a maximum height of 23.2m set back approximately 20m from the cemetery boundary in conjunction with a land swap for a new road.

Executive summary

It is the view of the QLDC Parks Department that should this development proceed as proposed there will be negative short term and some long term impacts on the Queenstown Cemetery and short term effects on the open space and recreation values of the nearby Ben Lomond Reserve. There will also be adverse visual impacts on the Queenstown Memorial Recreation Ground.

The Queenstown Cemetery is one of the oldest reserves in the District. It was established in 1886 with the first burial happening in October of that year. It is a large archaeological site which contains important history about the original inhabitants of the Wakatipu. It is a cultural site of local and regional importance. It remains an active cemetery today and internments are still accepted – since 2011 there have been 64 internments.

Its iconic location above the town with spectacular views across the lake to the mountains make it a popular destination with visitors and locals alike. This setting creates a unique sense of space and contributes to the identity of Queenstown. Queenstown Cemetery has 127 reviews on www.tripadvisor.com with 85% of reviews rating it as an 'excellent' or 'very good' place to visit. The Cemetery as a reserve provides opportunities for passive recreation (picnicking, wandering), commemoration, quiet contemplation and solitude.

The Queenstown Cemetery has extremely high cultural heritage values as it contains historic and current graves, monuments and memorial plantings. These features provide the opportunity to educate the public and visitors to the area about the unique history of the area.

The Ben Lomond Reserve contains many very popular walking trails, ecotours (Ziptrek), the Queenstown Mountain Bike Park. It receives hundreds of thousands of visitors a year and is one of the districts busiest and most popular reserves.

It is important that these reserves and the corresponding values are protected for current and future generations.

Parks and Open Spaces Strategy

The Parks and Open Spaces Strategy 2017 states Cemeteries make a contribution to the open space network through providing areas of localised open space and amenity, as well as heritage sites. Cemeteries are unique in that they provide a relatively unchanging landscape that is protected from development and provide great opportunities to tell the history of the area. They can be a place for quiet respite and often have mature trees that support the biodiversity of the area.

One of the key objectives of the Parks Strategy is that Open Spaces are treasured and protected.

The Queenstown Cemetery is categorised as a Premier Park meaning it has a high level of service, provides a unique experience, meets the needs of both residents and visitors travelling to the District. It may enjoy a particularly advantageous location or contain significant heritage values.

Competing usage demands future growth and visitors projections creates a need for more protection of existing open space. Increased visitor accommodation also puts pressure on reserves. (Parks and Open Spaces Strategy 2016)

Due to its close proximity to the town centre and planned areas of intensification the Cemetery and Ben Lomond Reserve both play an increasingly important role in providing a quality open space experience, whether that is passive or informal recreation, protection of views or relief from the built environment.

The Parks Strategy categorises Ben Lomond Reserve as a Nature Reserve – that provides for informal recreation. They offer diverse recreation opportunities and provide connections with nature.

The additional height beyond the anticipated 15.5m, the domination of the skyline when viewed from the Cemetery, the numbers of rooms that overlook the reserve, the likely increase in traffic movements (particularly coach drop offs, loading zones, taxi stands), construction effects all negatively detract from the Cemetery and Ben Lomond Reserve as discussed further below.

Open Space Zone District Plan Chapter

Stage 2 of the Proposed District Plan includes a new Open Space and Recreation Zone Chapter, which rezones all of QLDC reserve land. Cemeteries and the majority of the Ben Lomond Reserve are zoned Community Purposes Zone which primarily accommodates open space areas that play a significant community function. Both Cemeteries and the Ben Lomond Reserve are subject to subzones which recognise the importance and unique characteristics of these reserves within the Open Space Network.

Ben Lomond and Queenstown Hill Reserve Management Plan

The Ben Lomond and Queenstown Hill Reserve Management Plan 2005 covers the wider Ben Lomond Reserve but includes the part that abuts the Cemetery and forms the backdrop to Queenstown and the applicant's site. It states there are a number of leases and licences issued to various parties on the reserve and that the economic values arising from use are extremely significant. The commercial tourism activities and the public recreation opportunities in such close proximity to the town centre add significantly to the tourism values of Queenstown.

ASSESSMENT OF PROPOSAL

Cemetery Values

The Queenstown Cemetery obviously has high cultural, historic and archaeological values however as a reserve the Cemetery provides the opportunity a peaceful place for respite from the busy town centre and surroundings, privacy for visiting and mourning loved ones, enjoying mountain and lake views, and a place to wander and appreciate and learn history. The Key Views Photos depicted in Appendix 2a of the application have been helpful to understand the impact of the building compared to a 15.5m building on the boundary.

The additional height from 15.5m to approximately 23m comprising 7 storeys will have an impact on cemetery values as it is still visually dominant and detracts from the current views however I do acknowledge these effects will arise, but to a lesser degree from a 15.5m building and in that regard have been anticipated to a degree by Plan Change 50.

In my view the additional height of buildings 3 and 4 will be still be visually dominant and will interrupt the view enjoyed from the cemetery from at least the upper half of the reserve. I accept the 20m setback will in part mitigate this.

However, there will be approximately twice the number of hotel rooms/windows that overlook the cemetery compared to approximately 40 that would be allowed on the same design with 15.5m height difference. I uphold my original statement that contrary to Mr Munro's statement that this will increase passive/public surveillance (and that this is a good thing) I believe this will negatively impact the cemetery as people go there for privacy, commemoration, contemplation and appreciation of the peaceful setting. Being looked down upon by hundreds of hotel residents significantly detracts from these values and is intrusive and perceived invasion of privacy, especially at a burial. It is still difficult to ascertain from the plans whether window or doors will be able to open towards the Cemetery – this would further impact visitors to the cemetery.

Burials are still being accepted in the cemetery and in future there may be exhumations which are part of standard cemetery operations. Public surveillance has to date never been necessary at the cemetery – there is very little vandalism or crime.

Therefore, I still disagree with the statements that public amenity for the Queenstown Cemetery will be improved and the heritage values will be improved by making it more accessible and desirable

I acknowledge some of the design changes that have been made to the face of the proposal that fronts the Cemetery however it is still a single mass (not two separate buildings) with the maximum height, that includes a basement carpark. The positive urban design applied to the Brecon street frontage is not repeated for the cemetery or the Ben Lomond Reserve. A building of this height and scale negatively detracts from the existing views enjoyed from the cemetery over the town and out to the Remarkables, however I again acknowledge this is anticipated to an extent by Plan Change 50 which anticipates a 15.5m high building.

Ben Lomond Reserve Impacts

The Ben Lomond Reserve is the District's busiest informal recreation reserve. It contains very popular walking trails, the extremely busy mountain bike park, ecotours (Ziptrek) and Skyline Gondolas, luge, restaurant and other associated facilities. The reserve receives thousands of visitors a year in addition to those on gondola. I consider all of these users will be adversely impacted by the construction noise and potential changes to carparking. The cemetery itself has no onsite parking, so users utilise the 240 minute onstreet car parks along Brecon St, many of which still will be removed or reduced in time limits with the proposal.

The Informal Recreation Ben Lomond Sub Zone recognises and manages the existence and extent of commercial and informal recreation activities in the Ben Lomond Recreation Reserve. This site is of particular importance because of its close proximity to the Queenstown Town Centre and its popularity with visitors and residents. The Ben Lomond Recreation Reserve is also unique in terms of the breadth of activities present, which include a gondola and restaurant, luge, Zipline, helicopter flights, parasailing, management of forestry, wildlife park and trails used for both commercial and informal recreation. Further development is contemplated where it is undertaken in a manner that is sensitive to other occupiers and users, and where it will maintain the overall landscape values, visual amenity values and recreation experiences of users of the sub zone.

Proposed Lakeview Lane

The proposed road will provide some separation between the development and the Cemetery and the proposed rock wall will assist in delineation of the Cemetery boundary.

The revised proposal shows coach parks adjacent to the Hotel on Lakeview Lane, this is preferable to being located on the cemetery roadside as coach loading and unloading immediately adjacent to a cemetery has the potential to detract from its quiet and peaceful nature.

I acknowledge that the plans now show a footpath that is constructed on the northern side. This footpath should be fully accessible for visitors with limited mobility.

Sufficient operational access (for mowing, maintenance, burials) must be maintained to the cemetery both during and after construction.

The existing Cemetery Road contains parking that is utilised for cemetery operations and maintenance and during burials. The proposed land swap will remove this. Parks and Reserves request input on future cemetery parking provision.

Landscaping

There is not sufficient detail on the landscaping plans for the planting along the cemetery boundary to make a full assessment. There is insufficient detail on street trees, including species.

It is still unclear how existing vegetation will be impacted during the construction period.

Construction Effects

The AEE states the construction period will be approximately two years.

Burials can occur Monday to Saturday, construction during burials would be very disruptive. The condition offered up by the applicant to halt construction works during burials is supported.

Sufficient access to the cemetery needs to be provided during and after construction for operations and maintenance.

I note and support the proposed condition for a before and after condition assessment of the historic headstones but recommend that this is extended to include all headstones that have historic value rather than just 20 metres from the boundary.

Consultation

As landowner and operator it is essential that QLDC Parks and Reserves is consulted on all aspects of the proposal that impacts the cemetery and adjacent Ben Lomond Reserve.

I note that the Queenstown and District Historical Society has been consulted and that a heritage assessment of the Cemetery has been completed. This has been helpful and I agree with much of the assessment. I would note that the Queenstown Cemetery is in part defined by the mountain aspect and the spectacular views and comparisons should not be made to large European cemetery settings.

Recommendations

I maintain the following recommendations:

- Further detail to be provided on the Construction Methodology to be provided including excavation methods and effects, details of hoardings, how operation access to the cemetery will be maintained, working hours etc.
- Further consultation with Parks and Reserve Department as the cemetery landowner and operator on how effects on cemetery operations and visitors to the Ben Lomond Reserve will be mitigated including the loss of parking on Brecon St and Cemetery Road
- Further consultation with Parks and Reserves about the final layout and design of Lakeview Lane and Brecon Street that demonstrates how the loss of parking for cemetery visitors and reserve users can be mitigated.
- Further detail to be provided on the landscaping along the northern boundary of the site and how the development can be screened as much is practicable.
- All historic headstones and archaeological features to be surveyed before and after construction works.

APPENDIX 8 – ENGINEERING REPORT

V2_30-11-16 RM180507



ENGINEERING REPORT

TO: Kenny MacDonald

FROM: Michael Wardill

DATE: 05/12/2018

APPLICATION DETAILS			
REFERENCE	RM180507		
APPLICANT	Brecon Street Partnership Ltd		
APPLICATION TYPE & DESCRIPTION	Land Use consent is sought for the construction of 393 room hotel with associated amenities and facilities, including car parking, earthworks, commercial activities and licensed premises.		
ADDRESS	34 Brecon Street, Queenstown		
ZONING	Town Centre (Lakeview subzone)0		
SITE AREA	3909m ² (area to remain the same after proposed land swap)		
ACTIVITY STATUS	Restricted discretionary/controlled mix.		
VALUATION NUMBER	2910614500		
Legal Description	Lot 1 DP 27703 pre land-swap		

Application	Reference Documents	Resource Consent Application.
	Previous Relevant Consents	RM170834 Partially processed RMA application for (taller) hotel over same site that currently remains on-hold pending progression of notification.
	Date of site visit	15-11-18



Figure 1: Existing site boundary and services

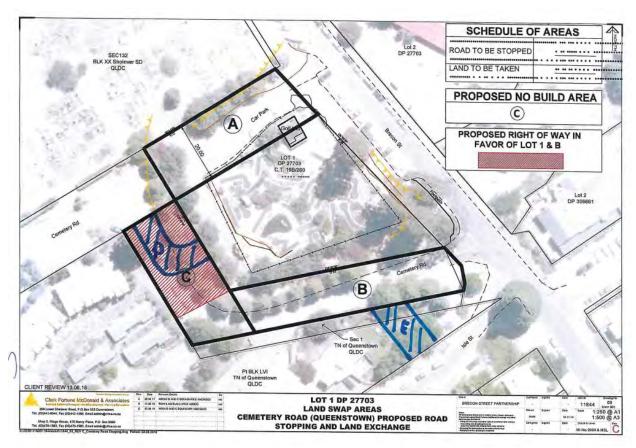


Figure 2: Proposed Land Swap Areas

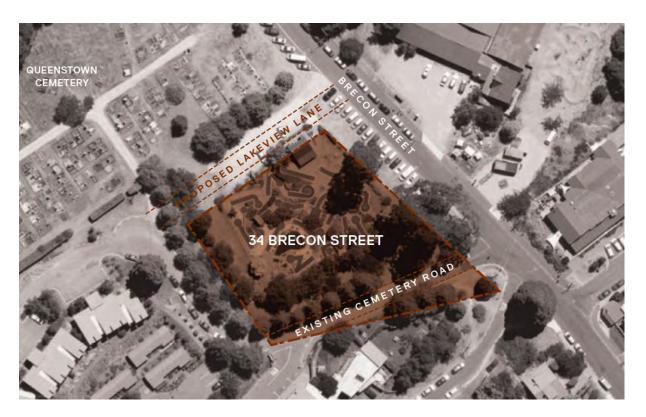


Figure 3: Approximate new site boundary after land swap and proposed new road location

Comments			
Existing Use	Mini-putt course and ticket booth, gravelled carpark area in north of site.		
Neighbours	Queenstown Cemetery to the north, Brecon Street to the east, Cemetery Road to the south and west.		
Topography/Aspect	The middle of the site is flat to gentle. An approximately 14° slope dips to the east downs to this flat area from the western boundary and the eastern corner of the site also dips to the east down to Brecon Street and the eastern end of Cemetery Road.		
Water Bodies	Not applicable.		

1. Land Swap

The proposed hotel comprises four buildings each containing hotel rooms and with various tenancies and back of house areas located on the ground floor. A basement carpark is also proposed. The buildings are located around the extremities of the site creating a public piazza in the centre of the site and laneways between buildings. A reception is proposed in the southeast corner of the site in the ground floor, of the southmost building. Another reception is proposed in the northmost building at the Brecon Street end. Lobbies are contained on the ground floors of the other buildings. The development parking covers most of the site net area and underlays the central piazza and buildings.

The applicant proposes a land swap/road stopping process between QLDC owned land to the south of the site (an existing portion of Cemetery Road being a public road) and land within the northern portion of the site (proposed to become a new vested public road proposed by the applicant to be called Lakeview Lane). The current boundary situation is shown in Figure 1 above. The draft land swap plan is shown in Figure 2 above and the approximate proposed boundary situation, should the land swap be granted, is shown in Figure 3 above. The proposed basement carpark will have its vehicle crossing/entrance off the new 'Lakeview Lane' public road.

Council infrastructure services that are located within the part of Cemetery Road will likely be included in the proposed land swap i.e. required to be relocated. Note these will also be rerouted as the proposed Building 1 of the hotel will otherwise build over or excavate through these services. I recommend detailed design be submitted as part of the development to ensure adequate engineering considerations are provided for the relocated designs.

The draft survey plan of the proposed land swap has been provided and although the current plan indicates boundaries where the proposed buildings will not be wholly contained within what is intended to become the applicants land under the swap, the applicant has advised that the final land swap boundaries will ensure that the development is contained entirely within their owned land. I am satisfied that the land swap process will ensure that the development buildings are contained entirely within the redefined site.

With regard to the land swap, the minutes of the ordinary meeting of the QLDC on Thursday 17th August 2017 outline that: "A report from Paul Speedy (Manager, Strategic Projects) detailed a proposal to realign Cemetery Road (Queenstown) by means of stopping a section, exchanging part with a neighbouring landowner and dedicating this land a road in order to form a straight road. The report set out the required process under the Local Government Act 1974 and sought Council approval to implement this process. The report was presented by Mr Speedy. In reply to a question he advised that area 'C' was likely to form part of the campground lease area and would serve to provide access.

On the motion of Councillors MacLeod and McRobie it was resolved that the Council:

- 1. Note the contents of this report;
- 2. Agree to stopping the section of Cemetery Road, Queenstown shown as areas 'B' and 'C' in the Cemetery Road (Queenstown) road stopping and land exchange plan [Attachment A to these minutes] under sections 319 and 342 Local Government Act 1974;
- 3. Delegate officers to undertake the road stopping process, including public notification of the proposal, as set out under Schedule 10 Local Government Act 1974;

- 4. Authorise the disposal of Council land shown as area 'B' in the Cemetery Road (Queenstown) road stopping and land exchange plan [Attachment A to these minutes] under section 117(3) Public Works Act 1981; and
- 5. Delegate the Chief Executive to finalise terms and execute the sale and purchase agreement between the Council and Brecon Street Partnership Limited."

It is noted that resolution number 3 above includes public notification of the proposal and this may involve submissions that could affect the finalisation of the land swap despite Council agreeing to the stopping.

In addressing the above I understand that Council Planner intends to include a condition that the Resource Consent cannot be given effect (if approved) before the land swap process is complete.

2. Transport:

The applicant has provided a transport assessment from Carriageway Consulting Limited (CCL) and an infrastructure report prepared by Holmes Consultancy. The former specialist assessment has been reviewed by QLDC's external transport engineer Stantec and development proposals have been amended to largely reflect comments and concerns. The Holmes report details the transport concept designs and investigations associated with the removal and relocation of the eastern portion of Cemetery Road and associated services.

Draft concept parking plans and street layout have been endorsed from Council P&I team for the Brecon Street and Lakeview Lane parking and roading dimensional requirements. This is shown below, subject to detailed design approvals:

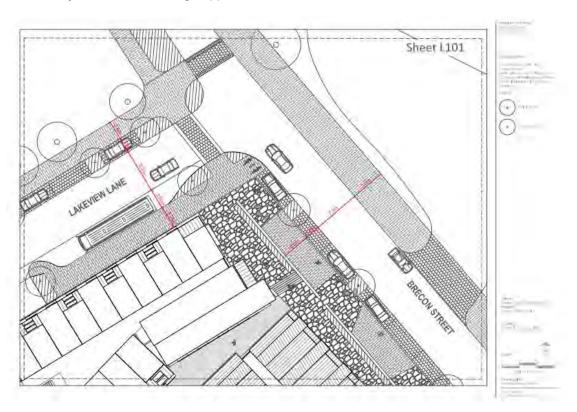


Figure 4: Proposed public road and parking configuration

Lakeview Lane

A new public road is proposed along the northern boundary of the development site as part of a land exchange process, noted above. The location of the intersection within the existing Brecon Street road network has been reviewed as appropriate by both CCL and Stantec and is afforded compliant sight distances within the existing 50km/hr posted speed environment.

The new road will require road naming noting there is no guarantee that the applicant's nominated road name of *'Lakeview Lane'* will be accepted by Council especially given the road flows into the existing east-west alignment of Cemetery Road.

For the purposes of clarity within this assessment and recommended conditions of consent, if granted, the road is referenced herein as 'Lakeview Lane' regardless of the final naming outcome.

I recommend specific road naming wording within recommended conditions of consent in case of road name changes from those referenced herein and I recommend that all new sections of road undergo the road naming process and appropriate signage and markings be installed as part of this consent.

The Council P&I endorsed plan 'L101 Concept Plan' above indicates parallel parking on each side of the proposed road with a 6.5m wide movement land and footpaths (2.8m north and 3.25m south) on each side of the road.

The location of the road and concept design generally reflects Figure E34 for a *Mixed Use Town Centre* location except that the proposed carriageway and footpaths are slightly wider that the COP and the gradient is shown, in some preliminary designs, as up to 12% longitudinal gradient. The road will service the proposed hotel, the existing Lakeview Holiday Park, and provide access to parts of the Lakeview development site and this road design figure is appropriate, in my opinion. The concept designs have been reviewed as appropriate in part by CCL and Stantec however there were insufficient details available to permit both experts to conclude assessment. For example a number of design options were presented in the application regarding the longitudinal gradient of Lakeview however these were not able to be wholly assessed by the expert transport engineers in regard to safe inter-visibility at the intersection of Cemetery Lane by all road users. The gradient may need marginally lessened to increase inter-visibility from the intersection and following engineering review I am satisfied this can be achieved subject to detailed design, including the resolution of any remaining expert concerns. I recommended related conditions of consent.

I recommend that provision be made for street and pedestrian lighting along all roads in accordance with Council standards.

The longitudinal formation of Lakeview Lane will include a retaining wall along/beside the cemetery boundary to the north to support the road fill. No details are provided by the application however, I am satisfied the wall can be constructed to avoid breaching the cemetery boundary. The designs of the retaining will need designed to demonstrate ability to take surcharge loading from anywhere within in the vested road reserve and I recommended related conditions of consent.

The land exchange process will result in Lakeview Lane being contained within a 20m wide vested legal road which is appropriate for the above formations, i.e. I am satisfied that a 20m wide road is sufficient width to accommodate the required road, parking, footpath, and retaining wall formations.

In summary I recommend conditions of consent requiring the formation of Lakeview Lane in compliance with Figure E34 of the QLDC Land Development and Subdivision Code of Practice. This requires a Movement lane of 6.5m with indented parking along both sides and 2.5m minimum width footpaths along both sides, all extending from Brecon Street approximately 85m in length and terminating at the western side of the Cemetery Road/Lakeview Lane new intersection. I recommend maximum road batters of 1V:5H to ensure maintenance of the road reserve aligns with Council expectations and/or retaining as approved by Council engineers. All intersections shall be designed in accordance with the latest Austroad standards, including the provision of expert transport evidence demonstrating safe inter-visibility and this includes providing appropriate road gradients and retaining solutions.

Cemetery Road

As noted above the existing 'L' shaped portion of Cemetery Road (from the intersection with Brecon Street) to the new intersection Cemetery Road/Lakeview Lane is being swapped and stopped as legal road to accommodate this development. Lakeview Holiday park guests will in future travel from Brecon Street along the new Lakeview Lane road formation and turn left onto Cemetery Road (north-south existing alignment), which becomes a private access road allotment owned by the Holiday Park with right of way easements in favour of the hotel site 'Loading Zone/Areas'. I recommend a condition of consent regarding the creation of all necessary right of way easements against the subject title(s).

The application proposes indented parking along both sides of this north-south section of former Cemetery Road (currently one sided parking) plus a realigned portion of former Cemetery Road to provide/continue access to the Lakeview holiday park. The traffic movements along this section of road/access will increase above existing volumes mainly because the road becomes the sole replacement vehicle access to the Lakeview Holiday Park. Council standards require two way movement lanes independent of the indented parking.

I recommend a condition of consent requiring the reformation of the north-south section of Cemetery Road servicing the holiday park in compliance with Figure E34 (less than 2,000vpd) of the QLDC Land Development and Subdivision Code of Practice. This requires a minimum movement lane width of 5.5m with indented parking along both sides and a 2.5m minimum width footpath along the eastern hotel side of the road. Provision shall be made for the continuation of street/pedestrian lighting in accordance with Council standards.

As indicated by the CCL transport reports the turning provision for a 12.6m coach associated with the hotel is located at the extreme western end of Cemetery Road, near the entrance to the Lakeview development site. Some parts of the cul-de-sac head (and immediately adjacent areas) provide informal on-street parking for the Lakeview Holiday Park and I am satisfied that all necessary on-street spaces can be removed to open up safe turning manoeuvres associated with coach vehicles. There is a portion of these informal parking areas located within the Lakeview Holiday Park site and a right of way easement in gross is required to secure turning manoeuvres. This will also require all necessary no-stopping markings and signage controls to be installed to enable the coach single turning manoeuvre within the cul-de-sac. I recommend a condition of consent requiring completion of these works prior to any operation or occupation of the hotel and conditions related to the easement creation.

The remainder of Cemetery Road (east-west alignment), extending from the new Cemetery Road intersection with Lakeview Lane to the western cul-de-sac coach turning head, will be largely unaffected by the required road constructions, changes, and formations with the exception of provisions noted and required above to secure coach single manoeuvre turning movements, associated with the hotel.

Brecon Street

The development frontage to Brecon Street provides for an amended road and parking layout that, in draft format, has been reviewed and endorsed in principal by Council P&I engineers. This results in the loss of all angled parking across the site frontage and the construction of new public parallel parking spaces within the Brecon Street carriageway. In context, the loss of angled parking on Brecon Street has previously been assessed and accepted by Council as appropriate in consideration of the Skyline development car park site and ever increasing traffic volumes. This aligns with Council plans for the road in any respect and the purpose of removing angled spaces is for safety improvement from the prevention of larger vehicles using the spaces projecting out into the live traffic lanes and removing their subsequent reverse manoeuvres. I am satisfied the proposal to remove angled parking under this consent supports the previous expert advices endorsed by Council engineers in regard to the Skyline development and I provide supporting condition recommendations.

The future layout of the Brecon Street frontage includes a new 5m footpath along the eastern side (I-Fly side), a 7m wide movement lane, and a 3.8m minimum width footpath along the western side (subject site side). The eastern 5m wide footpath does not require construction under this consent however the western indented parking and footpath will require positioning, both horizontally and vertically within the road reserve, to facilitate the future eastern footpath widening and 7m live lane width. This requires this subject development to construct an infill road strip for the entire site frontage along the Brecon Street live lane/movement lane of approximately 2.5m width, between the existing road formation and the proposed indented parking, to provide continuous vehicle trafficking on Brecon Street. I am satisfied this can be achieved to service the development site layout and I recommend related conditions of consent requiring detailed designs of the Brecon Street road infill widening extending from the new Lakeview Lane intersection to the Isle Street intersection.

The layout changes to Brecon Street results in the removal of the existing intersection with Cemetery Road and the creation of a new intersection with Lakeview Lane. I am satisfied the sight distances afforded to the new intersection meet Council standards, even if the two intersections exist at the same time, as may be necessary to provide unbroken access to the holiday park, and I recommend detailed designs are provided for review in accordance with the latest Austroad standards. This will require stormwater disposal from the roading and parking areas.

The application plans indicate possible use of a variety of different materials for the roading and footpath areas surface finishes. To ensure these are provided in agreement with Council engineers, especially for maintenance purposes, I recommend a related condition of consent.

3. Parking

The application proposes an onsite parking basement with 73 parking space accessed by a single crossing point/ramp directly off Lakeview Lane. The position of the crossing point has been assessed as appropriate by expert traffic advice and I recommend conditions of consent, as above, in regard to the design and formation of the crossing point and ramp.

Site Standard 14.2.4.1(i) Minimum Parking Space numbers

The subject site is located within the town centre and the District Plan requires no minimum parking numbers but recommends a maximum parking requirement of 1 parking space per 3 guest rooms (up to 60 rooms) thereafter 1 space per 5 guest rooms. For a 393 room hotel a maximum of 87 parking spaces can be provided and a minimum of 0 parking spaces. The application proposes 73 and is compliant with the District Plan.

Additionally the site requires 9 onsite Coach parking spaces and a Loading Area.

The loading area is proposed on-site and accessed from Cemetery Road and a right of way easement will be required over the former Cemetery Road public road in favour of the hotel. I make a related recommended condition of consent.

The application proposes to provide all coach parking off site.

I understand that the Council planner will directly consider the appropriateness or otherwise of off-site Coach parking arrangements to ensure adequate provisions are provided in perpetuity and provide related conditions of consent, if any.

Site Standard 14.2.4.1(iv) Location and Availability of Parking Space

Basement parking is proposed beneath the hotel site and accessed solely by hotel valet staff. This parking is wholly reliant upon the availability of handover spaces within the public road reserves of Brecon Street and Lakeview Lane.

The CCL assessment notes that four spaces are required to permit efficient operation of the valet system. I accept this assessment.

Council P&I engineers have confirmed general endorsement of proposed time restricted parking spaces within the site frontages and may provide some drop off/collection capacity for the hotel. However because the public spaces cannot be allocated solely to the hotel they will continue to be available to the general public and therefore cannot be assured as available at any time.

Stantec as Council transport engineers have also identified this as a point of concern based on the impractical and ongoing burden it will impose on Council regulatory staff to enforce vehicle parking within the proposed 5 minute time restriction period to ensure there are available spaces on the street and to avoid potential problematic traffic outcomes. I support the Stantec assessment in this matter.

Any resultant effects could create unsafe parking on the nearby street frontages and thus the proposal fails, in my opinion and that of Stantec, to provide an appropriate temporary parking solution to cater for the valet handovers.

I recommend that before or during the hearing/decision that provision is made for four onsite parking stalls to provide drop-off and collection servicing between guests and valets and thus permit efficient operation of the valet system.

Note - If the development had not proposed any onsite parking this would not be an issue however this stems directly from the proposed inclusion of approximately 73 onsite parking spaces and the lack of a suitable handover area between these car using guests and valet staff.

A loading bay is proposed along the Cemetery Road alignment and details have been provided by the application demonstrating this can be appropriately accessed in consideration of indented parking and footpath arrangements.

Site Standard 14.2.4.1(v) Size of Parking Spaces

The CCL assessment notes stalls are compliant for familiar Class 1¹ users only with dimensions of 2.5m wide, 5.0m depth, and 7.6m wide. The application provides no detail in regard to staff parking associated with the hotel and associated retail areas but notes all spaces will be accessed only by valets. Following the expert assessments a number of concerns were raised in regard to the access ramp, basement parking access, and vertical height for disability spaces and these were shown as able to be mitigated either by detailed design or by valet parking access only to the basement. I therefore recommend conditions of consent regarding detailed design and the limitation of basement access to parking valets only including limiting staff parking and associated retail staff use.

Site Standard 14.2.4.1viii: Car Spaces for People with Disabilities

Valet use removes the need for specific disabled space allocation however the basement access and parking areas needs designed to provide a minimum 2.3m vertical clearance, free of services. This will provide for disabled vehicles with roof mounted additions and is slightly less than the 2.5m usually required to access the additions as the basement will exclude access to everyone except valets.

A number of disabled parking spaces are shown on preliminary on-street details and I support the inclusion of such measures.

Stantec, as Council transport engineers for this application, have provided comment in regard to the practicality of disability movements through the site. The site is multileveled and requires the use of lifts to permit disability access to the various development areas. The applicant has provided details showing two onsite disability access platforms/lifts located within retail tenancy areas and confirmed these areas will be accessible at all times.

I understand that Council planner will directly consider the ongoing accessibility/functionality of these lifts/platforms and provide related conditions of consent, if any.

Site Standard 14.2.4.1xi: Queuing

The basement parking was originally assessed as providing zero queueing distance and designs were subsequently amended by the applicant through processing to provide for two-way ramp travel with access limited to valet staff in communication with each other in tighter areas of the two way ramp. I accept this outcome and recommend related conditions of consent that limit basement access to valets and confirm details of appropriate communication system between valets.

Site Standard 14.2.4.1xiii: Loading Areas

A loading area is required by the District Plan and is proposed onsite at 8m long, 3.5m wide and 3.8m high. I recommend related conditions of consent regarding detailed design.

4. Earthworks

COMMENTS Condition **ENGINEERING** Excavation to create a basement carpark and ground floor tenancies within the site. Earthworks also include, but not limited to, create a proposed terraced path outside the site EARTHWORKS Description boundary, form the site frontage with Brecon street, relocate and install reticulated Council services, Extent reconstruct Cemetery Road where necessary, and form Lakeview Lane Cut within the site boundary 17,499m³, Cut proposed Cut /Fill Volume (m³) outside the site boundary is currently 272m³ which does not include any cut in the Lakeview Lane area. 17,771m³ Cut Total Volume (m³)

¹ Class 1 – Familiar Users including long term parking, tenants, employees but excluding visitors.

	Area Exposed (m²)	The entire site will be exposed at 3,909m ² . This area excludes any works in Lakeview Lane or in the Brecon Street Road Reserve.	
	Max Height Cut/Fill (m)	9m Cut/ There is limited, if any, areas of fill detailed by the application. The maximum cut areas are located in the basement parking areas towards the western site boundary	
		The proposed basement and ground floor tenancies cuts shown in Warren Mahoney "Excavation Depths" drawing in Appendix B April 20182017 extend very near the proposed site boundary in a number of cases. The adjacent owner is either QLDC existing land or proposed public roading in all locations including near the Lakeview Holiday park site.	
	Prox. to Boundary	The application proposes a mixed use of natural cut batters to reduce vibration effects or screw/sheet pile retaining where temporary retaining is required to ensure amended boundaries (post land exchange) are not breached or breached in a controlled manner. Some safety fencing is proposed along Brecon Street parking during construction. Council Chief engineer has endorsed such temporary occupation provided staging of earthworks maintains public parking through formation of Lakeview Lane and limiting areas of exposure. I recommend related conditions of consent supporting the use of temporary retaining, associated engineering supervision regarding use, breaching boundaries only where approved by Council engineers, and maintenance of public parking areas through staging controls.	x
	Prox. to Water	Earthworks within 7m or 10m of a water body are not triggered.	
	Geotech assessment by	Holmes Consulting and Hadley Consultants Ltd	
Stability	Report reference	"Geotechnical excavation feasibility assessment" dated 26 April 2018 (Holmes) and "Proposed Queenstown Town Centre Zone – Lakeview Sub-Zone Plan Change Preliminary Geotechnical Assessment – Addendum Report 34 Brecon Street, Queenstown – Final" dated 20 August 2014 (Hadley)	
	Report comment	The temporary batters for these cuts is addressed in the	

-	-	
Report comment	"We initially assume that a conservative batter slope profile would include a 45 degree cut slope angle with 1.5m wide berms every 3m depth with minor localised stabilisation or a 1:1.5 (V:H) continuous slope to a maximum total depth of 6m. It is further assumed that a 45 degree cut slope angle can be achieved with localised instabilities. Zones of instability can be observed during and after excavation by a suitably qualified and experienced geoprofessional. Additional stabilisation measures could then be implemented prior to failure. The stabilisation measures could include: Local rockfill buttresses • Drainage • Soil nails • Shotcrete • Localised placement of retaining elements (e.g. gabions, concrete blocks)" The applicant and their civil engineer met with QLDC Chief Engineer and he has accepted encroachment of temporary batters into the adjacent QLDC road reserve. The applicant and their engineer outlined that safety fencing may be constructed within the existing carparks on Brecon Street. To mitigate, the loss of carparks will be	X
	fencing may be constructed within the existing carparks on Brecon Street. To mitigate, the loss of carparks during	
	way access is also maintained to the camp ground throughout the project.	
Rock breaking/Vibration	The Hadley report outlines that "previous works indicates that the depth to rock is typically in the order of 15-20 metres or more beneath the site." This statement indicates that rock breaking is unlikely given excavations are a maximum of 9m depth. However, conditions related to vibration are still necessary as it is necessary to compact the fill (outside the property boundary) behind permanent retaining walls. Appropriate related conditions are recommended.	2
Rock blasting	Not required.	
Preconstruction survey	Required given permission has been given to undertake works beyond boundaries.)
Retaining	A condition requiring a PS1 for all walls that are not part of the building, including the temporary retaining wall along the southern boundary, to be submitted for review and acceptance prior to commencing works is recommended. A related condition for a PS4 to be submitted at completion is recommended.	2
Recommendations on	See above report comment from Holmes' Geotech Report.	,

	Fill certification/specific foundation design required	There is no fill indicated in the earthworks plan in the building footprint thus fill certification is not required. However, specific foundation design will be necessary given the size of the dwelling, however, I am satisfied that the building consent process will cover this.	
	Engineers supervision	Engineers supervision is required for retaining walls and excavation of temporary batters, I recommend related conditions of consent.	x
	Uncertified fill covenant	Not required.	
	Schedule 2a Certificate	Not required.	
	Clean fill only	Not required.	
	Report reference	Appropriate conditions are recommended to ensure that a detailed site management plan (SMP) is submitted for review and acceptance prior to commencing works.	x
	Specific sedimentation management	Not provided at present, however, the SMP conditioned will provide this.	
nent	Specific stormwater management	Not provided at present, however, the SMP conditioned will provide this.	
Site Management	Neighbours	I am satisfied that the earthworks are feasible and no adverse effects will result on neighbouring sites except where approval has been given (adjacent QLDC land).	
Site	Traffic management	Traffic Management will be essential given works are proposed in the road reserve.	х
	Construction crossing	An appropriate condition is recommended to ensure that a construction crossing is in place prior to works commencing.	x
	Revegetation	A condition is recommended requiring earth worked areas to be revegetated prior to occupation of the dwelling.	x

As mentioned above in the general introduction there are a number of existing services (water, wastewater and stormwater) within the portion of Cemetery Road that is proposed to be closed during the land swap that will require re-routing otherwise the proposed hotel development will build over/excavate through these. Three re-routing options have been proposed in the Holmes Cemetery road realignment report provided after a request for further information. The three proposed options for rerouting are: Realigning the stormwater, wastewater and water through Section 1 Block LVI TN OF Queenstown. The report suggested a water lateral for the site coming off the realigned water main, however, comments in the services section below will supersede this. This option recommends the installation of 20mm lateral off Brecon Street **Building over services** down the new Lakeside Lane to service the Cemetery. Diverting the wastewater and stormwater through the campground and then down Isle Street and Services affected disconnecting the 100mm water main that connects that spans from the campground entrance to the exiting intersection of Isle Street and Brecon Street (this will allow everything to be serviced except for the cemetery which will need a new connection off the Brecon Street Line down the proposed Lakeview Lane). The removal of the water main may, however, have an impact on pressure because the current loop situation will no longer be present. Diverting the stormwater and wastewater north along what will be the remaining stub of Cemetery Road then east down the new Lakeview Lane to

development.

connect with the existing Brecon Street reticulation. The water main reconfiguration will be as outlined in Option 2 above, however, the new line to the cemetery is proposed to be 100mm in diameter to future proof against future

continued...

Discussion with the Chief Engineer at QLDC co	
that he believes, Option 1 of the rerouting is for Option 2 is unfavourable as it is likely to take serving close to the protected Wellingtonia tree. Option 3 require very deep excavations to get the required SW and WW (in the order of 5m to 7m) and the amount of rerouting.	easible. ces too 3 would fall for
It is noted that the rerouting of services as per O would involve moving the services into the piece of the south of Cemetery Road that is owned by QLI is leased by Queenstown Lakeview Holiday Park.	land to
I understand that the rerouting of services will be reunder the land swap agreement however engineers will be required to review and endorse the designs of the service realignments.	Council
The applicant has proposed to reroute the power s that run through the site to the service pr requirements.	
Services affected continued Services affected continued Services affected continued The Option 1 of the rerouting condition of that the design of the rerouting servicing comes engineering approval including a consmethodology for staging of the works to ensure neighbouring lots are continuously serviced durity transitional times. The Option 1 of the rerouting could lead to the engineering approval including a consmethodology for staging of the works to ensure the continuous of the continuou	s in for truction ire that
Structures within zone of influence The Option 1 of the rerouting could lead to the dwelling being close to or near the resultant z influence of the relocated services. I am satisfice engineering effects, if any, need not be wholly as until detailed design because QLDC is the adjace owner and also the initiator of the land exchange p that largely falls outside of this consent process.	zone of ed that esessed ent land
Access to services OK If the services are to be rerouted fairly centrally with Section 1 Block LVI TN of Queenstown option the be sufficient access as the parcel of land is approx 5m wide.	ere will
CCTV Recommended for re-routed services at the complete construction to ensure that the proximity to procompaction and retaining wall pile drilling or construction and retaining wall pile drilling or construction.	oossible
Easement in gross in favour of QLDC for the reservices needs to be provided where they are QLDC land.	
Engineers design PS1 provided/conditioned It is not envisaged that a PS1 will be required services should be re routed outside the zone of in of dwellings, however, a schedule 1A will need provided for the design of the re-routed services.	fluence
Services relocated Yes as above.	х
As-builts Required.	x

	Earthworks	Benchmark survey	Required as a photo survey to neighbouring areas.	х
		Contingency plan	Not required as the bond and construction methodology are adequate mitigation controls.	x
	-	Construction methodology	Required.	x
		Bond	Required.	x
		Works near power lines	Required.	х

SERVICES			No wastewater connection for the site is currently shown, however, 150mm diameter asbestos cement wastewater mains are located adjacent to the site in both Brecon Street and the southern portion of Cemetery Road. For water the site is currently serviced by a 20mm lateral off a 100mm diameter water main within the part of Cemetery Road to the south of the property. It is unclear from GIS where stormwater from the site connects to and the applicants reports do not state this either. There are stormwater mains adjacent to the site; a 225mm diameter line that runs within the portion of the Cemetery Road that is to the south of the site, a 200mm diameter line that runs within the campground area the west of the site and a 225mm diameter line that appears to be only collecting stormwater from a catchpit on Brecon St to the southeast of the site. This latter line runs to the southeast.	
	Existing Services	QLDC GIS shows an 11kV cable running through the northern part of the section of land that will become road (i.e. the proposed Lakeview Lane) under the land swap. Overhead power lines also run over a portion of this land. A 33kV cable is shown to run approximately under the kerb edge of Brecon Street outside the site before turning to the south near the current Brecon St-Cemetery Road corner. Overhead power lines are located in the road reserve at the junction of Isle St, Brecon Street and Cemetery Road, running in an approximately northeast-south west direction. Power cables (11 kV and 400V		
			The applicant has provided an addendum service report from Holmes Consulting (Holmes) titled "34 Brecon Street Hotel – Infrastructure report addendum" dated 23 April 2018 to the Plan Change 50 Infrastructure report provided for the site in 2014 which outlines whether the existing three waters infrastructure is suitable for this specific development given this development is inconsistent with some of the assumptions in the plan change report.	
	Water	Potable and Fire-fighting	The 2014 Holmes report outlines that firefighting demands are likely to dominate over the residential demands. Furthermore they outline that "the fire fighting water supply requirements for most high density residential, accommodation and similar commercial developments is	

25l/s from two hydrants, assuming sprinklers are installed. On top of this hydrant demand, the sprinkler demands must also be met. SNZPAS4508:2008 defines the sprinkler demands for an ordinary fire hazard site at approximately 1200-1500l/minute (20-25l/s). The combined fire fighting demands are therefore approximately 50l/s." The report goes onto say that the "future development will require 25l/s from two hydrants, on top of a sprinkler demand expected in the realm of 25l/s (based on similar recent developments within the district).

However, the empirical guide to sizing principal water mains provided in table 6.2 of NZS4404:2010 shows that the 100mm mains adjacent to the site are able to cater for up to 40 equivalent dwelling units. 150mm mains are able to supply up to 160 dwelling units. It is therefore recommended that any future development of the 34 Brecon Street site is fed from the 150mm water main which currently decrease to 100mm in diameter at the Isle Street/Brecon Street intersection. This junction lies at a distance of approximately 50-60m from the site."

The 2018 memorandum/addendum outlines a new assessment of pressure and the summary is that the pressure still in the acceptable range stated by QLDC in clause 6.3.5.10 of the Code of Practice.

X

X

There are four hydrants within 80m of the centre of the site (3 on Brecon Street and one at the entrance to the campground at the bend of Cemetery Road). I am satisfied an FW3 Level of Service (LoS) will be provided given that the site is zoned for commercial use and QLDC Infrastructure Department guarantee such a LoS to commercial areas.

I am satisfied that the development and amended roading networks can be adequately serviced for potable and firefighting water supply. The subject development may require onsite storage and sprinklers to adequately provide for service requirements. I recommend a related condition of consent that the water supply to the development be upgraded to a 150mm line along Brecon Street and that a report from a fire engineer be provided in regard to fire fighting solutions for the development and surrounding roading layouts.

Effluent Disposal

It is proposed to connect the development to the wastewater main in Brecon Street. The Holmes 2018 addendum/memorandum has calculated the flows that will be generated from the hotel based on assumptions in the QLDC Land Development and Subdivision Code of Practice and other assumptions that have been approved by the QLDC infrastructure department. The 6.7l/s calculated flow from the hotel is less than the spare available capacity calculated for the Brecon Street wastewater main (8.4l/s) in the 2014 Holmes plan change report. The Brecon Street main is considered to be a limiting factor in the localised wastewater mains as downstream lines have more available capacity.

Given the above I am satisfied that the development can be adequately serviced for wastewater and recommend a condition of consent that the development be connected to the Brecon Street wastewater main prior to occupation or commercial use of any part of the proposal.

	Stormwater	The development proposes connection to Council reticulation at predevelopment flow rates with provision for the attenuation of flows. I recommend related conditions of consent including the extension of stormwater provisions along all proposed and amended public roading areas.	x
	Power & Telecoms	Letters of confirmation from Aurora and Chorus have been provided confirming that supply can be made available to the site. I recommend related conditions of consent.	x

	Hazards on or near the site	Identified on Council and ORC GIS mapping as subject to the following hazards: Liquefaction (LIC1) provisional nil to low. Alluvial fan – less recently active	
NATURAL HAZARDS	Report on Hazards	Hadley Consultants Limited (HCL) – HCL identify that the subject site is at negligible to very low risk of liquefaction based on their knowledge of localised ground conditions. They also assess that alluvial formations beneath the site are no longer considered to be active or present an alluvial fan hazard. I accept the expert assessments and make no related recommendations.	
	ORC	No comment or consents required	
	Proposed Mitigation	Not required	
	Supervision of works?	Required for earthwork stability	x
	Certification of mitigation?	Not required	

TITLE	Covenants/consent notices	Required in regard to restricted access to underground parking areas	x
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1.0 SUMMARY OF ISSUES TO BE ADDRESSED

The following issues should be addressed by the applicant prior to the hearing:

1. The provision of four onsite parking stalls to cater for drop-off and collection services between hotel staff/guests and valets, who in turn service the basement car parks. The parking is required to mitigate resultant potential unsafe parking effects on the public road network.

2.0 RECOMMENDED CONDITIONS

It is recommended that the following conditions are included in the consent decision:

General

 All engineering works shall be carried out in accordance with the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd May 2018 and subsequent amendments to that document up to the date of issue of any resource consent.

Note: The current standards are available on Council's website via the following link: http://www.qldc.govt.nz

To be completed prior to the commencement of any works on-site or within public road areas

- 2. At least 5 working days prior to commencing work on site the consent holder shall advise the Manager of Resource Management Engineering at Council of the scheduled start date of physical works. Compliance with the prior to commencement of works conditions detailed in Conditions (3 10) below shall be demonstrated.
- 3. Prior to commencing works on site or within public road areas, the consent holder shall submit a traffic management plan to the Road Corridor Engineer at Council for approval. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor. All contractors obligated to implement temporary traffic management plans shall employ a qualified STMS on site. The STMS shall implement the Traffic Management Plan. A copy of the approved plan shall be submitted to the Manager of Resource Management Engineering at Council prior to works commencing.
- 4. The owner of the land being developed shall provide a letter to the Manager of Resource Management Engineering at Council advising who their representative is for the design and execution of the engineering works and construction works required in association with this development and shall confirm that these representatives will be responsible for all aspects of the works covered under Sections 1.7 & 1.8 of QLDC's Land Development and Subdivision Code of Practice, in relation to this development.
- 5. The owner of the land being developed shall provide a letter to the Manager of Resource Management Engineering at Council advising the name of a suitably qualified professional as defined in Section 1.7.2 of QLDC's Land Development and Subdivision Code of Practice who shall ensure earthworks are carried out in accordance with the Holmes Consulting Limited "Geotechnical Excavation Feasibility Assessment" dated 26th April 2018 and who shall monitor and confirm the ongoing ground conditions and cut depths encountered are those expected and designed for in the Hadley Consultants Limited report titled "Preliminary Earthworks Assessment Proposed Brecon Street Hotel 34 Brecon Street Queenstown" dated 25 September 2017.
- 6. Prior to commencing any work on the site the consent holder shall install a construction vehicle crossing, which all construction traffic shall use to enter and exit the site. The minimum standard for this crossing shall be a minimum compacted depth of 150mm AP40 metal that extends 10m into the site. Wooden planks or similar shall be provided to protect the footpath and kerb from damage caused by construction traffic movements, in accordance with 'A Guide to Earthworks in the Queenstown Lakes District' brochure, prepared by the Queenstown Lakes District Council.
- 7. The consent holder shall submit a construction Site Management Plan (SMP) to the Manager of Resource Management Engineering at Council for 'Engineering Review and Acceptance'. This shall detail measures to control and or mitigate any dust, silt run-off and sedimentation that may occur, in accordance with (but not limited to) the with QLDC's Land Development and Subdivision Code of Practice and 'A Guide to Earthworks in the Queenstown Lakes District' brochure, prepared by the Queenstown Lakes District Council. These reviewed SMP measures shall be implemented prior to the commencement of any earthworks on site and shall remain in place for the duration of the project until exposed areas of earth are permanently stabilised. In addition the measures shall include, but not be limited to, the following:

Staging

 The ongoing provision of public parking areas adjacent to the development unless the temporary parking removal(s) is otherwise approved by Council through a temporary license to occupy.

- The maintenance and protection of Council and network provider servicing (stormwater, sewer, water, power and telecommunications) to neighbouring lots at all times during development, including the protection of services relocated under this consent.
- Details of excavations, groundwater control measures, and retention measures to ensure adequate support is provided to the proposed stages of excavations, such that no adverse effects are caused to surrounding land, structures, roads and underground services.

Dust Control

• Sprinklers, water carts or other similar measures shall be utilised on all materials to prevent dust nuisance in the instance of ANY conditions whereby dust may be generated.

Stormwater. Silt and Sediment Control

- Silt traps (in the form of fabric filter dams or other approved mechanism) shall be in place
 prior to the commencement of works on site to trap stormwater sediments before stormwater
 is funnelled into the QLDC stormwater reticulation system.
- Site drainage paths shall be constructed and utilised to keep any silt laden materials on site and to direct the flows to the silt traps.
- Stormwater flows into the site from neighbouring lots shall be managed during earthworks.
- Protection of the existing/rerouted QLDC sewer, water and stormwater mains located near the new southern boundary of the site.
- Silt traps shall be replaced or maintained as necessary to assure that they are effective in their purpose.
- The principal contractor shall take proactive measures in stopping all sediment laden stormwater from entering the QLDC reticulated stormwater system. The principal contractor shall recognise that this may be above and beyond conditions outlined in this consent.

Roading Maintenance

- The consent holder shall ensure tyres remain free of mud and debris by utilising wheel
 washing equipment, constructing a gravel hardstand area of sufficient depth, or other similar
 measures.
- The principal contractor shall ensure that the entrance to the site shall be swept regularly with stiff brooms.
- A suitably resourced contractor shall regularly mechanically sweep and clean the site entrance and the road 100m in each direction of the site entrance during works.

The measures outlined in this condition are minimum required measures only. The principal contractor shall take proactive measures in all aspects of the site's management to assure that virtually no effects are realised with respect to effects on the environment, local communities or traffic. The principal contractor shall recognise that this may be above and beyond conditions outlined in this consent.

- 8. Prepare a photo survey of the neighbouring properties, buildings, roads, paths (subject to being permitted access to neighbouring properties for this purpose) so that the extent of damage, if any, due to excavation can be clearly and accurately determined. A copy of these photo records shall be submitted to the Manager of Resource Management Engineering at Council.
- 9. A bond shall be entered into, in a form to be determined by the Council's solicitors, to secure performance of the earthworks to be carried out as per the plans approved for this development. The cost of setting up the bond is to be borne by the applicant. Any guaranteed bond shall be guaranteed by a financial institution approved by Council's solicitors. This resource consent shall not be exercised until the applicant has provided evidence to the Council that the bond has been established. The bond shall be for a sufficient amount to cover the cost of stabilising the site and associated completion of Council infrastructure relocation works should the works be abandoned for a period in excess of 30 days. The amount of such a bond shall be 1.5 times the value of stabilisation and relocation works as determined by an estimate made by a suitably qualified engineer experienced in such works, using as a basis for his/her calculations engineered plans and specifications provided by the applicant. Council may require that a second estimate be provided to confirm the proposed bond amount is appropriate. Such bond may be released upon the issuance of a Certificate of Compliance for the proposed works authorised by this consent.
- 10. Prior to commencing works on the site, the consent holder shall obtain 'Engineering Review and Acceptance' from the Queenstown Lakes District Council for development works to be undertaken

and information requirements specified below. The application shall include all development items listed below unless a 'partial' review approach has been approved in writing by the Manager of Resource Management Engineering at Council. The 'Engineering Review and Acceptance' application(s) shall be submitted to the Manager of Resource Management Engineering at Council for review, prior to acceptance being issued. At Council's discretion, specific designs may be subject to a Peer Review, organised by the Council at the applicant's cost. The 'Engineering Review and Acceptance' application(s) shall include copies of all specifications, calculations, design plans and Schedule 1A design certificates as is considered by Council to be both necessary and adequate, in accordance with Condition (1), to detail the following requirements:

- a) The relocation of all Council reticulated services affected by the development to new locations, as agreed with Council engineers, to enable the continuation of suitable maintenance access and to provide uninterrupted servicing to neighbouring lots. All relocated gravity services (stormwater and sewer) shall be installed above 1.5% grade to minimise loss of grade through minor settlement. The provision of a water supply to the development in terms of Council's standards and connection policy. This shall include upgrading the Brecon Street main to provide capacity to the subject site frontage at no less than 150mm diameter. The subject site connection shall include a bulk flow meter which consists of an approved valve and valve box with backflow prevention and provision for water metering to be located at the road reserve boundary. The costs of the connection shall be borne by the consent holder.
- b) The provision of fire hydrants with adequate pressure and flow to service all buildings within the development site(s) with a minimum Class FW3 firefighting water supply and detailed designs shall be accompanied with a report from a suitably qualified professional demonstrating compliance with the NZ Fire Service Code of Practice for Firefighting Water Supplies SNZ PAS 4509:2008. Any alternative solution must be approved in writing by the Area Manager for the Central North Otago branch of the New Zealand Fire Service.
- c) The provision of fire hydrants with adequate pressure and flow to service adjacent lands and/or development areas, where servicing has/will be affected by the subject development site(s), with a minimum Class FW3 firefighting water supply in compliance with the NZ Fire Service Code of Practice for Firefighting Water Supplies SNZ PAS 4509:2008. Any alternative solution must be approved in writing by the Area Manager for the Central North Otago branch of the New Zealand Fire Service.
 - Note: For clarity this condition is to ensure that hydrant firefighting services to the wider area, including but not limited to the Lakeview Holiday Park, remain unaffected by the subject development site and associated land swaps.
- d) The provision of a foul sewer connection to the development. The costs of the connection shall be borne by the consent holder.
- e) The provision of a connection from all potential impervious areas within the development to the Council reticulated stormwater disposal system and the provision of an onsite stormwater detention system with flow control devices to attenuate flows from the site to predevelopment rates. All attenuation shall occur within the final legal boundaries of the hotel site. The individual lateral connections shall be designed to provide gravity drainage for the entire area within the development site.
- f) Details showing the removal or capping of all redundant Council reticulated service connections to the site(s). Redundant water connections shall be capped at the Council mains unless otherwise approved by Council engineers.
- g) Details demonstrating all sealed surface materials for public roading and footpath areas being constructed under this consent comply with Council standards, or as otherwise approved by Council engineers.
- h) The formation of all intersections in accordance with the latest Austroads intersection design guides. These designs shall be subject to review and acceptance by Council with any associated costs met by the consent holder. Intersections shall include, but not limited to:
 - i. Brecon Street intersecting the new public road (referenced Lakeview Lane by application).
 - ii. New public road (referenced Lakeview Lane by application) intersecting the Lakeview Holiday park access road (formerly Cemetery Road). This shall include

expert transport evidence demonstrating the provision of safe and appropriate inter-visibility sight lines to intersection approaches.

- The formation of the Brecon Street frontage to the development in compliance with the QLDC Brecon Street Masterplan and Council standards. Specifically this shall include, but not limited to:
 - i. Defining and establishing horizontal and vertical set out levels and layouts with Council engineers for all paths and parking surfaces along the Brecon Street road frontage that compliment a future 5m wide eastern (I-Fly side of street) footpath and 7m minimum width Brecon Street movement lane.
 - ii. The widening and construction of the Brecon Street movement lane where aligned outside of existing structural road pavements.
 - Note: For clarity the kerb alignment of new indented parking is approximately 2.5m outside of the existing formed road construction (due to future footpath widenings on east side of Brecon Street pushing road over) and also noting in this context any existing parking areas are not considered 'structural' roading.
 - iii. Indented public parking provisions along the western side of Brecon Street and in general dimensional accordance with draft plans endorsed by Council Property and Infrastructure engineers. No public areas shall be detailed for use solely by the development site.
 - iv. A 3.8m minimum width sealed public footpath along the development side of Brecon Street and contained within the legal road frontage. The footpath shall extend from the cemetery side of the new road intersection (referenced Lakeview Lane by application) to the Isle street intersection.
 - v. Road berms shall not be provided with permanent gradients exceeding 1V:5H.
 - vi. Provision shall be made for stormwater connection to the Council reticulated network for all roading stormwater. The designs shall ensure that stormwater provisions are located/relocated to the redefined outer edge of movement lanes, in compliance with Council standards.
- j) The formation of a sealed public road (referenced Lakeview Lane by application) along the north-western side of the development site in accordance with Table 3.2 Figure E34 of the QLDC's Land Development and Subdivision Code of Practice. Specifically this shall include, but not limited to:
 - i. New sealed road formation (approximately 90 meters length) extending from the Brecon Street intersection to the south-western side of the new Lakeview Holiday Park intersection.
 - ii. A minimum legal width of 20m.
 - iii. A 2.5m minimum width sealed footpath along each side of the road.
 - iv. 5.7m wide sealed Movement Lane with a maximum longitudinal gradient that provides adequate inter-visibility with the new Cemetery Road intersection approaches, but not exceeding 12% gradient.
 - v. Indented public parking provisions along each side of the road formations and in general dimensional accordance with plans already endorsed by Council Property and Infrastructure engineers.
 - vi. Road berms shall not be provided with permanent gradients exceeding 1V:5H, excluding the hotel basement ramp provision.
 - vii. Copies of all specifications, calculations, design plans and a PS1 for all Lakeview Lane retaining walls within/adjacent to public road areas from a suitably qualified Chartered Professional Engineer. This shall demonstrate that all retaining below the road level can accept surcharge traffic loading from fully laden HGV located anywhere within the road areas.
 - viii. Safety barriers shall be provided for vehicular and pedestrian safety where the road and/or footpath runs parallel with land which drops away to a height of greater than 1m at an angle of greater than 45° within 2m of the edge of the

- accessway and/or paths, in accordance with Clause 3.3.4 of QLDC's Land Development and Subdivision Code of Practice and NZBC Clause F4/AS1 1.1.
- ix. Road naming in compliance with the Council road naming policy.
- x. Provision shall be made for stormwater connection to the Council reticulated network for all roading stormwater.
- k) The formation of a realigned and widened sealed access road linking through to the Lakeview Holiday Park (formerly Cemetery Road) in accordance with Table 3.2 Figure E34 of the QLDC's Land Development and Subdivision Code of Practice. Specifically this shall include, but not limited to:
 - i. A 2.5m minimum width sealed footpath along eastern hotel side of the road. No footpath is necessary along the western side.
 - ii. 5.7m minimum width sealed Movement Lane.
 - iii. Indented parking provisions along each side of the road formations and in general dimensional accordance with plans already endorsed by Council Property and Infrastructure engineers.
 - iv. Road berms shall not be provided with permanent gradients exceeding 1V:5H.
 - v. The provision of a sealed commercial crossing point to the hotel 'Loading Area' with gradients and break over angles in compliance with Council standards.
 - vi. Road naming in compliance with the Council road naming policy.
 - vii. Provision shall be made for stormwater connection to the Council reticulated network for all roading stormwater.
- I) The construction and sealing of all onsite vehicle manoeuvring, loading areas, and car parking areas to Council's standards. Designs shall demonstrate full dimensional compliance with the Operative District Plan to basement parking stalls, aisles and ramps for use by valet staff and include the provision of an 8m long by 3.5m wide by 3.8m high Loading Area. All trafficable parking and access areas of the basement shall be provided with no less than 2.3m vertical obstruction-free clearance to permit valet parking of disability use vehicles in any basement space. Parking and loading spaces and vertical height restrictions shall be clearly and permanently marked out and/or signed. Provision shall be made for stormwater disposal.
- m) The provision of a commercial sealed vehicle crossing from Lakeview Lane (referenced used by application) movement lane and basement car park access ramp in compliance with Council standards. The crossing/ramp shall be designed with compliant break over angles and be designed for two way travel to minimise queuing effects on the Lakeview Lane frontage road. The crossing design shall provide expert evidence demonstrating appropriate and safe footpath access can be achieved along the public path and ramp area by all users, including but not limited to, mobility scooters and visually impaired pedestrians. The sides of the ramp sides shall be designed with high visibility fall protection barriers and associated tactile paving provisions in compliance with Council standards.
- n) The provision of an Site Parking Management Plan (SPMP) that shall include, but not be limited to:
 - i. Management controls to distinguish between hotel guests and general public utilising the public parking areas.
 - ii. Controls to ensure adequate valet staff availability at all times.
 - iii. Controls to ensure the basement car parking is accessed by valets only. This includes restricting hotel guests and retail staff from directly parking.
 - iv. Vehicle drop off and vehicle collection provisions operated by the hotel to ensure there is no queueing by guests on the public road frontages.
 - v. Physical controls at the carpark and/or direct communication controls between valets over the ramp area, including approaches, to ensure that queueing does not extend back onto the public road frontage of Lakeview Lane.
- o) The provisions for all signage and markings in accordance with the NZTA Manual of Street Signs and Markings (MOTSAM) and the NZTA Traffic Control Devices Manual. This shall include, but not limited to:

- Vertical height restrictions to vehicles entering basement and Loading Zone areas.
- ii. On-street parking signage and marking controls to implement parking signage and markings as shown on plans endorsed by Council Property and Infrastructure engineers.
- iii. The removal of all redundant street signs and road markings associated with the land exchange and road stopping processes.
- iv. The implementation of all necessary 'no-parking' controls and changes to facilitate unimpeded 12.6m length coach vehicle single manoeuvre turning at the western end of Cemetery Road cul-de-sac head.

Note: For clarity this last point references the turning head area with right of way easement being created over adjacent Lakeview holiday park lands where outside of legal road alignment, as further described in the Computed Easement Plan condition below.

- p) Copies of all specifications, calculations, design plans and a PS1 for all boundary retaining walls within/adjacent to public road areas from a suitably qualified Chartered Professional Engineer. This shall demonstrate that all retaining below the road level can accept surcharge traffic loading from fully laden HGV located anywhere within the road areas.
- q) The provision of lighting to all road, access, and pedestrian areas in accordance with Council's road lighting policies and standards, including the Southern Light lighting strategy. 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.
- r) The provision of Design Certificates for all engineering works associated with this subdivision/development submitted by a suitably qualified design professional (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of the QLDC's Land Development and Subdivision Code of Practice Schedule 1A Certificate.
- s) A Computed Easement Plan shall be submitted to Council for approval showing details of all easements required as a result of this development. This shall include, but not limited to:
 - i. Unless already registered on the relevant titles easements shall be provided in favour of relevant parties for all infrastructures rerouted under the land exchange and road realignment processes.
 - ii. All Council reticulation shall be provided with easements in gross no less than 3m width.
 - iii. Unless already registered on the relevant titles a right of way easement in gross shall be provided in favour of QLDC over the portion of the Cemetery Road cul-de-sac turning head located within Part Block LVI Town of Queenstown, at the western end of Cemetery Road.
 - iv. Unless already registered on the relevant titles a right of way easement shall be provided in favour of the hotel site over the former Cemetery Road alignment to permit legal hotel access for transport movements associated with the loading zone on the south-western side of the development.

Once approved by Council, the easement(s) shall then be registered on the relevant Computer Freehold Register(s) at the consent holder's expense, prior to any occupation of the development.

To be monitored throughout earthworks

11. The earthworks, batter slopes, retaining, and site management shall be undertaken in accordance with the recommendations of the Holmes Consulting Limited "Geotechnical Excavation Feasibility Assessment" dated 26th April 2018 and Hadley Consultants Limited "Preliminary Earthworks Assessment – Proposed Brecon Street Hotel 34 Brecon Street Queenstown" dated 25 September 2017 and those within the reviewed and accepted construction 'SMP' in Condition (7) above.

- 12. A suitably qualified professional as defined in Section 1.7.2 of QLDC's Land Development and Subdivision Code of Practice shall monitor and confirm the ground conditions and cut depths encountered are those expected and designed for in the Holmes Consulting Limited "Geotechnical Excavation Feasibility Assessment" dated 26th April 2018 and the Hadley Consultants Ltd "Preliminary Earthworks Assessment Proposed Brecon Street Hotel 34 Brecon Street Queenstown" dated 25 September 2017 report. Should the site conditions be found unsuitable for the proposed retaining methods, then a suitably qualified and experienced engineer shall submit to the Council new designs/work methodologies for the excavation/retention systems prior to further work being undertaken with the exception of work to stabilise the site in the interim.
- 13. All temporary retention systems shall be installed immediately following excavation to avoid any possible erosion or instability.
- 14. No permanent road batter slopes shall be formed at a gradient that exceeds 1V:5H except for the basement ramp access that may be up to 1V:6H.
- 15. The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.
- 16. Any works near power lines, including excavations, shall be undertaken in accordance with any requirements of Aurora Energy/Delta, the Electricity Act and the New Zealand Electrical Code of Practice for Electrical Safe Distances NZECP 34:2001. The consent holder shall notify Delta prior to any excavations within electricity easement areas or within 5m of power lines or power poles.
- 17. If at any time Council, or its elected representatives, receive justifiable complaints about or proof of effects from vibration sourced from the earthworks activities approved by this resource consent, the consent holder at the request of the Council shall cease all earthworks activities and shall engage a suitably qualified professional who shall prepare a report, which assesses vibration caused by earthworks associated with this consent and what adverse effect (if any) these works are having on any other land and buildings beyond this site. Depending on the outcome of this report a peer review may be required to be undertaken by another suitably qualified professional at the consent holder's expense. This report must take into consideration the standard BS 5228:1992 or a similar internationally accepted standard. Both the report and peer review (if required) shall be submitted to Council for acceptance and review.
- 18. 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.
- 19. 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.
- 20. No earthworks, temporary or permanent, are to breach the boundaries of the site except for those reviewed and accepted works above.
- 21. The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent, on an ongoing basis.

To be completed when works finish and before any occupation of building(s)

- 22. On completion of the earthworks and prior to any occupation of the building(s), the consent holder shall submit the following information to the Manager of Resource Management Engineering at Council for review and certification:
 - a) An engineer's PS4 Producer Statement shall be submitted for any permanent retaining walls within the lot which exceed 1.5m in height or are subject to additional surcharge loads; or
 - b) The consent holder shall provide a copy of a Code of Compliance Certificate obtained under a Building Consent for any permanent retaining walls within the lot which exceed 1.5m in height or are subject to additional surcharge loads.

- 23. Prior to any occupation of the building(s), the consent holder shall complete the following:
 - b) The submission of 'as-built' plans and information required to detail all engineering works completed in relation to or in association with this subdivision/development at the consent holder's cost. This information shall be formatted in accordance with Council's 'as-built' standards and shall include all Roads (including right of way and access lots), Water, Wastewater and Stormwater reticulation (including private laterals and toby positions).
 - b) The completion and implementation of all certified works detailed in Condition (10) above.
 - c) A post construction safety audit of roads and access ways amended or created by this development to confirm construction in accordance with plans reviewed and accepted by Council and that minor unforeseen issues identified are remedied. Recommendations from this post construction safety audit will not include amendment to roading alignments but may require amendment to road markings, signage and other minor changes to appropriately mitigate unforeseen safety concerns. All recommendations shall be completed at the Consent Holder's expense to Council's satisfaction
 - d) All signage shall be installed in accordance with Council's signage specifications and all necessary road markings completed on all public or private roads (if any), created by this subdivision.
 - e) All necessary easements shall be registered on the subject title and Lakeview lane shall be legally vested as a road.
 - f) Road naming shall be carried out, and signs installed, in accordance with Council's road naming policy.
 - g) Any power supply and/or telecommunications connections to the building shall be underground from existing reticulation and in accordance with any requirements/standards of the network provider's requirements.
 - h) The submission of Practical Completion Certificates from the Contractor for all assets to be vested in the Council.
 - i) All newly constructed foul sewer and stormwater mains shall be subject to a closed circuit television (CCTV) inspection carried out in accordance with the New Zealand Pipe Inspection Manual. A pan tilt camera shall be used and lateral connections shall be inspected from inside the main. The CCTV shall be completed and reviewed by Council before any surface sealing.
 - j) The submission of Completion Certificates from both the Contractor and Approved Engineer for all infrastructure engineering works completed in relation to or in association with this subdivision/development (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of the QLDC's Land Development and Subdivision Code of Practice Schedule 1B and 1C Certificate.
 - k) All earthworked/exposed areas shall be top-soiled and grassed/revegetated or otherwise permanently stabilised.
 - I) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.

Ongoing Conditions/Covenants

24. In the event that the Engineering Acceptance issued under Condition (10) contains ongoing conditions or requirements associated with the installation, ownership, monitoring and/or maintenance of any infrastructure subject to Engineering Acceptance, then at Council's discretion, a Covenant in Gross (or other alternative legal instrument acceptable to Council) shall be registered on the relevant Computer Freehold Registers detailing these requirements for the lot owner(s) prior to operation of the hotel. The final form and wording of the document shall be checked and approved by Council's solicitors at the consent holder's expense prior to registration to ensure that all of the Council's interests and liabilities are adequately protected. The applicant shall liaise with the Subdivision Planner and/or Manager of Resource Management Engineering at Council in respect of the above. All costs, including costs that relate to the checking of the legal instrument by Council's solicitors and registration of the document, shall be borne by the applicant.

[Note: This condition is intended to provide for the imposition of a legal instrument for the performance of any ongoing requirements associated with the ownership, monitoring and maintenance of any infrastructure within this development that have arisen through the detailed engineering design and acceptance process, to avoid the need for a consent variation pursuant to s.127 of the Resource Management Act].

- 25. A covenant pursuant to Section 108(2)(d) of the Resource Management Act 1991 shall be registered on the Computer Freehold Register of the subject site prior to operation of the hotel providing for the ongoing requirements below. The final wording of the instrument shall be checked and approved by the Council's solicitors at the consent holder's expense prior to registration to ensure that all of the Council's interests and liabilities are adequately protected.
 - a) Access to the basement parking areas shall be restricted at all times to 'valet' parking staff only. This includes the prevention of other hotel and retail staff using the basement parking areas.

Recommended Advice Notes

- 1. This consent triggers 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.
- The consent holder is advised that any retaining walls, including stacked stone and gabion walls, proposed in this development which exceeds 1.5m in height or walls of any height bearing additional surcharge loads will require Building Consent, as they are not exempt under Schedule 1 of the Building Act 2004.
- Prior approval via a Connection to Council Services for a Temporary Water Take is required if Council's water supply is to be utilised for dust suppression during earthworks. This shall include the use of a backflow prevention device to prevent contamination of Council's potable water supply.

Prepared by: Reviewed by:

Mike Wardill TEAM LEADER ENGINEER

Stella Torvelainen LAND DEVELOPMENT ENGINEER

APPENDIX 9 – HERITAGE IMPACT ASSESSMENT

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APPENDIX 12

Heritage Impact Assessment



QUEENSTOWN CEMETERY, BRECON STREET, QUEENSTOWN SECTION 132, BLOCK XX, SHOTOVER SD

HERITAGE IMPACT ASSESSMENT

27 March 2018

A. <u>INTRODUCTION</u>

Origin Consultants Ltd have been instructed by Brecon Street Partnership Ltd to prepare a Heritage Impact Assessment (HIA) of the proposed new hotel (to be built on the site of the present mini golf course at 34 Brecon Street) on the adjacent site containing the Queenstown Cemetery. The Brecon Street Cemetery is a Category 2 Protected Feature (ref. 17) in the QLDC Operative District Plan (ODP) and Proposed District Plan (PDP) and, in addition, the stone walls are a Category 3 Protected Feature (ref. 44) in both plans. Neither the Cemetery nor the stone wall are included in the Heritage New Zealand Pouhere Taonga List.

This assessment of the Cemetery follows an accepted best-practice approach as described in Sustainable Management of Historic Heritage Guidance Information Sheet 9 by Heritage New Zealand Pouhere Taonga. This states that a HIA will cover:

- What heritage place is affected or involved.
- What work or changes are proposed.
- The principles that guide the assessment.
- How the proposal measures up to the Regional and District plan assessment standards (or other best practice standards).

It also advises that the HIA will conclude by providing a summary of the positive or negative effects of the proposal and other recommendations.

In this instance, with regard to the fourth bullet point above, Mitchell Daysh, Brecon Street Partnership's planning consultants, have advised that the heritage protection provisions of the PDP are not relevant to this site as Brecon Street has been dealt with separately in the Plan review process via Plan Change 50. No part of the PDP is relevant to the newly established Town Centre zone that was created out of PC50 and, accordingly, no assessment of the hotel proposal is require against Section 26.6.7.

This assessment is based upon the proposals in the Warren and Mahoney "Design Report/Resource Consent Application with revised Heights - 02 March 2018" document. The proposed development at 34 Brecon Street will incorporate a combination of hotel and retail outlets in four separate but linked buildings. The development proposes the creation of a new road (Lakeview Lane) between the Cemetery boundary and the northern edge of the development. The northern edge of the proposed development will be 21.9 metres above the original ground level at its highest point (B3).

Brecon Street Partnership require the particular consideration of this HIA to be the difference in impact, if any, on the historic heritage values of the Cemetery between the proposed hotel (with height above that permitted by Plan Change 50), but set back from the Cemetery boundary and a similar new hotel built to the permitted height of 15.5m on the Cemetery boundary.

A cursory inspection of the cemetery was made with Graham Wilkinson of Brecon Street Partnership on 09 March 2018 and subsequent more detailed inspections were made by Benjamin Teele of Origin Consultants on 16 March 2018 and the writer on 19 March 2018.

B. LOCATION

This report concerns the historic Queenstown Cemetery, adjacent to Brecon Street, part of a site that was originally surveyed as Section 73, Block XX (as shown on survey map SO 1489 from 1865, and SO 1515).

The Cemetery is located on rising ground northwest of the Queenstown Central Business District and is presently bordered by Cemetery Road and Brecon Street. Its current appellation is Section 132, Block XX Shotover SD. The original section covered 11.3 acres, before it was subdivided in 1983, with the western portion held as a Cemetery Reserve (OT3D/1483), and the remaining portion gazetted as a Recreation Reserve (Gaz 1981 – p. 429, GN 551953). The location with approximate boundaries delineated in red is shown in Figure 1.



Figure 1 Location of Queenstown Cemetery, Brecon Street. Note site boundaries are approximate (QLDC Webmaps).

C. THE RMA AND HISTORIC HERITAGE

Historic heritage is defined by the **RMA (s2)**1:

"Historic heritage:

(a) means those natural and physical resources that contribute to an understanding and appreciation of New Zealand's history and cultures, deriving from any of the following qualities:

(i) archaeological:

(ii) architectural:

(iii) cultural:

(iv) historic:

(v) scientific:

(vii) technological; and

(b) includes -

¹ http://www.qualityplanning.org.nz/index.php/planning-tools/heritage#defining_historic_heritage

(i) historic sites, structures, places, and areas; and (ii) archaeological sites; and (iii) sites of significance to Māori, including wahi tapu; and (iv) surroundings associated with the natural and physical resources."

D. METHODOLOGY

Information in this assessment has been gained from site inspections and historical research with a variety of archival sources, QLDC documentation, and survey plans. The principal sources of archival data have been:

- The Lakes District Museum in Arrowtown which holds various cemetery records;
- Online documentary and photographic archives, including Hocken Library, Dunedin City Library Heritage Collections, Archives NZ, Digital NZ, National Library of NZ, Retrolens, Museum of New Zealand/Te Papa Tongarewa; PapersPast, and the Appendix to the Journal of the House of Representatives.

The purpose of the on-site inspection was to understand what aspects of the cemetery are 'significant' from a historic heritage point of view in order to identify any potential negative or positive impacts of the proposed development on the Cemetery Protected Features.

E. DESCRIPTION OF THE SITE

The Cemetery is positioned on a small terrace above the CBD that slopes downhill from west to east. Behind it the mountain rises quite steeply and is covered by forest through which there are mountain bike trails and an access road. Nearby the Queenstown gondola takes visitors up the mountain to the Skyline Queenstown complex and its bungy platform. To the south is the Lakeview Holiday Park accessed by Cemetery Road.

The site is approximately triangular in plan, with the north-western border pushed out slightly at each end. The site covers Section 132, Block XX Shotover S.D., and is around 1.65 hectares in extent. Historically it was surveyed outside of the town boundaries as part of the Shotover Survey District, before subsequently becoming part of the town as the towns' boundaries expanded.

The oldest part of the Cemetery is laid out mostly in regular burial grids, with a small gravelled path connecting Brecon Street, Cemetery Road, and access to the western part of the site. The northern part of the site is more open, with another open area roughly in the centre of the site. A small branching grass track runs from the north-east edge of the site towards the centre. Several rows of more recent burials have been placed in this corner. The north-western edge is grassed, with several clumps of moderately sized trees, a mix of conifers and deciduous species. There is a moraine bolder near the north-western edge with multiple plaques attached to commemorate those who have been cremated or have no grave marker. The eastern edge of the site is bounded by public car parking along Brecon Street. A discontinuous stone wall forms most of the boundary on the north-western edge and has an opening it in leading onto Hammy's track. A mature *Pittosporum tennifolium* hedge forms part of the southern boundary, with several small breaks including one area that includes an ornate steel gate. A recent planting of *Pittosporum tennifolium* has been undertaken along the rest of the southern boundary towards Brecon Street to create a future hedge.

F. HISTORIC DEVELOPMENT OF THE SITE

The earliest reference to the Queenstown Cemetery appears to be in December of 1863, when the Queenstown Improvement Committee created a Cemetery Committee.² George Barr, who undertook surveys around the lake in 1864, also surveyed the land for the Queenstown Cemetery at that time.³ His survey notebook records the cemetery location in Queenstown at Block 6, Shotover (see SO 1515 with 'Block 6' marked cemetery reserve). Land to be set aside for burial was designated under the Cemetery Reserves Bill from 1864. It appears that there was some original uncertainty about where to locate the cemetery, as a reference from late 1864 makes mention that Barr had selected another site for a cemetery, but this was met

² Lake Wakatip Mail, 'Queenstown Improvement Committee' (VOLUME II, ISSUE 67, 19 DECEMBER 1863, 1863).

³ NZ Archives, Surveyor's Field Book – R23192704

with strong disapproval, as there were already two cemeteries that were in use. The continual changes were described as "very distressing and tended to make Queenstown a city of churchyards".4

A survey map from 1865 shows the location of two cemeteries, one at the current location and the other above Hallenstein Street on what was called the Eastern Terrace.⁵ Based on subsequent historic documentation, it appears that both cemetery locations were designated as reserves early on (SO 14831), but the one on the Eastern Terrace above Hallenstein Street was only used for a short period (possibly only one year) before all burials took place at the cemetery at Brecon Street.

From as early as August 1863 people were being buried at the Brecon Street Cemetery; some of the first being two miners being killed by a landslide with around a thousand people attending their funeral.⁶ A newspaper reference from 1926 describes one portion of the cemetery containing a row of very old graves, surrounded by wooden headstones, which was extremely neglected and overgrown. These men were miners who were killed during the extensive floods of 1864.⁷

In late 1864, the Queenstown Improvement Committee proposed that the Government fence in the Queenstown Cemetery Reserve. They were successful and 200 pounds were allocated for that purpose (but appear to have not been paid), with cemetery trustees to be appointed under the Cemetery Reserves Ordinance, 1864.8 Several notable Queenstown citizens were appointed as temporary trustees, including Messrs Hallenstein and Powell.9 At first, they could not be appointed as managers, as the Queenstown Cemetery was initially omitted from the Cemetery Ordinance Schedule, but it was later included.

The cemetery still had not been fenced in 1866, so another application was made to the Provincial Council for funds to fence in the four acres of the Reserve. This is approximately the same size as the current Reserve. This is also the year that the first records for burials at the cemetery were kept. Mr Henry Manders was appointed as the first manager of the cemetery and met with the approval of the Executive. This allowed the cemetery grounds to be divided into religious denominations, and from this point on, it was a requirement to obtain a certificate of burial from the secretary. The original rules and regulations for the cemetery were written on a sheet of zinc, and posted in the Reserve. Following the fencing of the Cemetery Reserve, attention was constantly drawn to the neglected condition of the Queenstown Cemetery ground, especially when compared to Frankton Cemetery, which had included a flower garden early in its development. It was only in 1874 when the cemetery grounds began to be improved with upwards of three hundred trees (namely pines), definition of paths, and removal of speargrass.

⁴ Lake Wakatip Mail, 'Deputation' (ISSUE 167, 3 DECEMBER 1864, 1864).

⁵ SO 1489

⁶ Otago Witness, 'The Lake Country' (ISSUE 612, 21 AUGUST 1863, 1863).

⁷ Lake Wakatip Mail, 'The Queenstown Cemetery' (VOLUME 3694, ISSUE 3694, 25 MAY 1926, 1926).

⁸ Lake Wakatip Mail, 'Queenstown Improvement Committee' (ISSUE 165, 26 NOVEMBER 1864, 1864).

⁹ Lake Wakatip Mail, 'Queenstown Improvement Committee' (ISSUE 178, 11 JANUARY 1865, 1865).

¹⁰ Lake Wakatip Mail, 'Queenstown Cemetery Committee' (ISSUE 357, 29 SEPTEMBER 1866, 1866).

¹¹ Lake Wakatip Mail, 'Queenstown Cemetery Committee'.

¹² Lake Wakatip Mail, 'Lake Wakatip Mail' (ISSUE 342, 8 AUGUST 1866, 1866).

¹³ Lake Wakatip Mail, 'Lake Wakatip Mail' (ISSUE 875, 27 OCTOBER 1874, 1874).

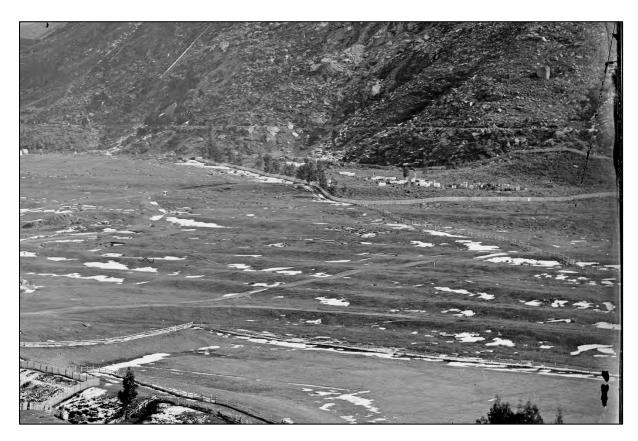


Figure 2. Early view of Queenstown Cemetery in 1880 showing timber fence and a small number of graves (Te Papa).

A new post and rail fence was built in 1879 to separate off part of the Reserve, which was then leased for growing grass or oats. ¹⁴ Trees obtained from the Dunedin and Wellington Botanical Gardens were planted. Blue gums were positioned along the main fences and the road to the cemetery gates was improved when both sides were lined with trees. ¹⁵ In 1882 'quicks' were planted around the reserve to create a green hedge, allowing time for the transplanted trees to grow. A description of a funeral procession to the cemetery in 1883 sought to evoke its place beneath the mountain:

"The cemetery stands close to the base of a high mountain, under whose shadow the dead in silence repose... The air was perfectly still, and a deeper silence seemed to rest upon the rugged, stern mountain at whose base we stood, and whose rugged crags and deep ravines were reflected on the calm waters of the blue lake below... Never have those grand old mountains, hoary with age and rent and torn by storm, reechoed a sweeter sound. Softly the echo came back, and floated away till its faintest ripples lapsed into silken on the bosom of the lake... Stern, and grim, and silent the great mountain stood above the little knot of silent mourners gathered round the open grave... ¹⁶

There were concerns raised in 1883 that the site of cemetery and its underlying geology had the potential to contaminate the town's water supply, which was sourced from the lake at that time. An account noted that all the dirt and filth of the town percolated through the gravels into the Lake, and that the cemetery being situated in a dip of the rock would leach contaminants down the hill.¹⁷

Official minutes from a meeting on the cemetery in 1885 noted that while the plantation of trees had prospered and that the grave plots were generally well kept, the first interments of miners and others were not attended to. 18 Many of the gum trees were subsequently removed in 1893 due to the damage the roots were doing to the gravestones and surroundings. 19

¹⁴ Lake Wakatip Mail, 'Lake Wakatip Mail' (ISSUE 1117, 1 MAY 1879, 1879).

¹⁵ Lake Wakatip Mail, 'Queenstown Cemetery' (ISSUE 1265, 14 APRIL 1882, 1882).

¹⁶ Otago Witness, 'Rural Rambles' (ISSUE 1626, 20 JANUARY 1883, 1883).

¹⁷ Lake County Press, 'Public Meeting at Queenstown' (VOLUME I, ISSUE 15, 9 MARCH 1883, 1883).

¹⁸ Lake Wakatip Mail, 'Queenstown Cemetery' (ISSUE 1425, 27 FEBRUARY 1885, 1885).

¹⁹ Lake Wakatip Mail, 'Lake Wakatip Mail' (ISSUE 1952, 28 JULY 1893, 1893).

The stone wall built around the cemetery is purported to have been built by James McNeil and Jack McDonald around 1886.²⁰²¹ However, there is no clear mention in the historic newspapers about the construction of this wall. The two other main cemeteries in the Basin had their stone walls constructed at different times. The stone wall built around the Arrowtown Cemetery was completed in 1873,²² and the one around Frankton built in 1882.²³ Subsequent newspaper references in the 1880s describe the boundary around the Queenstown Cemetery as a fence. It is unclear why there is no record of the substantial stone wall that stands there being built.

In 1887, a letter appeared in one of the local newspapers and referred to renting of the portion of the old Cemetery Reserve on Queenstown Hill. The previous year, it had been described in a newspaper article as being in utterly neglected condition. Two painted boards were recorded as marking the graves of Patrick Saxton, who died in April, 1863 and John Griffin, who died in July 1863. It was argued that the Cemetery Committee with aid from the Borough Council should remove the remains to the public cemetery.²⁴ The next year the Committee discussed the issue, and it was considered that owing to the watery nature of the ground little if anything would be found capable of removal, and there was no reliable record of the names and native places of the deceased, and no tablets or tombstones had been erected or preserved. Members of the Cemetery Trust felt a delicacy in dealing with this matter, and resolved to let it from year to year until the Reserve was brought under the Public Reserves Act.²⁵ The location of this second Cemetery Reserve is shown on an 1871 survey map.²⁶ It appears that this cemetery (on what was described as the 'Eastern Terrace') was used before Queenstown was surveyed.²⁷ It is uncertain whether these graves were ever exhumed and the remains reburied at the Brecon Street Cemetery as no record of this happening has been found in archival research throughout the first part of the 20th century. In 1925, it was recorded that a visitor to the town asked about the location of the old cemetery on the Eastern Terrace, wishing to visit one of the graves of a miner killed in the 1863 flood. The visitor found the site but only with assistance from a local resident, and it was suggested in the newspaper that a portion of the old cemetery, where the graves were clustered together, should have some form of delineation to prevent them being lost.²⁸

In 1895 a letter to the Municipal Council noted that the Cemetery Trustees had inadvertently used part of the Corporation Reserve adjacent to the Brecon Street Cemetery to inter bodies. It was suggested that this part of the Corporation Reserve be excised and added to the Cemetery Reserve.²⁹ This seems to have subsequently occurred, as the current parcel boundaries for the Reserve on the western edge have been modified from the original 1860s survey.

The Brecon Street Cemetery continued to be managed by the Queenstown Cemetery Committee until 1920, when it was handed over to the Municipal Council. ³⁰ A soliloquy in the newspaper of the cemetery in 1931 described the Poplar and Sycamore trees on the face of Cemetery Hill. ³¹ Part of the cemetery reserve was used by the Wakatipu Golf Club for practice from 1931. ³² There were further complaints about the condition of the cemetery in the 1930s, with concerns about its unkempt nature. ³³ The last of the early Chinese immigrants who arrived following the gold rush, Ah Gum, died in 1937 and was interred in the Brecon Street Cemetery. ³⁴

The Chinese Memorial Garden was established in the part of the cemetery where the Chinese graves were grouped during the gold-mining period. After the Chinese community left, the graves became overgrown. It was later cleaned up, with only one headstone uncovered. Records indicate that 28 Chinese were buried in the cemetery from 1869 to 1937. However, it was common practice to disinter the bodies and send them back to China for reburial.³⁵

²⁰ QLDC Cemetery Reserve information

²¹ Lake Wakatip Mail, 'Page 2 Advertisements Column 1' (ISSUE 1562, 5 NOVEMBER 1886, 1886).

²² Lake County Press, 'Advance, Arrowtown' (ISSUE 89, 14 FEBRUARY 1873, 1873).

²³ Lake Wakatip Mail, 'Page 2 Advertisements Column 1' (ISSUE 1290, 15 SEPTEMBER 1882, 1882).

²⁴ Lake Wakatip Mail, 'Lake Wakatip Mail' (ISSUE 1557, 1 OCTOBER 1886, 1886).

²⁵ Lake Wakatip Mail, 'Queenstown Cemetery Trust' (ISSUE 1599, 17 JUNE 1887, 1887).

²⁶ SO 14831

²⁷ Lake Wakatip Mail, 'Queenstown Cemetery Trust'.

²⁸ Lake Wakatip Mail, 'Lake Wakatip Mail' (ISSUE 3622, 20 JANUARY 1925, 1925).

²⁹ Lake Wakatip Mail, 'Municipal Council, Queenstown' (ISSUE 2041, 8 MARCH 1895, 1895).

³⁰ Lake Wakatip Mail, 'Municipal Council' (ISSUE 3408, 12 OCTOBER 1920, 1920).

³¹ Lake Wakatip Mail, 'With the Dead' (ISSUE 3997, 28 APRIL 1931, 1931).

³² Lake Wakatip Mail, 'Queenstown Borough Council' (ISSUE 3999, 12 MAY 1931, 1931).

³³ Lake Wakatip Mail, 'The Queenstown Cemetery' (ISSUE 4198, 26 FEBRUARY 1935, 1935).

³⁴ Otago Daily Times, 'A Chinaman's Funeral' (ISSUE 23099, 27 JANUARY 1937, 1937).

³⁵ Queenstown Courier, 1972, Volume 8, page 11.

The cemetery continued to expand slowly from the 1930s. An aerial shot from 1947 shows the cemetery surrounded by trees on the west, north and east sides. The main access was off Cemetery Road, with a small building present on the right as you entered the cemetery. In 1957 the first interment in the Protestant Lawn section occurred, and from then on, any new plot purchased was designated as a lawn plot. By 1978 the area to the southwest of the cemetery had been developed in to the camping ground, resulting in the removal of a number of trees on the western boundary.



Figure 3. Aerial view of the cemetery from 1947 showing open areas to the south (Whites Aviation).

Brecon Street became more developed following the construction of the Queenstown Gondola in 1967. By 1983 a large group of trees immediately east of the cemetery had been replaced by several commercial buildings. Maintenance of the cemetery was transferred to the Queenstown Lakes District Council following the amalgamation of the Lake County Council with the Queenstown Borough in 1986.

G. STATUTORY PROTECTION

The Cemetery is included in the QLDC Inventory of Protected Features in the ODP as a Category 2 item (ref 17). It is also listed in the Historic Heritage chapter of the PDP and the stone walls within the cemetery are listed as a Category 3 item (ref 44) in both plans.

Under Section 86(B)(3) of the RMA, all rules applicable to Historic Heritage have immediate legal effect from the date of notification. The Operative District Plan defines a Category 2 item as:

"The heritage resource warrants permanent preservation because of its significance to the District. The Council would be unlikely to approve any significant alteration but would take steps to arrange compensation or acquisition if the owner's property rights are unreasonably restricted" (Chapter 13-4).

The Operative District Plan defines a Category 3 item as:

"Preservation of the heritage resource is encouraged. The Council will be more flexible regarding significant alterations. Category 3 shall include all places of special historical or cultural significance" (Chapter 13-4).

The Proposed District Plan identifies that there are three categories of heritage items, but does not specifically define them. It simply states "The number of individual items [in the Inventory of Protected

Features] stands at several hundred and although they all have a level of heritage value, some can be grouped and categorised according to their relative level of importance. This in turn allows a scale of protection to be applied. For buildings, structures and features, this means that there are three categories, 1 to 3, with Category 1 being the most significant".

The hotel proposal by Brecon Street Partnership does not involve any development in, or alterations to, the Cemetery itself or the protected stone walls.

As stated in the Introduction earlier, Mitchell Daysh have advised that due to the effects of Plan Change 50 the hotel proposal does not trigger Section 26.6.7 of the PDP 'Development within the curtilage or setting' of a Protected Feature.

H. THE HOTEL PROPOSAL

The hotel proposal is described in the Warren and Mahoney "Design Report/Resource Consent Application with revised Heights - 02 March 2018" document. In short, the proposal is for:

- A combination of hotel and retail outlets in four separate but linked buildings. Closest to the Cemetery will be Building 3 (150 rooms) and Building 4 (149 rooms).
- As shown on page 26 of the Design Report, the northern edge of the proposed development will be **21.9 metres** above the original ground level at its highest point (Building 3). The permitted building height under Plan Change 50 is 15.5 metres.
- The development proposes the creation of a new road (Lakeview Lane) between the cemetery boundary and the northern edge of the development.

The Design Report includes many visualisations of the proposed hotel. Appendix G (pages 65 & 66) provides photographic images showing the potential outline of the hotel if it were to be built to the permitted building height of 15.5m at the boundary with the Cemetery. It also shows the scale of the building as it is proposed to be with increased height, but offset from the Cemetery boundary with the buffer of the proposed new road and landscaping between them.

I. <u>IDENTIFICATION OF HISTORIC HERITAGE SIGNIFICANCE</u>

There are many aspects to the concept of 'cultural heritage significance' but essentially these may be described by reference to the following established values in the Operative District Plan:

Historical and Social significance

Those values that are associated with a particular person, group, event or activity. These may be, for instance, social, historical, economic or political.

Cultural and Spiritual significance

These are values associated with a distinctive way of life, philosophy, tradition, religion or belief.

Architectural and Aesthetic significance

These values may be associated with a particular design, form, scale or colour.

Technological significance

Under this category, values may relate to traditional, innovative or unusual building techniques and construction methods or those that are particularly notable for their time or quality.

Contextual/Group significance

These are values relating to the setting of a building or site in terms of landscape, townscape and its relation to the environment.

Archaeological significance

These values assist in our understanding of past events, activities, people or patterns by the appreciation of archaeological information that can be gained from a building or site.

Landmark significance

The site/building's significance as a landmark in the community consciousness.

The heritage significance of the Brecon Street Cemetery is assessed against these established values as follows:

Historical and Social significance

The Queenstown Cemetery has a high historical and social significance, being part of the town's social fabric since 1863. Cemeteries are highly valued, with their primary role being a place to bury and commemorate the dead, as well as to provide a focal point for mourning and religious observance.

The cemetery provides an important social record of the history of the town, reflecting the biogeography of the community. The way the Queenstown Cemetery was designed and its evolution reflect the early pioneering populations and their religious denominations, which formed an important and extensive part of the town's early social fabric. This also included the Chinese, who formed a distinct social community that was both separate from and part of Queenstown's early social and historic development.

The inscriptions on the tombstones contain important historic information about those who lived and died in the region, including many prominent citizens.

<u>Cultural and Spiritual significance</u>

The cemetery has high cultural and spiritual significance as a location where multiple religious and spiritual denominations share a space to commemorate the dead. The cemetery was originally divided into areas ascribed to different religious faiths, with the Presbyterian and Anglican portions forming the largest component of burials. However, additional faiths are represented within the cemetery, including Roman Catholic, Jewish, and numerous others.

Like all cemeteries, the Brecon Street Cemetery has cultural significance for not only people reflecting on the past, but also those involved in managing and caring for the cemetery today, as well as the increasing number of people interested in family histories and genealogies, and where their family members are buried.

Architectural and Aesthetic significance

Cemeteries are by their nature generally devoid of large buildings, particularly in New Zealand, but they provide a high aesthetic significance for their preservation of an open green space interspersed with decorated monuments. The Brecon Street cemetery provides a place of contemplation and rest in a general sense away from the busyness of the town.

Commissioning an elaborate headstone or epitaph was a way of showing respect to the dead and as a form of permanent remembrance, and skilled craftsmen were often employed to undertake these elaborate designs. There are a small number of monuments in the Brecon Street Cemetery that have aesthetic significance for their particular design.

<u>Technological or Craftsmanship significance</u>

There are several prominent headstones and monuments scattered around the cemetery which provide a moderate level of craftsmanship significance to the cemetery. Many of these were carved by local stonemasons employed by the family of the recently interred to provide a fitting memorial to their life. A mix of stone has been used, including marble and freestones, hand carved to reflect the family's desire to remember those that they have lost.

Contextual significance

The Brecon Street Cemetery retains high contextual/landscape significance, albeit modified by the growth of Queenstown over the last 150 years. It is located on prominent terrace overlooking Queenstown, forming an unofficial border between the developed urbanised part of the town and the treed reserve on the slopes of Ben Lomond. There are pleasant views through the cemetery over the town, to the lake and to the surrounding mountains.

Archaeological significance

The cemetery has been in active use since 1863 and contains numerous graves and associated monuments. As such, it has a high archaeological significance, tied in to the association of a place with the burial of the dead.

Historic research suggests there is an extremely low chance that any burials took place outside the currently defined boundaries of the cemetery. However, extreme caution should always be taken around the edges of

a cemetery due to the remote possibility of intermittent of a body outside the official cemetery boundaries. Due to the sites pre-1900 nature and very significant cultural values, it is considered an archaeological site under the Heritage New Zealand Pouhere Taonga Act 2014. Future consideration should address the issues of unmarked graves, which may be located towards the north-western edge of the cemetery. Non-invasive remote sensing techniques and site surveys have been shown to be able to accurately determine if there are unmarked graves, which can then subsequently be marked appropriately within the cemetery.

Landmark significance

The Brecon Street Cemetery is a well-known local landmark within the town and is, hence, considered to have high landmark significance.

Given that the hotel proposal only affects the curtilage or setting of the Cemetery, the identified heritage values that have the potential to be impacted are:

- Contextual Significance; and
- Landmark significance.

J. ASSESSMENT OF IMPACTS ON THE IDENTIFIED SIGNIFICANCE

Impact on Contextual Significance

In considering this impact, reference has been made to the following:

- I. The images in Appendix G (pages 65 & 66) of the Design Report;
- II. The rising slope of the land on which the Cemetery is positioned;
- III. The approximate length of the proposed hotel site in relation to its boundary with the Cemetery;
- IV. Views through the Cemetery; and
- V. The nature and layout of the Cemetery.

The conclusion of this assessment is that:

- a) If the hotel is constructed as proposed, the Cemetery will remain as an unofficial border between the developed urbanised part of the town and the treed reserve on the slopes of Ben Lomond;
- b) Some views in and out of the Cemetery will be affected, but the rising slope of the Cemetery does help mitigate this effect;
- c) The buffer of the proposed new road and landscaping will greatly help mitigate any adverse effects on the contextual significance of the Cemetery, even if it is allied to an increase of around 6 metres in the height of the building;
- d) The proposed stone wall along the boundary between the new hotel site and the Cemetery will help define the Cemetery. Assuming, its design and materials are in keeping with the historic stone wall to the other side of the Cemetery, it will have a positive effect on the delineation of the Cemetery;
- e) The construction of a similar building to the proposed hotel to a height of 15.5m on the boundary of the cemetery, with no buffer zone, would have a greater adverse effect on the contextual value of the Cemetery than the existing proposal. Such a wall would block light and views to this corner of the Cemetery and would more substantially overpower the nearby graves than the proposed recessed building façade.

Impact on Landmark Significance

It is not considered that the hotel proposal will have more than a minor effect on the landmark significance of the Cemetery. The Cemetery will remain highly visible from Brecon Street and as a way-marker for people travelling between the CBD and Skyline complex.

On a more general note, the pressure for new development adjacent to historic cemetery sites is found all over the world and has been an issue for cemeteries more or less since many were first opened. Cemeteries are a particular type of burial ground that developed in Britain from the 1820s, and subsequently this form of designated burial space was used in New Zealand following European migration. Cemeteries were formed due to the overcrowding of urban churchyards, combined with a romantic desire to commemorate the dead in an Arcadian garden setting.

Unlike churchyards, cemeteries were usually originally located at the periphery rather than the centre of communities, and followed the Roman model of being outside the boundaries of the city or town. In Britain, after the initial private cemeteries were opened in the 1830s and 1840s, a second wave of local authority cemeteries were created from the 1850s onwards. These were run by boards and offered cemetery burial for all sectors of society. The Victorian cemetery required high maintenance, and as funds were reduced and families left the area, they often became neglected.

As just stated, cemeteries were usually located on the edges of early towns to provide a place of peace and for practical considerations. They were designed as places fit for the dead and to evoke a form of meaning and sacredness to the site. Many cemeteries in developed countries have therefore had their place within the landscape significantly modified over time by the general expansion of town and the urbanisation of the landscape.

For many cemeteries, including some major cemeteries in London, England, with which the writer is familiar, protection of the historic character of a cemetery has been achieved by clear delineation of their boundaries by walls and fences. An example is Brompton Cemetery in the Royal Borough of Kensington & Chelsea. It is of a different scale to Brecon Street Cemetery in that it is one of London's seven garden cemeteries, built in a ring around the capital in the 1830s to ease the city's overcrowded graveyards and provide public green space. It comprises approximately 35,000 gravestones, stoned arcades, catacombs and a chapel. Today, it is surrounded by city buildings, including the 40,000 seat Stamford Bridge football stadium that is the home of Chelsea Football Club; the first athletics stadium being built on the site in 1877. Yet, the cemetery retains its special character through its enclosure by brick walls and its landscaping and trees.

This idea of enclosure was common for early cemeteries. They tended to be set out as large areas, with a perimeter boundary and formal entrance as distinctive features designed to symbolically and functionally separate the dead from the living. As can be seen in the historical information in Section F, the Brecon Street Cemetery was fenced by the 1870s, although it has had a number of different boundary delineation leading up to the current day arrangement of stone walls and hedging to some of the boundaries. The lack of landscape definition to its Brecon Street boundary, with no clear formalised entry, is itself one of the main diminutions of its contextual significance.

K. CONCLUSION

The building of a hotel to 15.5m height on the boundary of the Cemetery would have a moderate adverse effect on its cultural heritage significance. This would, however, be largely limited to this specific corner of the Cemetery.

The proposed setting back of the hotel, albeit with a greater building height, by way of the proposed buffer zone (being the new Lakeview Lane and its landscaping) will mitigate this effect. The proposed stone wall boundary wall between the recessed façade of the hotel and the Cemetery (assuming the wall to be built in keeping with the historic stone boundary wall on the other side of the Cemetery) will be a positive attribute to the delineation of the Cemetery.

Whilst outside the scope and means of the present new hotel proposal, it is considered that the historic heritage significance of the Cemetery can be protected and enhanced in the future by further delineation of its boundaries with stone walls, the creation of a formal entry, the improvement of paths, furniture and signage, a reduction in parking of vehicles along the Brecon Street frontage and the repair of some individual graves and monuments.

Pobin Millor

Robin Miller
Director
Chartered & Registered Building Surveyor
RICS Certified Historic Building Professional
For and on behalf of Origin Consultants Ltd
Phone 03 442 0300
Office 9 Arrow Lane, Arrowtown
Post PO Box 213, Queenstown 9348
Web www.originteam.co.nz

27th March 2018

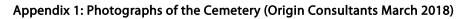




Figure 4. View of cemetery from Brecon Street.



Figure 5. View looking west across Cemetery from edge of Brecon Street.

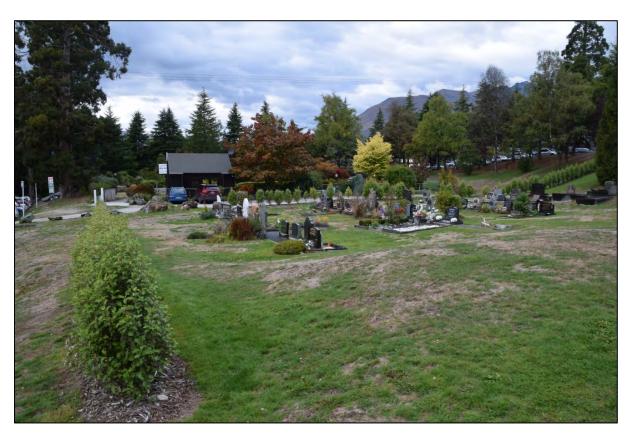


Figure 6. View looking south towards the site of the proposed hotel development.



Figure 7. View of the approximate centre of the cemetery.

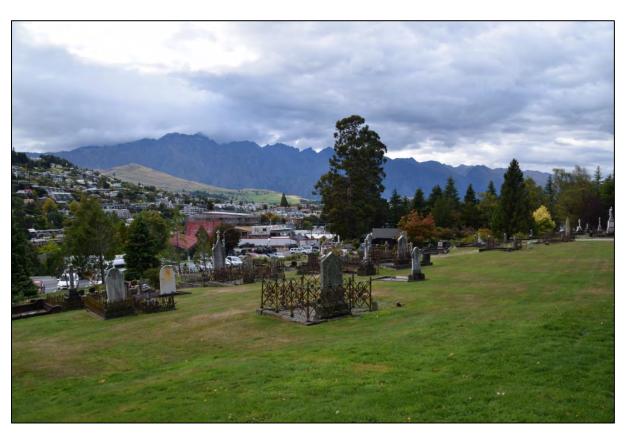


Figure 8. View looking southeast towards Brecon Street from the back of the cemetery.



Figure 9. View of the historic stone wall which runs along the northwest boundary of the cemetery.

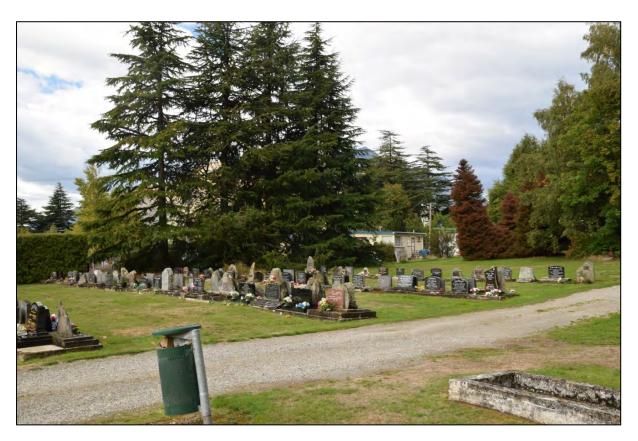


Figure 10. View looking southwest towards the camping ground reserve.



Figure 11. An example of the poor condition of some individual graves.

APPENDIX 10 – RECOMMENDED CONDITIONS

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APPENDIX 10 – RECOMMENDED LAND USE CONSENT CONDITIONS

General Conditions

- 1. That the development must be undertaken/carried out in accordance with the plans:
 - 'Lot 1 DP 27703 LAND SWAP AREAS OPTION 1' Drawing No. 02, Sheet 001, dated 26.11.14, by Clark Fortune McDonald & Associates
 - '3.1 AREA TABLE/METRICS' [page 12] dated May 2019 by Warren and Mahoney
 - '3.2 ROOM ALLOCATION DIAGRAM' [page 13] dated May 2019 by Warren and Mahoney
 - '4.1 BASEMENT PLAN' [page 14] dated May 2019 by Warren and Mahoney
 - 'A J PART PLAN FOR 9M WIDE 2-WAY RAMP' [page 78] dated June 2018 by Warren and Mahoney
 - 'A J AXO OF 2-WAY CAR PARK RAMP' [page 79] dated June 2018 by Warren and Mahoney
 - '4.2 GROUND FLOOR PLAN' [page 15] dated May 2019 by Warren and Mahoney
 - '4.3 LEVEL 1 PLAN' [page 16] dated May 2019 by Warren and Mahoney
 - '4.4 LEVEL 2 PLAN' [page 17] dated May 2019 by Warren and Mahoney
 - '4.5 LEVEL 3 PLAN' [page 18] dated May 2019 by Warren and Mahoney
 - '4.6 LEVEL 4 PLAN' [page 19] dated May 2019 by Warren and Mahoney
 - '4.7 LEVEL 5 PLAN' [page 20] dated May 2019 by Warren and Mahoney
 - '4.8 LEVEL 6 PLAN' [page 21] dated May 2019 by Warren and Mahoney
 - '6.2 EAST ELEVATION, BRECON STREET' [page 26] dated April 2018 by Warren and Mahoney
 - '6.3 WEST ELEVATION' [page 27] dated April 2018 by Warren and Mahoney
 - '6.4 SOUTH ELEVATION' [page 28] dated April 2018 by Warren and Mahoney
 - '6.5 EAST ELEVATION (LAKEVIEW LANE)' [page 29] dated April 2018 by Warren and Mahoney
 - '6.6 EAST ELEVATION LOOK AND FEEL (NTS)' [page 30] dated April 2018 by Warren and Mahoney
 - [page 31] dated April 2018 by Warren and Mahoney
 - '7.1 SECTION 01' [page 32] dated April 2018 by Warren and Mahoney
 - '7.2 SECTION 01' [page 33] dated April 2018 by Warren and Mahoney
 - 'A B EXCAVATION DEPTHS' [page 48] dated April 2018 by Warren and Mahoney
 - 'A B EXCAVATION VOLUMES' [page 49] dated April 2018 by Warren and Mahoney
 - 'A E AVERAGE BOUNDARY GRADIENTS AND MAIN CROSS FALL' [page 61] dated April 2018 by Warren and Mahoney
 - 'A F HEIGHT OF BOUNDARY ON LAKEVIEW LANE' [page 62] dated April 2018 by Warren and Mahoney
 - '5.2 PIAZZA AND GROUND FLOOR TENANCIES' [page 23] dated April 2018 by Warren and Mahoney
 - '1.2 SITE PLAN' [page 5] dated April 2018 by Warren and Mahoney
 - Diagram of Campground Alternative Access

stamped as approved on XX 2019

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.

General

4. All engineering works shall be carried out in accordance with the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd May 2018 and subsequent amendments to that document up to the date of issue of any resource consent.

Note: The current standards are available on Council's website via the following link: http://www.qldc.govt.nz

To be completed prior to the commencement of any works on-site or within public road areas

- 5. Prior to commencement of works, the consent holder shall provide Council's Manager: Resource Consents with a copy of a legal agreement which allows the consent holder to provide off-site coach parking for a minimum of 4 coaches in circumstances where the operators of those coaches require overnight coach parking The legal agreement shall have a minimum term of 5 years and shall come into effect once the development is complete and the hotel is licensed to accommodate guests.
- 6. Prior to commencement of works, the consent holder shall either:
 - Obtain a Licence to Occupy for the sole use of four (4) parking spaces on Lakeview Lane for the purposes of valet pick up/drop off;

OR

- Submit to Council's Manager of Resource Management Engineering for review and certification, a revised layout for basement parking access and manoeuvring to provide safe access for unfamiliar public users to the basement parking area. The revised layout shall demonstrate compliance with the relevant District Plan standards and shall include the required number of disabled parking spaces.
- 7. Prior to the commencement of works, a roof plan (and elevations if necessary) shall be submitted to Council's Manager: Resource Consents for review and certification. The roof plan shall demonstrate that mechanical ventilation and/or plant is full screened and not protruding further above the consented building height.
- 8. Prior to the commencement of works, a landscaping plan shall be submitted to Council's Manager: Resource Consents for review and certification. The landscaping plan shall show proposed planting within the site and the adjoining road reserve, including details of species and grade of trees, planting methodology, and maintenance. The landscaping plan shall be developed to achieve the following outcomes:
 - A high quality urban environment with a high level of amenity for users;
 - A significant degree of screening of the cemetery when viewed from the hotel rooms on the northern elevation of buildings 3 and 4 in order to retain a sense of privacy for users of the cemetery.

The landscaping plan shall be developed in general accordance with Appendix I (Street Tree Planting Guidelines) of Council's Land Development and Subdivision Code of Practice.

9. Prior to commencing works on site or within public road areas, the consent holder shall submit a revised layout for Lakeview Lane to Council's Manager: Resource Consents for review and certification. The revised layout shall be in general accordance with that shown on submitted plans 'L100-L102 Concept Plans', Revisions R1, dated 20.08.2018 but shall include vehicular access to the cemetery to the north.

- 10. Prior to commencing works on site or within public road areas, the consent holder shall submit a construction noise and vibration management plan (CNVMP) to Council's Manager: Resource Consents for review and certification to ensure that noise and vibration nuisance effects on all neighbouring lands are minimised. This management plan shall:
 - a) set out roles and responsibilities for dealing with construction related noise and/or vibration complaints;
 - b) Identify noisy construction activities or construction activities that will likely result in offsite vibration (e.g. compaction equipment);
 - Identify noise or vibration sensitive receptors. This shall include the Queenstown Child Care Centre located at 45 Brecon St Queenstown.
 - d) Identify mitigation and control measures necessary to assist in reducing the effect of construction noise and construction vibration on identified sensitive receptors (such as the selection of construction equipment or methods, screening of the work site) and requirements to liaise with the owners or occupiers of the identified sensitive receptors to provide advance warning of particularly noisy or vibratory events and how these can be managed to avoid, as far as practicable, disruption to activities at these sensitive receptors;
 - e) Establish a complaints procedure;
 - f) Provide for staff training and induction to implement the Construction Noise and Vibration Management Plan.
- 11. At least 5 working days prior to commencing work on site the consent holder shall advise the Manager of Resource Management Engineering at Council of the scheduled start date of physical works. Compliance with the prior to commencement of works conditions detailed in Conditions 12 21 below shall be demonstrated.
- 12. Prior to commencing works on site or within public road areas, the consent holder shall submit a traffic management plan to the Road Corridor Engineer at Council for approval. Amongst other things, the Traffic Management Plan shall demonstrate how construction traffic will be managed so that it does not impede vehicle or pedestrian access along Brecon Street and to the Queenstown Childcare Centre site at 45 Brecon Street. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor. All contractors obligated to implement temporary traffic management plans shall employ a qualified STMS on site. The STMS shall implement the Traffic Management Plan. A copy of the approved plan shall be submitted to the Manager of Resource Management Engineering at Council prior to works commencing.
- 13. The consent holder shall provide a letter to the Manager of Resource Management Engineering at Council advising who their representative is for the design and execution of the engineering works and construction works required in association with this development and shall confirm that these representatives will be responsible for all aspects of the works covered under Sections 1.7 & 1.8 of QLDC's Land Development and Subdivision Code of Practice, in relation to this development.
- 14. The consent holder shall provide a letter to the Manager of Resource Management Engineering at Council advising the name of a suitably qualified professional as defined in Section 1.7.2 of QLDC's Land Development and Subdivision Code of Practice who shall ensure earthworks are carried out in accordance with the Holmes Consulting Limited "Geotechnical Excavation Feasibility Assessment" dated 26th April 2018 and who shall monitor and confirm the ongoing ground conditions and cut depths encountered are those expected and designed for in the Hadley Consultants Limited report titled "Preliminary Earthworks Assessment Proposed Brecon Street Hotel 34 Brecon Street Queenstown" dated 25 September 2017.

- 15. Prior to commencing any work on the site the consent holder shall install a construction vehicle crossing, which all construction traffic shall use to enter and exit the site. The minimum standard for this crossing shall be a minimum compacted depth of 150mm AP40 metal that extends 10m into the site. Wooden planks or similar shall be provided to protect the footpath and kerb from damage caused by construction traffic movements, in accordance with 'A Guide to Earthworks in the Queenstown Lakes District' brochure, prepared by the Queenstown Lakes District Council.
- 16. The consent holder shall submit a construction Site Management Plan (SMP) to the Manager of Resource Management Engineering at Council for 'Engineering Review and Acceptance'. This shall detail measures to control and or mitigate any dust, silt run-off and sedimentation that may occur, in accordance with (but not limited to) the with QLDC's Land Development and Subdivision Code of Practice and 'A Guide to Earthworks in the Queenstown Lakes District' brochure, prepared by the Queenstown Lakes District Council. These reviewed SMP measures shall be implemented prior to the commencement of any earthworks on site and shall remain in place for the duration of the project until exposed areas of earth are permanently stabilised. In addition the measures shall include, but not be limited to, the following:

Staging

- The ongoing provision of public parking areas adjacent to the development unless the temporary parking removal(s) is otherwise approved by Council through a temporary license to occupy.
- The maintenance and protection of Council and network provider servicing (stormwater, sewer, water, power and telecommunications) to neighbouring lots at all times during development, including the protection of services relocated under this consent.
- Details of excavations, groundwater control measures, and retention measures to ensure adequate support is provided to the proposed stages of excavations, such that no adverse effects are caused to surrounding land, structures, roads and underground services.

Dust Control

• Sprinklers, water carts or other similar measures shall be utilised on all materials to prevent dust nuisance in the instance of ANY conditions whereby dust may be generated.

Stormwater, Silt and Sediment Control

- Silt traps (in the form of fabric filter dams or other approved mechanism) shall be in place
 prior to the commencement of works on site to trap stormwater sediments before stormwater
 is funnelled into the QLDC stormwater reticulation system.
- Site drainage paths shall be constructed and utilised to keep any silt laden materials on site and to direct the flows to the silt traps.
- Stormwater flows into the site from neighbouring lots shall be managed during earthworks.
- Protection of the existing/rerouted QLDC sewer, water and stormwater mains located near the new southern boundary of the site.
- Silt traps shall be replaced or maintained as necessary to assure that they are effective in their purpose.
- The principal contractor shall take proactive measures in stopping all sediment laden stormwater from entering the QLDC reticulated stormwater system. The principal contractor shall recognise that this may be above and beyond conditions outlined in this consent.

Roading Maintenance

- The consent holder shall ensure tyres remain free of mud and debris by utilising wheel
 washing equipment, constructing a gravel hardstand area of sufficient depth, or other similar
 measures.
- The principal contractor shall ensure that the entrance to the site shall be swept regularly with stiff brooms.

 A suitably resourced contractor shall regularly mechanically sweep and clean the site entrance and the road 100m in each direction of the site entrance during works.

The measures outlined in this condition are minimum required measures only. The principal contractor shall take proactive measures in all aspects of the site's management to assure that virtually no effects are realised with respect to effects on the environment, local communities or traffic. The principal contractor shall recognise that this may be above and beyond conditions outlined in this consent.

- 17. Prepare a photo survey of the neighbouring properties, buildings, roads, paths, and structures etc within 20m of the application site boundaries (excluding the land within the neighbouring cemetery and subject to being permitted access to neighbouring properties for this purpose) so that the extent of damage, if any, due to excavation can be clearly and accurately determined. A copy of these photo records shall be submitted to the Manager of Resource Management Engineering at Council. Upon completion of the construction works the consent holder shall undertake a post-construction survey inspection of the same area.
- 18. Prepare a detailed photo survey of all gravestones, structures and monuments within the neighbouring cemetery up to 100m of the site boundary. The photo survey shall include photos of the grave's surrounds, including any sculpted stone, concrete, wrought iron, steel or wire fencing. The photo survey shall include front and back profiles of all headstones, including the angle at which the headstone is sitting on the base. The photo survey is to enable the extent of damage or movement, if any, of any cemetery features due to excavation to be clearly and accurately determined. A copy of these photo records shall be submitted to the Manager of Resource Management Engineering at Council. Upon completion of the construction the consent holder shall undertake a post-construction survey inspection of the same area.
- 19. Any damage or movement on cemetery features which is identified during construction or excavation works, or following the submission of the post-construction survey, shall be remedied by the consent holder at their own cost. Any remediation work shall be undertaken in accordance with NZS 4242:2018 (Headstone and Cemetery Monuments 2018) and shall be carried out by an accredited member of the New Zealand Master Monumental Masons Association.
- 20. A bond shall be entered into, in a form to be determined by the Council's solicitors, to secure performance of the earthworks to be carried out as per the plans approved for this development. The cost of setting up the bond is to be borne by the applicant. Any guaranteed bond shall be guaranteed by a financial institution approved by Council's solicitors. This resource consent shall not be exercised until the applicant has provided evidence to the Council that the bond has been established. The bond shall be for a sufficient amount to cover the cost of stabilising the site and associated completion of Council infrastructure relocation works should the works be abandoned for a period in excess of 30 days. The amount of such a bond shall be 1.5 times the value of stabilisation and relocation works as determined by an estimate made by a suitably qualified engineer experienced in such works, using as a basis for his/her calculations engineered plans and specifications provided by the applicant. Council may require that a second estimate be provided to confirm the proposed bond amount is appropriate. Such bond may be released upon the issuance of a Certificate of Compliance for the proposed earthworks authorised by this consent.
- 21. Prior to commencing works on the site, the consent holder shall obtain 'Engineering Review and Acceptance' from the Queenstown Lakes District Council for development works to be undertaken and information requirements specified below. The application shall include all development items listed below unless a 'partial' review approach has been approved in writing by the Manager of Resource Management Engineering at Council. The 'Engineering Review and Acceptance' application(s) shall be submitted to the Manager of Resource Management Engineering at Council for review, prior to acceptance being issued. At Council's discretion, specific designs may be subject to a Peer Review, organised by the Council at the applicant's cost. The 'Engineering Review and Acceptance' application(s) shall include copies of all specifications, calculations, design plans and Schedule 1A design certificates as is considered by Council to be both necessary and adequate, in accordance with Condition (4), to detail the following requirements:

- a) The relocation of all Council reticulated services affected by the development to new locations, as agreed with Council engineers, to enable the continuation of suitable maintenance access and to provide uninterrupted servicing to neighbouring lots. All relocated gravity services (stormwater and sewer) shall be installed above 1.5% grade to minimise loss of grade through minor settlement. The provision of a water supply to the development in terms of Council's standards and connection policy. This shall include upgrading the Brecon Street main to provide capacity to the subject site frontage at no less than 150mm diameter. The subject site connection shall include a bulk flow meter which consists of an approved valve and valve box with backflow prevention and provision for water metering to be located at the road reserve boundary. The costs of the connection shall be borne by the consent holder.
- b) The provision of fire hydrants with adequate pressure and flow to service all buildings within the development site(s) with a minimum Class FW3 firefighting water supply and detailed designs shall be accompanied with a report from a suitably qualified professional demonstrating compliance with the NZ Fire Service Code of Practice for Firefighting Water Supplies SNZ PAS 4509:2008. Any alternative solution must be approved in writing by the Area Manager for the Central North Otago branch of the New Zealand Fire Service.
- c) The provision of fire hydrants with adequate pressure and flow to service adjacent lands and/or development areas, where servicing has/will be affected by the subject development site(s), with a minimum Class FW3 firefighting water supply in compliance with the NZ Fire Service Code of Practice for Firefighting Water Supplies SNZ PAS 4509:2008. Any alternative solution must be approved in writing by the Area Manager for the Central North Otago branch of the New Zealand Fire Service.
 - Note: For clarity this condition is to ensure that hydrant firefighting services to the wider area, including but not limited to the Lakeview Holiday Park, remain unaffected by the subject development site and associated land swaps.
- d) The provision of a foul sewer connection to the development. The costs of the connection shall be borne by the consent holder.
- e) The provision of a connection from all potential impervious areas within the development to the Council reticulated stormwater disposal system and the provision of an onsite stormwater detention system with flow control devices to attenuate flows from the site to predevelopment rates. All attenuation shall occur within the final legal boundaries of the hotel site. The individual lateral connections shall be designed to provide gravity drainage for the entire area within the development site.
- f) Details showing the removal or capping of all redundant Council reticulated service connections to the site(s). Redundant water connections shall be capped at the Council mains unless otherwise approved by Council engineers.
- g) Details demonstrating all sealed surface materials for public roading and footpath areas being constructed under this consent comply with Council standards, or as otherwise approved by Council engineers.
- h) The formation of all intersections in accordance with the latest Austroads intersection design guides. These designs shall be subject to review and acceptance by Council with any associated costs met by the consent holder. Intersections shall include, but not limited to:
 - i. Brecon Street intersecting the new public road (referenced Lakeview Lane by application).
 - ii. New public road (referenced Lakeview Lane by application) intersecting the Lakeview Holiday park access road (formerly Cemetery Road). This shall include expert transport evidence demonstrating the provision of safe and appropriate intervisibility sight lines to intersection approaches.
- i) The formation of the Brecon Street frontage to the development in compliance with the QLDC Brecon Street Masterplan and Council standards. Specifically this shall include, but not limited to:

- i. Defining and establishing horizontal and vertical set out levels and layouts with Council engineers for all paths and parking surfaces along the Brecon Street road frontage that complement a future 5m wide eastern (I-Fly side of street) footpath and 7m minimum width Brecon Street movement lane.
- ii. The widening and construction of the Brecon Street movement lane where aligned outside of existing structural road pavements.
 - Note: For clarity the kerb alignment of new indented parking is approximately 2.5m outside of the existing formed road construction (due to future footpath widenings on east side of Brecon Street pushing road over) and also noting in this context any existing parking areas are not considered 'structural' roading.
- iii. Indented public parking provisions along the western side of Brecon Street and in general dimensional accordance with draft plans endorsed by Council Property and Infrastructure engineers. No public areas shall be detailed for use solely by the development site.
- iv. A 3.8m minimum width sealed public footpath along the development side of Brecon Street and contained within the legal road frontage. The footpath shall extend from the cemetery side of the new road intersection (referenced Lakeview Lane by application) to the Isle street intersection.
- v. Road berms shall not be provided with permanent gradients exceeding 1V:5H.
- vi. Provision shall be made for stormwater connection to the Council reticulated network for all roading stormwater. The designs shall ensure that stormwater provisions are located/relocated to the redefined outer edge of movement lanes, in compliance with Council standards.
- j) The formation of a sealed public road (referenced Lakeview Lane by application) along the north-western side of the development site in accordance with Table 3.2 Figure E34 of the QLDC's Land Development and Subdivision Code of Practice. Specifically this shall include, but not limited to:
 - New sealed road formation (approximately 90 meters length) extending from the Brecon Street intersection to the south-western side of the new Lakeview Holiday Park intersection.
 - ii. A minimum legal width of 20m.
 - iii. A 2.5m minimum width sealed footpath along each side of the road.
 - iv. 5.7m wide sealed Movement Lane with a maximum longitudinal gradient that provides adequate inter-visibility with the new Cemetery Road intersection approaches, but not exceeding 12% gradient.
 - v. Indented public parking provisions along each side of the road formations and in general dimensional accordance with plans already endorsed by Council Property and Infrastructure engineers.
 - vi. Road berms shall not be provided with permanent gradients exceeding 1V:5H, excluding the hotel basement ramp provision.
 - vii. Copies of all specifications, calculations, design plans and a PS1 for all Lakeview Lane retaining walls within/adjacent to public road areas from a suitably qualified Chartered Professional Engineer. This shall demonstrate that all retaining below the road level can accept surcharge traffic loading from fully laden HGV located anywhere within the road areas.
 - viii. Safety barriers shall be provided for vehicular and pedestrian safety where the road and/or footpath runs parallel with land which drops away to a height of greater than 1m at an angle of greater than 45° within 2m of the edge of the accessway and/or paths, in accordance with Clause 3.3.4 of QLDC's Land Development and Subdivision Code of Practice and NZBC Clause F4/AS1 1.1.
 - ix. Road naming in compliance with the Council road naming policy.

- x. Provision shall be made for stormwater connection to the Council reticulated network for all roading stormwater.
- xi. The provision of a sealed crossing point for Council maintenance/service access from the new road to the (upper terrace) cemetery to the north over the existing access alignment.
- k) The formation of a new sealed access road linking through to the Lakeview Holiday Park (formerly Cemetery Road) in accordance with Table 3.2 Figure E34 of the QLDC's Land Development and Subdivision Code of Practice. Specifically this shall include, but not limited to:
 - i. A 2.5m minimum width sealed footpath along the eastern hotel side of the road. No footpath is necessary along the western side.
 - ii. 5.7m minimum width sealed Movement Lane.
 - iii. Indented parking provisions along each side of the road formations and in general dimensional accordance with plans already endorsed by Council Property and Infrastructure engineers.
 - Road berms shall not be provided with permanent gradients exceeding 1V:5H.
 - v. The provision of a sealed commercial crossing point to the hotel 'Loading Area' with gradients and break over angles in compliance with Council standards.
 - vi. Road naming in compliance with the Council road naming policy.
 - vii. Provision shall be made for stormwater connection to the Council reticulated network for all roading stormwater.
- I) The construction and sealing of all onsite vehicle manoeuvring, loading areas, and car parking areas to Council's standards. Designs shall demonstrate full dimensional compliance with the Operative District Plan to basement parking stalls, aisles and ramps for use by valet staff and include the provision of an 8m long by 3.5m wide by 3.8m high Loading Area. All trafficable parking and access areas of the basement shall be provided with no less than 2.3m vertical obstruction-free clearance to permit valet parking of disability use vehicles in any basement space. Parking and loading spaces and vertical height restrictions shall be clearly and permanently marked out and/or signed. Provision shall be made for stormwater disposal.
- m) The provision of a commercial sealed vehicle crossing from Lakeview Lane (referenced used by application) movement lane and basement car park access ramp in compliance with Council standards. The crossing/ramp shall be designed with compliant break over angles and be designed for two way travel to minimise queuing effects on the Lakeview Lane frontage road. The crossing design shall include expert evidence demonstrating appropriate and safe footpath access can be achieved along the public path and ramp area by all users, including but not limited to, mobility scooters and visually impaired pedestrians. The sides of the ramp sides shall be designed with high visibility fall protection barriers and associated tactile paving provisions in compliance with Council standards. There shall be no drainage or other discontinuities on vehicle wheel paths for the car park and loading bay. Any mechanical joint across the vehicle wheel paths at the building perimeter shall be designed to minimise noise and be installed to ensure smooth and level surfaces into the car park and loading bay.
- n) The provision of an Site Parking Management Plan (SPMP) that shall include, but not be limited to:
 - i. Management controls to distinguish between hotel guests and general public utilising the public parking areas.
 - ii. Controls to ensure adequate valet staff availability at all times.
 - iii. Controls to ensure the basement car parking is accessed by valets only. This includes restricting hotel guests and retail staff from directly parking.
 - iv. Vehicle drop off and vehicle collection provisions operated by the hotel to ensure there is no queueing by guests on the public road frontages.

- v. Physical controls at the carpark and/or direct communication controls between valets over the ramp area, including approaches, to ensure that queueing does not extend back onto the public road frontage of Lakeview Lane.
- The provisions for all signage and markings in accordance with the NZTA Manual of Street Signs and Markings (MOTSAM) and the NZTA Traffic Control Devices Manual. This shall include, but not limited to:
 - i. Vertical height restrictions to vehicles entering basement and Loading Zone areas.
 - On-street parking signage and marking controls to implement parking signage and markings as shown on plans endorsed by Council Property and Infrastructure engineers.
 - iii. The removal of all redundant street signs and road markings associated with the land exchange and road stopping processes.
 - iv. The implementation of all necessary 'no-parking' controls and changes to facilitate unimpeded 12.6m length coach vehicle single manoeuvre turning at the western end of Cemetery Road cul-de-sac head.

Note: For clarity this last point references the turning head area with right of way easement being created over adjacent Lakeview holiday park lands where outside of legal road alignment, as further described in the Computed Easement Plan condition below.

- p) Copies of all specifications, calculations, design plans and a PS1 for all boundary retaining walls within/adjacent to public road areas from a suitably qualified Chartered Professional Engineer. This shall demonstrate that all retaining below the road level can accept surcharge traffic loading from fully laden HGV located anywhere within the road areas.
- q) The provision of lighting to all road, access, and pedestrian areas in accordance with Council's road lighting policies and standards, including the Southern Light lighting strategy. 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.
- r) The provision of Design Certificates for all engineering works associated with this subdivision/development submitted by a suitably qualified design professional (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of the QLDC's Land Development and Subdivision Code of Practice Schedule 1A Certificate.
- s) A Computed Easement Plan shall be submitted to Council for approval showing details of all easements required as a result of this development. This shall include, but not limited to:
 - i. Unless already registered on the relevant titles easements shall be provided in favour of relevant parties for all infrastructures rerouted under the land exchange and road realignment processes.
 - ii. All Council reticulation shall be provided with easements in gross no less than 3m width.
 - iii. Unless already registered on the relevant titles a right of way easement in gross shall be provided in favour of QLDC over the portion of the Cemetery Road cul-desac turning head located within Part Block LVI Town of Queenstown, at the western end of Cemetery Road.
 - iv. Unless already registered on the relevant titles a right of way easement shall be provided in favour of the hotel site over the former Cemetery Road alignment to permit legal hotel access for transport movements associated with the loading zone on the south-western side of the development.

Once approved by Council, the easement(s) shall then be registered on the relevant Computer Freehold Register(s) at the consent holder's expense, prior to any occupation of the development.

[Note: the Right of Way easements will need to be established pursuant to s348 of the Local Government Act 1974.]

Prior to lodgement of building consent application

- 22. Prior to the lodgement of building consent, the consent holder shall submit a statement outlining how the construction will implement the sustainable building design opportunities identified in Appendix 2B of the application documents. Thereafter, the identified opportunities shall be implemented in the construction and operation of the hotel wherever practicable.
- 23. Prior to the lodgement of building consent, details of a boundary wall between the proposed Lakeview Lane and the cemetery to the north shall be submitted to Council's Manager: Resource Consents for review and certification.
- 24. Prior to the lodgement of building consent, the consent holder shall submit details of all external materials to be used on the buildings to Council's Manager: Resource Consents for review and certification. The schedule of materials shall ensure that:
 - Buildings 3 and 4 are visually darker than Buildings 1 and 2 to ensure greater diversity in visual appearance.
 - Where pre-cast concrete panels are to be used on the exterior of any building, this should be textured or otherwise treated so as to give it depth, weathering and visual interest. Smooth finishes shall be avoided.
- 25. Prior to the commencement of works, a detailed landscaping plan shall be submitted to Council's Manager: Resource Consents for review and certification showing all hard and soft landscaping in the central piazza.
- 26. Prior to the lodgement of building consent, the consent holder shall submit details of the design of canopies projecting above the ground floor facades of all commercial units to Council's Manager: Resource Consents for review and certification.

To be monitored throughout earthworks and construction

- 27. Hours of operation for earthworks, shall be:
 - Monday to Saturday (inclusive): 7.30am to 6.00pm.
 - Sundays and Public Holidays: No Activity

In addition, no heavy vehicles are to enter or exit the site, and no machinery shall start up or operate earlier than 8.00am. All activity on the site is to cease by 6.00pm.

- 28. Construction shall not involve rock breaking, impact piling or drilling unless the consent holder demonstrates to the consent authority that the New Zealand Standard for Acoustics Construction Noise (NZS 6803: 1999) can be compiled with. Prior to undertaking any rock breaking, impact piling or drilling, the consent holder shall submit a work methodology to Council's Manager: Resource Consents for review and certification, demonstrating that the work can be undertaken in compliance with NZS 6803: 1999.
- 29. Construction shall be suspended during ceremonies at the cemetery.
- 30. The provision of legal and formed vehicular and pedestrian access, between the Lakeview Holiday Park and Brecon Street, shall be maintained at all times by the consent holder. The vehicle access shall at all times be suitable for a 12.6m coach travel without any reverse manoeuvres.

- 31. Construction shall only be conducted in accordance with the certified Site Management Plan, Traffic Management Plan, Site Parking Management Plan, and Construction Noise and Vibration Management Plan (CNVMP).
- 32. The earthworks, batter slopes, retaining, and site management shall be undertaken in accordance with the recommendations of the Holmes Consulting Limited "Geotechnical Excavation Feasibility Assessment" dated 26th April 2018 and Hadley Consultants Limited "Preliminary Earthworks Assessment Proposed Brecon Street Hotel 34 Brecon Street Queenstown" dated 25 September 2017 and those within the reviewed and accepted construction 'SMP' in Condition (16) above.
- 33. A suitably qualified professional as defined in Section 1.7.2 of QLDC's Land Development and Subdivision Code of Practice shall monitor and confirm the ground conditions and cut depths encountered are those expected and designed for in the Holmes Consulting Limited "Geotechnical Excavation Feasibility Assessment" dated 26th April 2018 and the Hadley Consultants Ltd "Preliminary Earthworks Assessment Proposed Brecon Street Hotel 34 Brecon Street Queenstown" dated 25 September 2017 report. Should the site conditions be found unsuitable for the proposed retaining methods, then a suitably qualified and experienced engineer shall submit to the Council new designs/work methodologies for the excavation/retention systems prior to further work being undertaken with the exception of work to stabilise the site in the interim.
- 34. All temporary retention systems shall be installed immediately following excavation to avoid any possible erosion or instability.
- 35. No permanent road batter slopes shall be formed at a gradient that exceeds 1V:5H except for the basement ramp access that may be up to 1V:6H.
- 36. The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.
- 37. Any works near power lines, including excavations, shall be undertaken in accordance with any requirements of Aurora Energy/Delta, the Electricity Act and the New Zealand Electrical Code of Practice for Electrical Safe Distances NZECP 34:2001. The consent holder shall notify Delta prior to any excavations within electricity easement areas or within 5m of power lines or power poles.
- 38. If at any time Council, or its elected representatives, receive justifiable complaints about or proof of effects from vibration sourced from the earthworks activities approved by this resource consent, the consent holder at the request of the Council shall cease all earthworks activities and shall engage a suitably qualified professional who shall prepare a report, which assesses vibration caused by earthworks associated with this consent and what adverse effect (if any) these works are having on any other land and buildings beyond this site. Depending on the outcome of this report a peer review may be required to be undertaken by another suitably qualified professional at the consent holder's expense. This report must take into consideration the standard BS 5228:1992 or a similar internationally accepted standard. Both the report and peer review (if required) shall be submitted to Council for acceptance and review. The consent holder shall implement any recommended mitigation measures to address vibration effects that have caused the concern.
- 39. 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.
- 40. 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.

- 41. No earthworks, temporary or permanent, are to breach the boundaries of the site except for those reviewed and accepted works above.
- 42. The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent, on an ongoing basis.

To be completed when works finish and before completion or occupation of any building(s)

- 43. Prior to completion or occupation of any building on the site, the consent holder shall complete the land swap and shall own that part of the site which currently contains Cemetery Road and shall have provided a formed road along the northern edge of the site to link in with the western portion of the existing Cemetery Road and shall have vested this road with Council.
- 44. The certified boundary wall referred to in Condition (23) shall be fully constructed prior to completion of any buildings on the application site.
- 45. A Coach Parking Management Plan shall be prepared for the activity and shall be submitted to Council's Manager: Resource Consents for review and certification prior to the occupation of the development. This plan shall include protocols to ensure:
 - a) the efficient performance of the coach drop-off and pick-up parking provision;
 - b) the coach drop-off and pick-up parking operates safely; and
 - c) all hotel staff are aware of their duties and the general ways in which the coach drop-off and pick-up parking is expected to operate.
- 46. A mechanical ventilation system shall be installed for all critical listening environments in accordance with Table 1 in Appendix 13 of the Operative Queenstown Lakes District Plan recreated below.

Table 1: Ventilation Requirements for Critical Listening Environments

Table 1. Ventuation Requirements for Ortical Listening Environments				
Room Type		Outdoor Air Ventilation Rate		
		(Air Changes per Hour, ac/hr)		
		Low Setting*	High Setting*	
Bedrooms		1-2 ac/hr	Min. 5 ac/hr	
Other critical lis	stening	1-2 ac/hr	Min. 15 ac/hr	

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.

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.

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 deg 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.

If air conditioning is provided to any space then the high setting ventilation requirement for that space is not required.

- 47. Prior to the use of the building commencing, the consent holder shall provide a certificate from a recognised acoustic engineer stating that all elements of the façade of any critical listening environment shall have an airborne sound insulation of at least 40 dB Rw+Ctr determined in accordance with ISO 10140 and ISO 717-1.
- 48. Prior to completion of any building, a design report prepared by an acoustics specialist must be submitted to Council, demonstrating that all building services equipment on that building will comply with the District Plan noise limits.

- 49. On completion of the earthworks and prior to any occupation of the building(s), the consent holder shall submit the following information to the Manager of Resource Management Engineering at Council for review and certification:
 - a) An engineer's PS4 Producer Statement shall be submitted for any permanent retaining walls within the lot which exceed 1.5m in height or are subject to additional surcharge loads; or
 - b) The consent holder shall provide a copy of a Code of Compliance Certificate obtained under a Building Consent for any permanent retaining walls within the lot which exceed 1.5m in height or are subject to additional surcharge loads.
- 50. Prior to any occupation of the building(s), 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 subdivision/development at the consent holder's cost. This information shall be formatted in accordance with Council's 'as-built' standards and shall include all Roads (including right of way and access lots), Water, Wastewater and Stormwater reticulation (including private laterals and toby positions).
 - b) The completion and implementation of all certified works detailed in Condition (21) above.
 - c) A post construction safety audit of roads and access ways amended or created by this development to confirm construction in accordance with plans reviewed and accepted by Council and that minor unforeseen issues identified are remedied. Recommendations from this post construction safety audit will not include amendment to roading alignments but may require amendment to road markings, signage and other minor changes to appropriately mitigate unforeseen safety concerns. All recommendations shall be completed at the Consent Holder's expense to Council's satisfaction.
 - d) All signage shall be installed in accordance with Council's signage specifications and all necessary road markings completed on all public or private roads (if any), created by this subdivision.
 - e) All necessary easements shall be registered on the subject title and Lakeview Lane shall be legally vested as a road.
 - f) Road naming shall be carried out, and signs installed, in accordance with Council's road naming policy.
 - g) Any power supply and/or telecommunications connections to the building shall be underground from existing reticulation and in accordance with any requirements/standards of the network provider's requirements.
 - h) The submission of Practical Completion Certificates from the Contractor for all assets to be vested in the Council.
 - i) All newly constructed foul sewer and stormwater mains shall be subject to a closed circuit television (CCTV) inspection carried out in accordance with the New Zealand Pipe Inspection Manual. A pan tilt camera shall be used and lateral connections shall be inspected from inside the main. The CCTV shall be completed and reviewed by Council before any surface sealing.
 - j) The submission of Completion Certificates from both the Contractor and Approved Engineer for all infrastructure engineering works completed in relation to or in association with this subdivision/development (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of the QLDC's Land Development and Subdivision Code of Practice Schedule 1B and 1C Certificate.
 - k) All earthworked/exposed areas shall be top-soiled and grassed/revegetated or otherwise permanently stabilised.
 - The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.

Accidental Discovery Protocol

51. If the consent holder:

- a) does not have an archaeological authority from Heritage New Zealand Pouhere Taonga and discovers koiwi tangata (human skeletal remains), waahi taoka (resources of importance), waahi tapu (places or features of special significance) or other Maori artefact material, the consent holder shall without delay:
 - (i) notify Council, Tangata whenua and Heritage New Zealand Pouhere Taonga and in the case of skeletal remains, the New Zealand Police.
 - (ii) stop work within the immediate vicinity of the discovery to allow a site inspection by the Heritage New Zealand Pouhere Taonga and the appropriate runanga and their advisors, who shall determine whether the discovery is likely to be extensive, if a thorough site investigation is required, and whether an Archaeological Authority is required.

Any koiwi tangata discovered shall be handled and removed by tribal elders responsible for the tikanga (custom) appropriate to its removal or preservation. Site work shall recommence following consultation with Council, the New Zealand Pouhere Taonga , Tangata whenua, and in the case of skeletal remains, the New Zealand Police, provided that any relevant statutory permissions have been obtained.

- b) discovers any feature or archaeological material that predates 1900, or heritage material, or disturbs a previously unidentified archaeological or heritage site, the consent holder shall without delay:
 - (i) stop work within the immediate vicinity of the discovery or disturbance and;
 - (ii) advise Council, the Heritage New Zealand Pouhere Taonga and in the case of Maori features or materials, the Tangata whenua and if required, shall make an application for an Archaeological Authority pursuant to the New Zealand Pouhere Taonga Act 2014 and:
 - (iii) arrange for a suitably qualified archaeologist to undertake a survey of the site.

Site work may only recommence following consultation with Council.

Ongoing Conditions/Covenants

52. In the event that the Engineering Acceptance issued under Condition (21) contains ongoing conditions or requirements associated with the installation, ownership, monitoring and/or maintenance of any infrastructure subject to Engineering Acceptance, then at Council's discretion, a Covenant in Gross (or other alternative legal instrument acceptable to Council) shall be registered on the relevant Computer Freehold Registers detailing these requirements for the lot owner(s) prior to operation of the hotel. The final form and wording of the document shall be checked and approved by Council's solicitors at the consent holder's expense prior to registration to ensure that all of the Council's interests and liabilities are adequately protected. The applicant shall liaise with the Subdivision Planner and/or Manager of Resource Management Engineering at Council in respect of the above. All costs, including costs that relate to the checking of the legal instrument by Council's solicitors and registration of the document, shall be borne by the applicant.

[Note: This condition is intended to provide for the imposition of a legal instrument for the performance of any ongoing requirements associated with the ownership, monitoring and maintenance of any infrastructure within this development that have arisen through the detailed engineering design and acceptance process, to avoid the need for a consent variation pursuant to s.127 of the Resource Management Act].

- 53. In the event that the basement parking area and access ramp are not redesigned to meet District Plan standards as part of Condition (6), a covenant pursuant to Section 108(2)(d) of the Resource Management Act 1991 shall be registered on the Computer Freehold Register of the subject site prior to operation of the hotel providing for the ongoing requirements below. The final wording of the instrument shall be checked and approved by the Council's solicitors at the consent holder's expense prior to registration to ensure that all of the Council's interests and liabilities are adequately protected.
 - a) Access to the basement parking areas shall be restricted at all times to 'valet' parking staff only. This includes the prevention of other hotel and retail staff using the basement parking areas.

Landscaping

54. The certified landscaping plans detailed in Conditions (8) and (25) above shall be implemented prior to completion and/or occupation of any building, and the plants shall thereafter be maintained and irrigated in accordance with that plan. It shall be the responsibility of the consent holder to ensure that all street trees and reserve trees shall be suitably maintained for a period of no less than 5 years from the date of planting. Should any of these trees die or decline during this period it shall be the responsibility of the consent holder to ensure that they are replaced with a tree of the same species and grade within the following planting season. For the avoidance of doubt, street trees and reserve trees include those trees planted in the Brecon Street and Cemetery Road road reserves and the proposed road reserve to the north of the hotel, referred to as Lakeview Lane in the application documents.

Ongoing operational conditions

- 55. The consent holder shall ensure that disabled access to all publicly accessible lifts is available 24 hours a day, including disabled access to the basement car parking area.
- 56. The operation of the hotel and all commercial activities shall comply with a daytime noise limit of 60 dB LAeq(15 min) between 0800h and 2200h within other sites in all zones, and a night-time noise limit of 50 dB LAeq(15 min) between 2200h and 0800h.
- 57. All outdoor areas associated with commercial units shall be vacated between 2200h and 0800h apart from timely access to buildings.
- 58. All doors and windows to commercial units shall be closed between 2200h and 0800h apart from timely access to the buildings.
- 59. There shall be no outdoor loudspeakers or music operated between 2200h and 0800h.
- 60. In addition to compliance with the noise limit in condition (56), sound from any loudspeaker outside a building must not exceed 75 dB L_{Aeq(5 min)} measured at 0.6 metres from the loudspeaker.
- 61. Music inside buildings shall not exceed a noise limit of 75 dB LAeq(15 min).
- 62. Coaches shall not service the hotel between 2200h and 0800h.
- 63. All delivery vehicles must use the internal loading bay and must be of a size that can turn within the loading bay.
- 64. There shall be no loading or service activity between 2200h and 0800h.
- 65. The loading bay door shall be closed between 2200h and 0800h and at all times vehicles are being loaded or unloaded.
- 66. The consent holder shall implement and enforce a 10 km/h speed limit on vehicles using the car park.

Advice Notes

- 1. This consent triggers 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.
- 2. The consent holder is advised that any retaining walls, including stacked stone and gabion walls, proposed in this development which exceeds 1.5m in height or walls of any height bearing additional surcharge loads will require Building Consent, as they are not exempt under Schedule 1 of the Building Act 2004.
- 3. Prior approval via a Connection to Council Services for a Temporary Water Take is required if Council's water supply is to be utilised for dust suppression during earthworks. This shall include the use of a backflow prevention device to prevent contamination of Council's potable water supply.
- 4. No signs are permitted by this resource consent.

RECOMMENDED RIGHT OF WAY CONDITIONS

The Queenstown Lakes District Council hereby consents to the granting or reserving of Right of Way Easement A on Block LVI, Town of Queenstown, comprised in Identifier OT1B/1277 in favour of Lot 1 Deposited Plan 27703 held in Record of Title OT19B/260 under section 348 of the Local Government Act 2017, subject to the following conditions:

That the activity be undertaken in accordance with the application for the creation of the Right of Way easements as shown on the following plans (stamped as approved on XX 2019);

'Area A' shown on 'Diagram of Campground Alternative Access'

2 All engineering works shall be carried out in accordance with the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd May 2018 and subsequent amendments to that document up to the date of issue of any resource consent.

Note: The current standards are available on Council's website via the following link: http://www.qldc.govt.nz

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

- Provide a letter to the Manager of Resource Management Engineering at Council advising who their representative is for the design and execution of the engineering works and construction works required in relation to the formation of the ROW and installation of the stormwater sumps and shall confirm that these representatives will be responsible for all aspects of the works covered under Sections 1.7 & 1.8 of QLDC's Land Development and Subdivision Code of Practice, in relation to these works undertaken.
- Prior to commencing works on the site, the consent holder shall obtain 'Engineering Review and Acceptance' from the Queenstown Lakes District Council for development works to be undertaken and information requirements specified below. The application shall include all development items listed below unless a 'partial' review approach has been approved in writing by the Manager of Resource Management Engineering at Council. The 'Engineering Review and Acceptance' application(s) shall be submitted to the Manager of Resource Management Engineering at Council for review, prior to acceptance being issued. At Council's discretion, specific designs may be subject to a Peer Review, organised by the Council at the applicant's cost. The 'Engineering Review and Acceptance' application(s) shall include copies of all specifications, calculations, design plans and Schedule 1A design certificates as is considered by Council to be both necessary and adequate, in accordance with Condition (2), to detail the following requirements:
 - a) The provisions for all signage and markings in accordance with the NZTA Manual of Street Signs and Markings (MOTSAM) and the NZTA Traffic Control Devices Manual. This shall include, but not limited to:
 - i. The implementation of all necessary 'no-parking' controls and changes to facilitate unimpeded 12.6m length coach vehicle single manoeuvre turning at the western end of Cemetery Road cul-de-sac head.
 - b) The provision of lighting to all road, access, and pedestrian areas in accordance with Council's road lighting policies and standards, including the Southern Light lighting strategy. Any road lighting installed on the right of way shall be privately maintained and all operating costs shall be the responsibility of the lots serviced by such access roads. Any lights installed on the right of way shall be isolated from the Council's lighting network circuits.

- 5 Prior to the issue of the s348 certificate the consent holder shall complete the following:
 - a) The consent holder shall provide Design Certificates for all engineering works associated with this development submitted by a suitably qualified design professional (for clarification this shall include any Roads and Stormwater reticulation). The certificates shall be in the format of the QLDC's Land Development and Subdivision Code of Practice Schedule 1A Certificate.
 - b) The submission of 'as-built' plans and information required to detail all engineering works completed in relation to or in association with the construction of the ROW and the installation of the stormwater sumps at the consent holder's cost. This information shall be formatted in accordance with Council's 'as-built' standards and shall include all Roads (including right of ways and access lots) and Stormwater reticulation (including private laterals).
 - c) 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 this the construction of the ROW and the installation of the stormwater sumps. The certificates shall be in the format of a Producer Statement, or the QLDC's Land Development and Subdivision Code of Practice Schedule 1B and 1C Certificate.
 - d) A Licensed professional shall prepare all necessary documentation to enable the S348 certification to be lodged and registered as an easement with Land Information New Zealand.
 - e) The final wording of the easement instrument shall be reviewed and approved by Council's solicitors prior to registration. At Council's election either:
 - i. An additional encumbrance shall be registered to ensure that the ROW easement cannot be varied or cancelled without Councils approval; or
 - ii. The easement instrument shall include the following acknowledgement:

The Grantor and Grantee acknowledge and agree that this instrument may not be surrendered or varied without consent from Queenstown Lakes District Council (or any replacement local authority). The Grantor and Grantee must obtain written consent from Queenstown Lakes District Council (or any replacement local authority) before surrendering or varying this instrument. This clause is for the benefit of, and is enforceable by, Queenstown Lakes District Council (or any replacement local authority) pursuant to section 12 of the Contract and Commercial Law Act 2017

- f) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for the construction of the ROW and the installation of the stormwater sumps.
- g) The ROW shall be constructed in accordance with Council standards. This shall include the provision for stormwater disposal.
- Within 3 months of the date of issue of the s348 certificate the consent holder shall complete the following:
 - The easement instrument shall be registered contemporaneously with the s348 certification on the relevant Record of Title for the lots.
 - b) The consent holder shall provide proof of registration with Land Information New Zealand for the s348 certification and related Easement Instrument on the Record of Title for the relevant lots under the Land Transfer Act 2017. This shall be provided to Council Subdivision Planner.