

APPLICATION AS NOTIFIED

Latitude 45 Development Limited

(RM210213)

Submissions Close
30 September 2021

FORM 12

File Number RM210213

QUEENSTOWN LAKES DISTRICT COUNCIL

PUBLIC NOTIFICATION

Notification of an application for a Resource Consent under Section 95A of the Resource Management Act 1991.

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

Latitude 45 Development Limited

What is proposed:

Undertake a five lot subdivision within the National Grid Corridor.

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

77A Hansen Road, Frankton - Ladies Mile Highway, Frankton, Queenstown (Section 2 SO502556)

The application includes an assessment of environmental effects. This file can also be viewed at our public computers at these Council offices:

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

Alternatively, you can view them on our website when the submission period commences:

<https://www.qldc.govt.nz/services/resource-consents/notified-resource-consents#public-rc> or via our edocs website using RM210213 as the reference <https://edocs.qldc.govt.nz/Account/Login>

The Council planner processing this application on behalf of the Council is Roz Devlin, who may be contacted by email at roz.devlin@qldc.govt.nz.

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

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

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

30 September 2021

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

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

You may make a submission by sending a written or electronic submission to Council (details below). The submission should be in the format of Form 13. Copies of this form are available Council website:

https://www.qldc.govt.nz/services/resource-consents/application-forms-and-fees#other_forms

You must serve a copy of your submission to the applicant (John Edmonds, john@jea.co.nz) as soon as reasonably practicable after serving your submission to Council:

John Edmonds
john@jea.co.nz
John Edmonds and Associates Limited
PO Box 95, Queenstown

QUEENSTOWN LAKES DISTRICT COUNCIL



(signed by Wendy Baker pursuant to a delegation given under
Section 34A of the Resource Management Act 1991)

Date of Notification: 2nd September 2021

Address for Service for Consent Authority:

Queenstown Lakes District Council
Private Bag 50072, Queenstown 9348
Gorge Road, Queenstown 9300

Phone
Email
Website

03 441 0499
rcsubmission@qldc.govt.nz
www.qldc.govt.nz



APPLICATION FOR RESOURCE CONSENT OR
FAST TRACK RESOURCE CONSENT

FORM 9: GENERAL APPLICATION



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

PLEASE COMPLETE ALL MANDATORY FIELDS* OF THIS FORM.

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



APPLICANT //

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

*Applicant's Full Name / Company / Trust:

(Name Decision is to be issued in)

All trustee names (if applicable):

*Contact name for company or trust:

*Postal Address:

*Post code:

*Contact details supplied must be for the applicant and not for an agent acting on their behalf and must include a valid postal address

*Email Address:

*Phone Numbers: Day

Mobile:

*The Applicant is:

☐

Owner

☐

Prospective Purchaser (of the site to which the application relates)

☐

Occupier

☐

Lessee

Other - Please Specify:



Our preferred methods of corresponding with you are by email and phone.

The decision will be sent to the Correspondence Details by email unless requested otherwise.



CORRESPONDENCE DETAILS //

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

*Name & Company:

*Phone Numbers: Day

Mobile:

*Email Address:

*Postal Address:

*Postcode:



INVOICING DETAILS //

Invoices will be made out to the applicant but can be sent to another party if paying on the applicant's behalf.

For more information regarding payment please refer to the Fees Information section of this form.

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

Applicant:

☐

Agent:

☐

Other - Please specify:

Email:

☐

Post:

☐

*Attention:

*Postal Address:

*Post code:

*Please provide an email AND full postal address.

*Email:



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

Owner Name:

Owner Address:

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

Date:

Names:



DEVELOPMENT CONTRIBUTIONS INVOICING DETAILS //

If it is assessed that your consent requires development contributions any invoices and correspondence relating to these will be sent via email. Invoices will be sent to the email address provided above unless an alternative address is provided below. Invoices will be made out to the applicant/owner but can be sent to another party if paying on the applicant's behalf.

*Please select a preference for who should receive any invoices.

Details are the same as for invoicing

☐

Applicant:

☐

Landowner:

☐

Other, please specify:

*Attention:

*Email:

[Click here for further information and our estimate request form](#)



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

*Address / Location to which this application relates:

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

District Plan Zone(s):



SITE VISIT REQUIREMENTS // Should a Council officer need to undertake a site visit please answer the questions below

Is there a gate or security system restricting access by council?

YES

☐

NO

☐

Is there a dog on the property?

YES

☐

NO

☐

Are there any other hazards or entry restrictions that council staff need to be aware of?

YES

☐

NO

☐

If 'yes' please provide information below



PRE-APPLICATION MEETING OR URBAN DESIGN PANEL

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

☐

Yes

☐

No

☐

Copy of minutes attached

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



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

☐

Land use consent

☐

Subdivision consent

☐

Change/cancellation of consent or consent notice conditions

☐

Certificate of compliance

☐

Extension of lapse period of consent (time extension) s125

☐

Existing use certificate



QUALIFIED FAST-TRACK APPLICATION UNDER SECTION 87AAC

☐

Controlled Activity

☐

Deemed Permitted Boundary Activity

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

☐

BRIEF DESCRIPTION OF THE PROPOSAL //

* Please complete this section, any form stating 'refer AEE' will be returned to be completed with a description of the proposal

*Consent is sought to:



APPLICATION NOTIFICATION

Are you requesting public notification for the application?

☐

Yes

☐

No

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



OTHER CONSENTS

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

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

An applicant is required to address the NES in regard to past use of the land which could contaminate soil to a level that poses a risk to human health. Information regarding the NES is available on the website

➔ <http://www.mfe.govt.nz/laws/standards/contaminants-in-soil/>.

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

☐

This application does not involve subdivision (excluding production land), change of use or removal of (part of) a fuel storage system. Any earthworks will meet section 8(3) of the NES (including volume not exceeding 25m³ per 500m²). Therefore the NES does not apply.

☐

I have undertaken a comprehensive review of District and Regional Council records and I have found no record suggesting an activity on the HAIL has taken place on the piece of land which is subject to this application.

NOTE: depending on the scale and nature of your proposal you may be required to provide details of the records reviewed and the details found.



OTHER CONSENTS // CONTINUED

☐

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

☐

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

☐ Any other National Environmental Standard

☐

Yes

☐

N/A

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

☐ Otago Regional Council

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

☐

Yes

☐

N/A



INFORMATION REQUIRED TO BE SUBMITTED //

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

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

☐

Computer Freehold Register for the property (no more than 3 months old) and copies of any consent notices and covenants
(Can be obtained from Land Information NZ at <https://www.linz.govt.nz/>).

☐

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

☐

A site plan at a convenient scale.

☐

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

☐

An Assessment of Effects (AEE).

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



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



PRIVACY INFORMATION

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



FEES INFORMATION

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

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



FEES INFORMATION // CONTINUED

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

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

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

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

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

A list of Consent Charges is available on the on the Resource Consent Application Forms section of the QLDC website. If you are unsure of the amount to pay, [please call 03 441 0499](tel:034410499) and ask to speak to our duty planner.

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

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



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

Please reference your payments as follows:

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

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

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

I confirm payment by:

☐

Bank transfer to account 02 0948 0002000 00 (If paying from overseas swiftcode is – BKNZNZ22)

☐

Cheque payable to Queenstown Lakes District Council attached

☐

Manual Payment (can only be accepted once application has been lodged and acknowledgement email received with your unique RM reference number)

*Reference

*Amount Paid: Landuse and Subdivision Resource Consent fees - please select from drop down list below

(For required initial fees refer to website for Resource Consent Charges or spoke to the Duty Planner by phoning 03 441 0499)

*Date of Payment

Invoices are available on request

APPLICATION & DECLARATION

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

☐

If lodging this application as **the Applicant:**

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

OR:

☐

If lodging this application as **agent of the Applicant:**

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

☐

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

PLEASE TICK

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

Full name of person lodging this form

Firm/Company

Dated

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

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

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

1 INFORMATION MUST BE SPECIFIED IN SUFFICIENT DETAIL

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

2 INFORMATION REQUIRED IN ALL APPLICATIONS

- (1) An application for a resource consent for an activity (the activity) must include the following:

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

Information provided within the Form above

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

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

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

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

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

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

ADDITIONAL INFORMATION REQUIRED IN SOME APPLICATIONS

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



ASSESSMENT OF ENVIRONMENTAL EFFECTS

Clause 6: Information required in assessment of environmental effects

- (1) An assessment of the activity's effects on the environment must include the following information:
 - (a) if it is likely that the activity will result in any significant adverse effect on the environment, a description of any possible alternative locations or methods for undertaking the activity;
 - (b) an assessment of the actual or potential effect on the environment of the activity;
 - (c) if the activity includes the use of hazardous substances and installations, an assessment of any risks to the environment that are likely to arise from such use;
 - (d) if the activity includes the discharge of any contaminant, a description of—
 - (i) the nature of the discharge and the sensitivity of the receiving environment to adverse effects; and
 - (ii) any possible alternative methods of discharge, including discharge into any other receiving environment;
 - (e) a description of the mitigation measures (including safeguards and contingency plans where relevant) to be undertaken to help prevent or reduce the actual or potential effect;
 - (f) identification of the persons affected by the activity, any consultation undertaken, and any response to the views of any person consulted;
 - (g) if the scale and significance of the activity's effects are such that monitoring is required, a description of how and by whom the effects will be monitored if the activity is approved;
 - (h) if the activity will, or is likely to, have adverse effects that are more than minor on the exercise of a protected customary right, a description of possible alternative locations or methods for the exercise of the activity (unless written approval for the activity is given by the protected customary rights group).
- (2) A requirement to include information in the assessment of environmental effects is subject to the provisions of any policy statement or plan.
- (3) To avoid doubt, subclause (1)(f) obliges an applicant to report as to the persons identified as being affected by the proposal, but does not—
 - (a) oblige the applicant to consult any person; or
 - (b) create any ground for expecting that the applicant will consult any person.

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

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

UNDER THE FOURTH SCHEDULE TO THE ACT:

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

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

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

[Click here for more information on development contributions and their charges](#)

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



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

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

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

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

Application Form 9

Engineering Report

Assessment of Environmental Effects (AEE)

Geotechnical Report

Computer Register (CFR)

Wastewater Assessment

Covenants & Consent Notice

Traffic Report

Affected Party Approval/s

Waste Event Form

Landscape Report

Urban Design Report

Ecological Report



Assessment of Effects on the Environment

77A Hansen Road

Latitude 45 Development Limited

November 2020

Executive Summary of Proposal

Latitude 45 Development Limited (the applicant) seek resource consent to subdivide 77A Hansen Road, Frankton into five freehold titles for the purpose of creating two future road connections at Frankton North and three residual bulk title lots, in accordance with the approved Frankton North Structure Plan.

No physical work will be required to provide for the proposed subdivision.

Location:	77A Hansen Road Frankton – Ladies Mile Highway, Queenstown
Legal Description:	Section 2 Survey Office Plan 502556
Owner:	L G Hansen W J Rutherford W T Cooney
Territorial Authority:	Queenstown Lakes District Council
Plan:	Proposed District Plan
Zoning:	Business Mixed Use Business Mixed Use – Area A High Density Residential
Natural Hazards	The site is subject to a LIC 1 Liquefaction Risk.
Other	There are no known heritage features, cultural heritage, HAIL activities or archaeological sites.
Activity Status:	Restricted Discretionary Activity

ATTACHMENTS

Attachment 1	Record of Title
Attachment 2	Subdivision Plan
Attachment 3	Frankton North Structure Plan
Attachment 4	Consent Order
Attachment 5	Housing Infrastructure Fund Proposal for Quail Rise South

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Figure 2	Key Landowners
Figure 4	Site Plan + Transmission Lines
Figure 4	Planning Map 31
Figure 5	Three Waters
Figure 6	Natural Hazard Risk Map – Frankton North
Figure 7	Scheme Plan of Subdivision
Figure 8	Quail Rise HIF Area
Figure 9	Frankton North Zone Map – Confirmed by Consent Order 5 October 2020
Figure 10	Frankton North Structure Plan
Figure 11	Otago Regional Council HAIL Sites

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1.0 INTRODUCTION

This Assessment of Effects on the Environment (AEE), inclusive of attachments, has been prepared in accordance with Schedule 4 of the Resource Management Act (RMA). Together these documents provide:

- A description of the application site and surrounding environment.
- A description of the proposal.
- Identification and assessment of relevant RMA statutory provisions.
- A conclusion.

The applicant seeks consent to subdivide land at 77A Hansen Road for the purpose of providing future road access to development land. The subject site is shown in blue in [Figure 1](#) below.



Figure 1 - Location Plan

Overall, it is considered that the proposal will result in a less than minor effect upon the adjoining properties and is consistent with the strategic direction provided for in both the operative and proposed District Plan. As such, it is considered that the application can be approved on a non-notified basis.

2.0 OVERVIEW

The Frankton North Area comprises 27 hectares of land on the northern side of State Highway 6 that is held in 6 separate ownershipsⁱ. The subject site is centrally located within this block of land.

Frankton North is a new urban area that has recently been incorporated in to the Proposed District Plan, and the zoning and associated provisions for this area are now operative. The zoning of Frankton North incorporates three zones (Medium Density Residential, High Density Residential and Mixed Use Business), and therefore relies upon a Structure Plan to co-ordinate the provision of essential services and overall patterning. Essential to this Structure Plan is a future road pattern, that includes avoidance of any new access connections to the State highway, except through formation of a 4th leg to the Hawthorne Drive roundabout.

Frankton North is predominantly a high density residential area (20 ha) that the Council anticipates will provide for up to 1,000 new residential units. It seeks to achieve this housing density by enabling additional building height (up to 20m), minimal setbacks and higher levels of building coverage(75%) than other HDR zoned areas. The Frankton North area also includes 7 ha of Business Mixed Use zoned land on those flat paddocks that are to the west of the Hawthorne Drive roundabout, adjacent to the State Highway. The eastern end of Frankton North is zoned Medium Density Residential as a transition to the existing Quail Rise community.

The Frankton North area has been identified as one of three Housing Infrastructure Fund areas in the District that is targeted for additional housing supply. This will be achieved through the more enabling zoning provisions outlined above, and also through funding of key infrastructure including 3-waters and roading. The key roading initiative of the fund is to extend the 4th leg of the Hawthorne Drive roundabout through to the western end of Quail Rise.

This subdivision application is the first stage in realising that future roading link, by creating the necessary lots for roading purposes within the land described as 77A Hansen Road.

This subdivision also provides the opportunity to create a link road to the west, to provide road frontage to the land owned by Latitude 45 Limited and J Zuo. This outcome is consistent with the Structure Plan and the rules in the Subdivision and Business Mixed Use chapters of the PDP.

The proposed subdivision and the road links provided by this application are in accordance with the Structure Plan that forms part of the re-zoning of the Frankton North area.

ⁱ L Hansen/ W Rutherford/ W Cooney Latitude 45 Limited, J Zuo, FII Holdings Ltd, J McMillan, Universal Developments Ltd

3.0 SITE DESCRIPTION AND SURROUNDS

The subject site is legally described as Section 2 SO 502556. The Record of Title is attached in [Attachment 1](#).

The 76,054m² property is located adjacent to the northern side of State Highway 6.

The property comprises flat and moderately sloping pastoral farmland. There are no buildings on the property.

The State Highway extends along the southern boundary of the property and provides 325m of continuous road frontage. The southern boundary of the property was previously adjusted to enable construction of the State Highway 6/ Hawthorne Drive roundabout in 2017.

The key landowners alongside this section of State Highway 6 are shown in Figure 2 below:



Figure 2 – Key Landowners

3.1 Power Transmission Lines

The High Tension Powerlines extend east to west through the middle of the site, characterised by two lattice towers that provide connection to the Transpower New Zealand Limited sub-station located 160m to the west, at 93 Frankton – Ladies Mile Highway. Aurora Energy Ltd maintain a separate set of transmission lines that follow a similar alignment to the Transpower lines, and terminate at the Aurora Energy yard at 71 Frankton – Ladies Mile Highway.



Figure 3 – Site Plan + Transmission Lines

3.1 Three Waters Infrastructure

The site has 3-water connection points at the southern (highway) boundary as indicated in [Figure 3](#) below.

These services will be extended as part of the designation process following land acquisition by the Council or other parties.

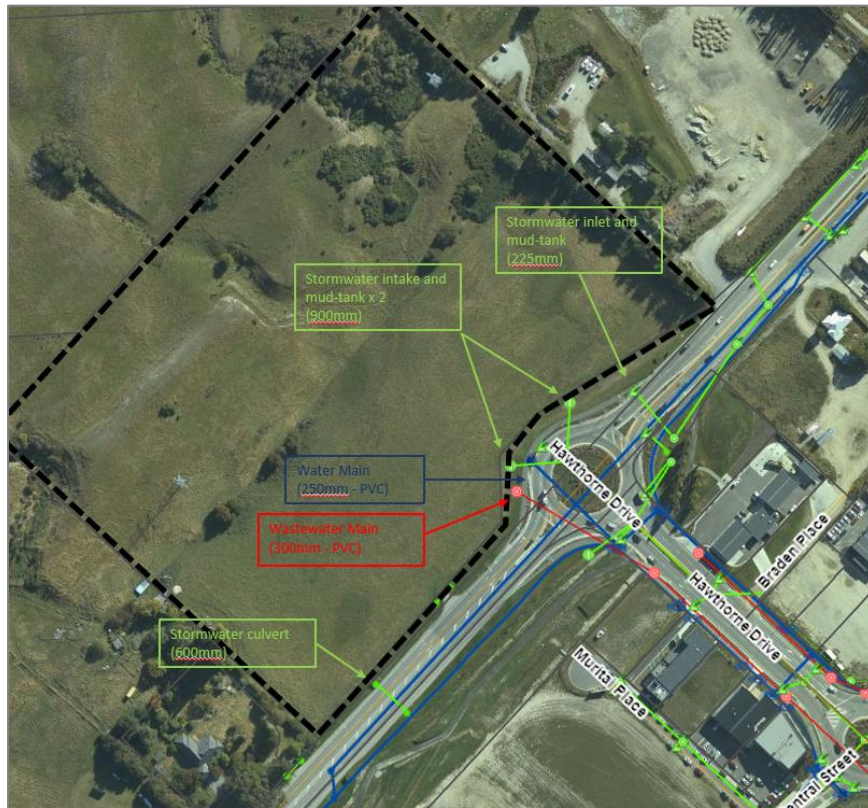


Figure 4 – Three Waters

3.2 Natural Hazards

The Council's Hazards Register identifies a liquefaction hazard risk of 'nil to low' over the subject site, and the balance of this neighbourhood.

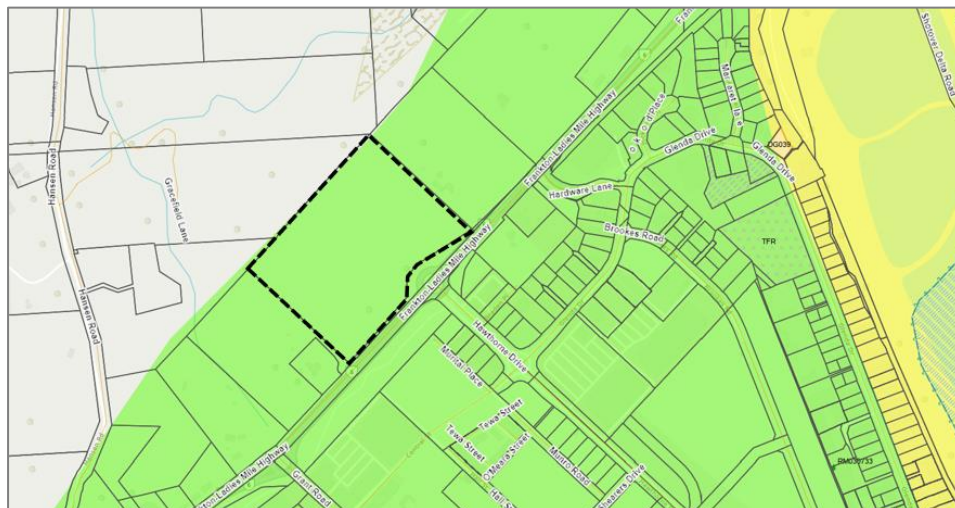


Figure 5 – Natural Hazard Risk Map – Frankton North

3.0 DESCRIPTION OF THE PROPOSAL

Consent is sought to subdivide the site for the purpose of creating future public road access opportunities.

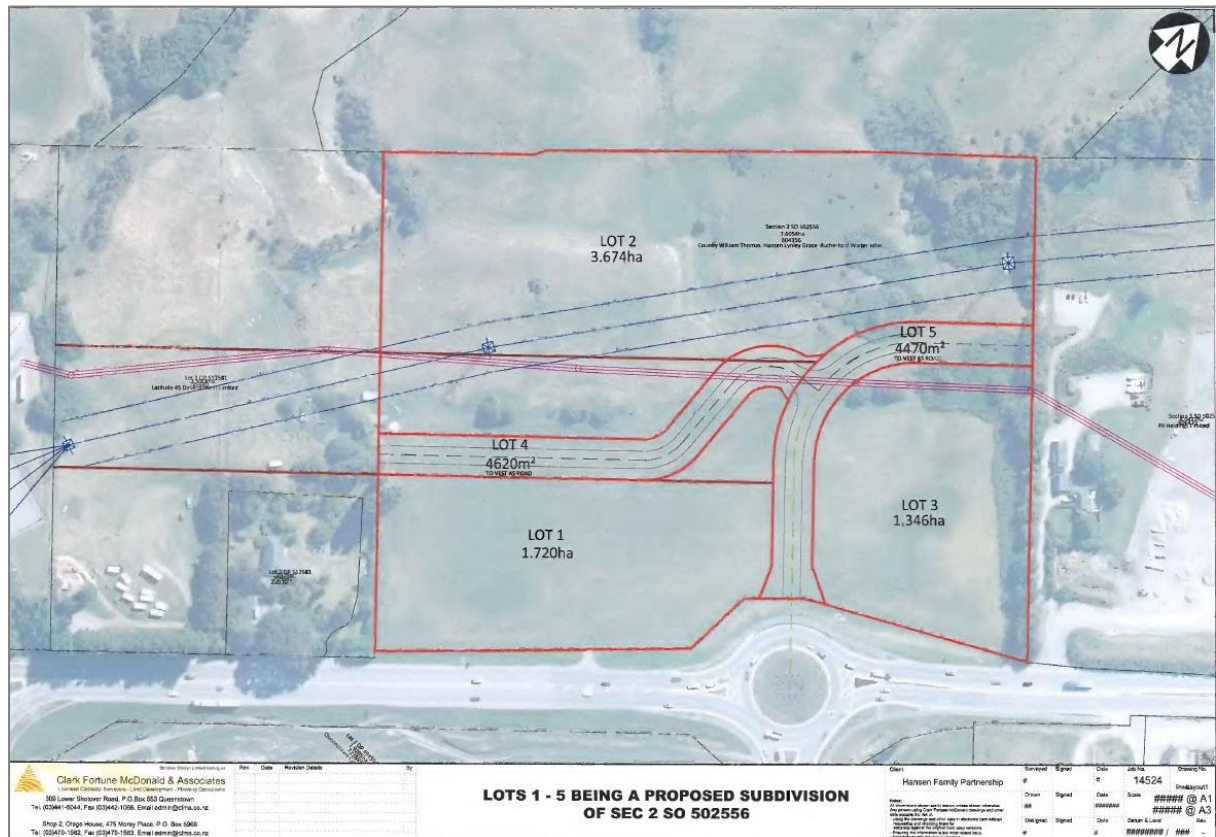


Figure 6 – Scheme Plan of Subdivision

Proposed Lot 5 archives the purpose of providing the initial extension of Hawthorne Drive (4th leg of the roundabout).

Proposed Lot 4 archives the purpose of providing connection to the land owned by Altitude 45 Ltd and J Zou.

No earthworks or any physical change to the land will result from implementation of this application.

The purpose of the application is limited to the definition of new title boundaries to enable the subsequent development of the required roading network.

No service connections are required to create the lots.

The proposed roads will be subsequently formed by the Council (Lot 5), and the adjoining landowner; Latitude 45 Developments Ltd and J Zou (Lot 4), after agreements with those parties (acquisition, designation etc) is complete. Three-waters and utility services will be installed within those lots (4 and 5) as they are formed. The new Frankton North zone rules (eg. 16.5.12 (c)) requires that the residual bulk titles (Lots 1, 2 and 3) and other land within the Frankton North area can only developed where road/ vehicle access is provided by an internal road, they are unable to be developed with direct vehicle access to the highway.

There are services (trunk mains) in the vicinity of the site (refer [Figure 3](#)) that can be extended as required as the residual lots are developed.

4.0 HOUSING INFRASTRUCTURE FUND

The Housing Infrastructure Fund (HIF) is a central government initiative that recognises the growth pressures in certain communities and makes funds available to Councils to advance infrastructure projects that will facilitate increased housing supply. The Quail Rise South area is one of three areas within the district that have been approved for funding purposes.

The Quail Rise South HIF area applies to 29 hectares of land – most of which (20 ha) is also included within the Frankton North area.



Figure 6 – Quail Rise HIF Area

The Council sought central government approval of the Quail Rise HIF area in March 2017 and received approval of a \$52 million 10-year interest free loan for the Quail Rise and Kingston HIF projects.

It is anticipated that the Quail Rise HIF area will deliver approximately 1,000 residential units.

Key necessary infrastructure improvements include:

- Formation of an arterial road connection between Hawthorne Drive and Ferry Hill Drive (Quail Rise); and
- Public transport connections and a pedestrian underpass beneath State Highway 6
- A new water reservoir
- Construction of gravity wastewater mains

The recent zoning of this area, as confirmed by Consent Order, is consistent with the Quail Rise HIF area, and provides the anticipated zoning outcomes and a Structure Plan that is closely aligned with the indicative roading pattern shown on the approved Quail Rise HIF documents. The zoning of the land is discussed in more detail below.



Figure 8 – Consent Order Planning Map

The updated zoning is described in in the following section, and includes:

- Business Mixed Use (BMU) - shown dark red – adjoining the State Highway.
- Business Mixed Use – Area A (BMU-A) – shown blue and white cross-hatching – to the north of the BMU.
- High Density Residential – shown as red – to the north of the BMU - A

5.2 Designations

There are five designations that directly and indirectly affect the site (Figure 7). All of the designations shown on the February 2019 version of Planning Map 31 remain accurately identified and located as part of the more recent Consent Order.

Reference	Shown on Planning Map 31 As	Requiring Authority	Nature of Designation	Relevance
Designation 1	Blue Solid Line, Black Diamonds	Transpower New Zealand	National Grid	Located on site
Designation 2	Green Solid Line	Queenstown Airport Corporation	Outer Control Boundary	Located on site
Designation 84 and 370	Black and Red Dotted Line	New Zealand Transport Agency	State Highway Network	Adjoins southern boundary of site
Designation 338	Light Blue Dotted	Aurora Energy Limited	Electricity Substation	Located 285m west of site

Table 1 – Relevant Designations

5.3 Planning Map Notations

The February 2019 version of Planning Map 31 also indicates other notations that remain accurately identified and located, including:




	A Grey Solid Line extending generally parallel to alignment of the Transpower designation. This grey line presents an Aurora Energy distribution line. It is shown for information purposes only and is not referenced as a designation.
	A Red Dotted Line extending along the northern boundary of the site. This line represents the Urban Growth Boundary.
	A Khaki Dotted Line extending along the northern boundary of the site. This line represents the Landscape Classification boundary. The land to the north of this line is identified on the Planning Map as an Outstanding Natural Landscape. None of the site is affected by any of the landscape classifications.

Table 2 – Relevant Notations

5.4 Structure Plan

To facilitate integrated development of this wider area, the Council has adopted a Frankton North Structure Plan to guide the location of essential roads and activities across the underlying zones.

The Structure Plan is fundamentally a future roading layout plan. The significance is four-fold:

1. To require traffic access to the State Highway through the Hawthorne Drive, and to prevent any other direct access on to the highway;
2. To achieve an arterial road link between Quail Rise and the State Highway;
3. To provide a convenient and efficiently located internal road that facilitates high density and mixed use land development;
4. Provide road connections to other blocks of land that are not directly served by the arterial road link.

The subject site is highlighted by a black dotted line in [Figure 9](#).

The relevant features of the Structure Plan that apply to this site include:

- The identification of the 'Primary Road Connection between SH6 and Ferry Hill Drive'. The position of this road can be varied by up to 50m from that identified on the Structure Plan.
- The provision for 'Internal Road No 2' which extends across the subject site in an east-west direction – providing connect into the adjoining land to the west. The location of the road is provided within a corridor that is hatched 'blue' on the Structure Plan.

The Structure Plan also includes 'information layers', being:

- the Aurora Energy Ltd distribution line; and
- the Transpower New Zealand Ltd high tension powerline corridor; and
- the Queenstown Airport Corporation's 'Outer Control Boundary.



5.5 Subdivision Rules

The Order includes amended objectives, policies and zone rules.

In addition to new land use standards within the High Density Residential (Chapter 9) and Business Mixed Use (Chapter 16) zones, the Order also provides for amendments to the Subdivision chapter (Chapter 27) of the Proposed District Plan.

The subdivision rules apply to the Frankton North area as a whole, rather than to the underlying High Density and Business Mixed Use zones.

Rule 27.7.9 provides for Restricted Discretionary subdivision consent for any subdivision that is consistent with the Structure Plan, where it also achieves compliance with the following standards set out in Table 3 below:

27.7.9	Frankton North	
a	Access to the wider reading network shall only be via one or more of:	
i	Hansen Road	N/A
ii	Ferry Hill Drive; and/or	N/A
iii	Hawthorne Drive/State Highway 6 roundabout	<p>The Scheme Plan of subdivision attached to this application provides for creation of the 4th leg of the Hawthorne Drive roundabout and connection road to Ferry Hill Road.</p> <p>Complies</p>
b.	No subdivision shall be designed so as to preclude compliance with clause 27.7.9.2a, including in respect of access to adjacent sites.	<p>The Scheme Plan of Subdivision attached to this application provides for the formation of a road link to the west to provide access to the Latitude 45 Ltd and J Zou land.</p> <p>The Scheme Plan of Subdivision complies with and gives effect to access arrangements anticipated in rule 27.7.9.2a</p>
c.	Provision for a pedestrian and cycle path along the boundary with State Highway 6	Refer attached Scheme Plan of Subdivision (<u>Figure 6</u> and <u>Attachment B</u>)

Table 3– Rule 27.7.9

6.0 ACTIVITY STATUS AND ASSESSMENT CRITERIA

Overall, the subdivision requires Restricted Discretionary consent.

Section 104 and 104B and 104C of the Resource Management Act (RMA) set out the relevant assessment matters for restricted discretionary resource consent applications.

104 Consideration of applications

- (1) *When considering an application for a resource consent and any submissions received, the consent authority must, subject to Part 2, have regard to—*
- a) any actual or potential effects on the environment of allowing the activity; and*
 - b) any relevant provisions of—*
 - (i) a national environmental standard:*
 - (ii) other regulations:*
 - (iii) a national policy statement:*
 - (iv) a New Zealand coastal policy statement:*
 - (v) a regional policy statement or proposed regional policy statement:*
 - (vi) a plan or proposed plan; and*
 - c) any other matter the consent authority considers relevant and reasonably necessary to determine the application*

104C Determination of applications for restricted discretionary activities

- (1) *When considering an application for a resource consent for a restricted discretionary activity, a consent authority must consider only those matters over which—*
- (a) a discretion is restricted in national environmental standards or other regulations:*
 - (b) it has restricted the exercise of its discretion in its plan or proposed plan.*
- (2) *The consent authority may grant or refuse the application.*
- (3) *However, if it grants the application, the consent authority may impose conditions under section 108 only for those matters over which—*
- (a) a discretion is restricted in national environmental standards or other regulations:*
 - (b) it has restricted the exercise of its discretion in its plan or proposed plan.*

7.0 ASSESSMENT OF HIGHER ORDER MATTERS

7.1 National Environmental Standards

The National Environmental Standards issued under section 43 of the Resource Management are:

- National Environmental Standards for Air Quality
- National Environmental Standards for Sources of Drinking Water
- National Environmental Standards for Telecommunication Facilities
- National Environmental Standards for Electricity Transmission Activities
- National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health
- National Environmental Standards for Plantation Forestry
- National Environmental Standards for Freshwater (takes effect 3 September 2020)
- National Environmental Standards for Marine Aquaculture

The NES for Electricity Transmission Activities and the NES for Assessing and Managing Contaminants in Soil to Protect Human Health have been assessed below.

7.1.1 NES - Electricity Transmission Activities

The National Environmental Standard for Electricity Transmission Activities came in to effect on 14 January 2010. This NES sets out the national framework of permissions and consent requirements for activities on existing electricity transmission lines. Activities include the operation, maintenance and upgrading of existing lines. They set out which transmission activities are permitted, subject to conditions to control the environmental effects.

They specify

- consent requirements for activities which fail to meet the permitted activity conditions
- that electricity transmission activities are permitted, subject to terms and conditions to ensure that these activities do not have significant adverse effects on the environment
- the resource consent requirements for electricity transmission activities that do not meet the terms and conditions for permitted activities.

The NES only apply to existing high voltage electricity transmission lines. They do not apply to the construction of new transmission lines or to substations.

Whilst high voltage transmission lines cross part of the site, the proposed subdivision does not impact upon that network and the NES is not relevant to this application.

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

This NES came into effect in January 2010 and provides a nationally consistent set of planning controls and soil contaminant values. It ensures that land affected by contaminants in soil is appropriately identified and assessed before it is developed - and if necessary, the land is remediated, or the contaminants contained to make the land safe for human use.

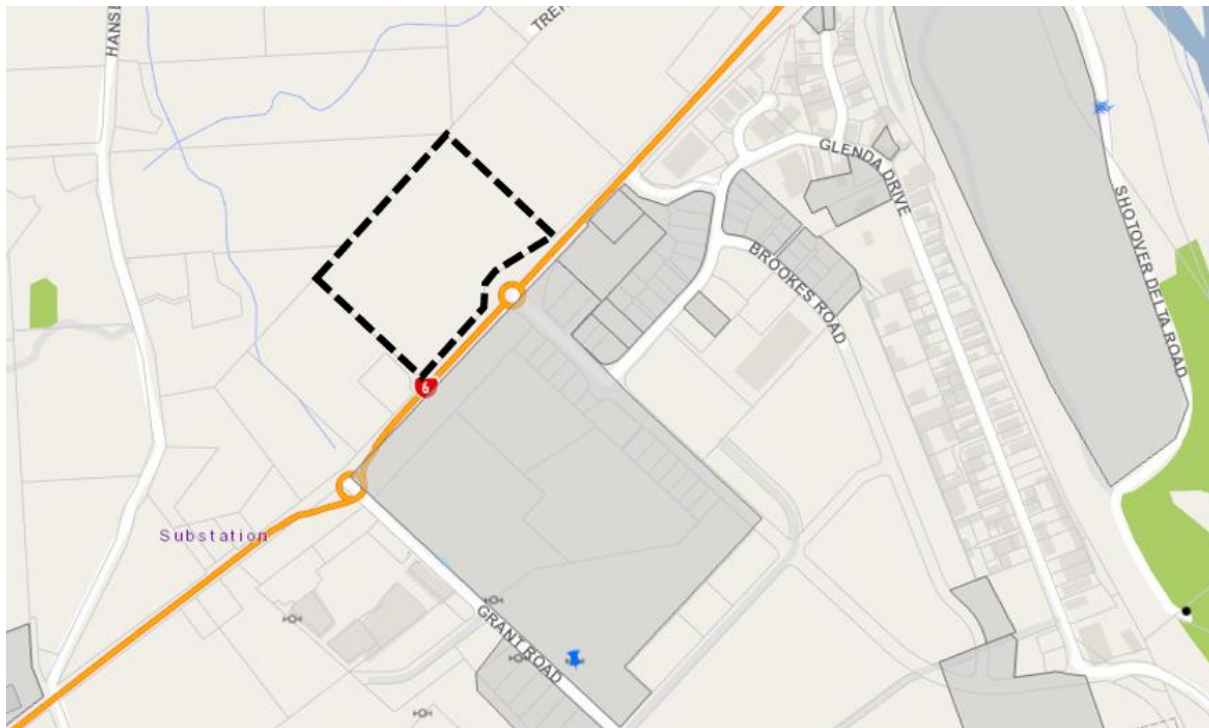


Figure 10 – Otago Regional Council HAIL Sites

The Regulations apply (Clause 5) when a person wants to do an activity described in any of subclauses (2) to (6) on a piece of land described in subclause (7) or (8).

In this case, any subdivision is described as an 'activity' under subclause (5) of the Regulations.

In terms of subclause (7); this site is not a piece of land that is (or has) a HAIL activity undertaken on it. Nor is it likely that an activity or industry described in the HAIL is, or has been, undertaken on it.

The Regional Council records confirm that there are no identified HAIL activities occurring on the subject site.

If it is determined that the 'subdivision' of the land triggers the need for a Preliminary Site Investigation; the applicant proposes that such a requirement be deferred until consideration of the necessary RMA consent processes that must occur before any of the proposed lots can be developed. These processes include Notices of Requirement or resource consent for subdivision (or land use) consent.

7.2 National Policy Statements

The current list of National Policy Statements include:

- National Policy Statement on Urban Development
- National Policy Statement for Freshwater Management
- National Policy Statement for Renewable Electricity Generation
- National Policy Statement on Electricity Transmission
- New Zealand Coastal Policy Statement

7.2.1 *The NPS for Electricity Transmission*

The National Policy Statement on Electricity Transmission (NPSET) sets out the objective and policies for managing the electricity transmission network under the Resource Management Act 1991. The NPSET was gazetted on 13 March 2008.

The proposed subdivision recognises and identifies the national grid corridor, and the proposed roading layout does not compromise the on-going operation of that alignment.

7.2.2 *The NPS for Urban Development 2020*

The NPS-UD 2020 recognises the national significance of:

- having well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future
- providing sufficient development capacity to meet the different needs of people and communities.

The purpose of this subdivision application is to create the necessary parcels of land that will be vested as road, together with associated balance lots.

The future roading network through this site will provide access to high density housing areas that will give effect to the objectives of the NPS – Urban Development.

7.3 Regional Policy Statement

The partially operative Regional Policy Statement 2019 provides an overview of the resource management issues facing Otago. It sets policies and methods to manage Otago's natural and physical resources, that promote the sustainable management of natural and physical resources.

The Regional Policy Statement does not contain rules. It establishes the framework for Otago's regional and district plans.

Objective 4.5 (Urban Growth and Development) and associated policies are the relevant parts of the RPS in respect of this application. The purpose of this application gives effect to those objectives and policies.

8.0 ASSESSMENT OF EFFECTS

This application requires Restricted Discretionary consent (Rule 27.7.9). It is appropriate that the assessment of effects is limited to those matters over which the Council has restricted its discretion.

27.7.9		
Discretion is restricted to:		
a.	The matters contained in Rule 27.5.7	Refer to Table 6 below.
b.	Safe and effective functioning of the State Highway	<p>The proposed subdivision enables the subsequent acquisition of land to allow for the construction of the 4th leg of the Hawthorne drive roundabout and connection through to both Ferry hill drive (east) and to the Latitude 45 Ltd/ alps Investments Ltd land (west).</p> <p>Such roading plans are in accordance with the Structure Plan for Frankton North.</p> <p>The construction of these road links will give effect to the objectives and policies of the Frankton north area – which include maintaining the safe and efficient functioning of the state highway.</p>
c.	Provision and integration of internal connections throughout Frankton North with the primary road that links State Highway 6 to Quail Rise, and Hansen Road	<p>The proposed road linkages are the only linkages that can be created within the subject site.</p> <p>Other landowners will provide subsequent road linkages in subsequent applications</p>
d.	Integration with pedestrian and cycling networks, including those across State Highway 6	<p>The application does not provide any linkages across the State Highway – as that is the responsibility of NZTA and QLDC.</p> <p>The road pattern identified by this subdivision application is consistent with the Structure Plan, and therefore assumed to also be consistent with this matter of discretion.</p>
e.	Provision for a pedestrian and cycle path along the boundary with State Highway 6. This is intended to provide a minimum path width of 2.5 metres, within the existing State Highway corridor, or where there is insufficient land within the State Highway corridor, within adjacent private land	<p>The subdivision plan does not provide for any pedestrian easement at this stage.</p> <p>It was agreed during mediation that any future pedestrian/ cycle access adjacent to the northern side of the State Highway will be assessed as part of a wider study of this part of the network. Easements will only be required across private land if there is insufficient width within the highway corridor.</p> <p>Any future pedestrian or cycle easement over frontage of proposed Lots 1 and 3 can be determined as and when any subdivision or land use application is made to develop those lots.</p>

f.	Road design accounts for long-term traffic demands without the need for subsequent retrofitting or upgrade.	The subdivision plan provides for allotments that will be vested as road
----	-------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------

Table 4 – Rule 27.7.9 – Matters of Discretion.

27.5.7	All urban subdivision activities...	
a.	Subdivision design and any consequential effects on the layout of lots and on lot sizes and dimensions	The proposed bulk title subdivision facilitates the creation of the required roading pattern – in accordance with the approved Structure Plan. The subsequent subdivision of the three development blocks will assess these more detailed design requirements.
b.	Internal roading design and provision, relating to access to and service easements for future subdivision on adjoining land, and any consequential effects on the layout of lots, and on lot sizes and dimensions;	As above.
c.	Property access and roading	The purpose of this subdivision is to facilitate the vesting of land for roading purposes
d.	Esplanade provision	There are no streams or waterbodies that pass through the property. No esplanade provision is necessary.
e.	The adequacy of measures to address the risk of natural hazards;	The Council natural hazard maps identify that there are no natural hazard risks on this or adjoining sites.
f.	Firefighting water supply	All infrastructure will be provided in association with subsequent subdivision proposals. There are water supply, wastewater, electricity and telephone connections available in the vicinity, as demonstrated in Figure 3.
g.	Water supply	
h.	Stormwater design and disposal	
i.	Sewage treatment and disposal	
j.	Energy supply and telecommunications, including adverse effects on energy supply and telecommunication networks	
k.	Open space and recreation	The bulk title process does not necessitate the identification of any open space areas
l.	Ecological and natural values	There are no ecological or natural values that will be affected by this subdivision
m.	Historic heritage	There are no historic heritage items identified on the relevant planning map
n.	Easements	No easements are necessary at this bulk title stage of subdivision.
For the avoidance of doubt, where a site is governed by a Structure Plan, that is included in the District Plan, subdivision activities shall be assessed in accordance with Rule 27.7.1 unless otherwise stated ⁱⁱⁱ .		

Table 5 – Rule 27.5.7 – Matters of Discretion.

ⁱⁱⁱ Rule 27.7.1 relates to Controlled activity subdivision applications. The Criffel Station and Frankton North areas are excluded from this rule because subdivision in these areas requires Restricted Discretionary consent.

9.0 ASSESSMENT OF OBJECTIVES AND POLICIES

The following assessment is limited to the specific objective and policies that relate to the Frankton North area.

<p>Objective 27.3.112</p> <p>High quality urban subdivision and development of the land on the northern side of State Highway 6 at Frankton, that is planned around, and integrated with, a primary road that connects State Highway 6 at Hawthorne Drive to Quail Rise, pedestrian and cycle access, and appropriate servicing.</p>	<p>The subdivision gives effect to the Structure Plan and is therefore in accordance with this Policy.</p>
<p>Policy 27.3.12.1</p> <p>Ensure subdivision and development at Frankton North is undertaken in accordance with the Frankton North Structure Plan (Schedule 27.13.9) to promote integration and provision of access to and throughout Frankton North.</p>	<p>The subdivision gives effect to the Structure Plan and is therefore in accordance with this Policy.</p>
<p>Policy 27.3.12.2</p> <p>Ensure safe transport connections by:</p> <ul style="list-style-type: none"> a. avoiding any new access to State Highway 6; b. limiting new access to the land at Frankton North to: <ul style="list-style-type: none"> Hawthorne Drive/SH6 roundabout. Hansen Road and Ferry Hill Drive; c. providing the primary road connection between State Highway 6 at Hawthorne Drive and Quail Rise; d. providing access to the primary road connection from all sites within Frankton North; and e. providing internal road, pedestrian and cycle connections that are of a form that accounts for long-term traffic demand for the area between Hansen Road and Ferry Hill Drive without the need for subsequent retrofitting or upgrade. 	<p>The subdivision gives effect to the Structure Plan and is therefore in accordance with this Policy.</p>
<p>Policy 27.3.12.3</p> <p>Ensure subdivision and development at Frankton North provides, or has access to, a safe walking and cycling environment, including by providing internal pedestrian and cycle access and a dedicated pedestrian and cycle path along the State Highway 6 corridor (as shown on the Frankton North Structure Plan (Schedule 27.13.9) that integrates with, and links to, the public transport network and the surrounding pedestrian and cycle network, including on the southern side of State Highway 6.</p>	<p>This policy refers to Schedule 27.13.9 – which is the Structure Plan – included at Figure 9 of this application.</p> <p>The subdivision gives effect to this Structure Plan and is therefore in accordance with this Policy.</p>
<p>Policy 27.3.12.4</p> <p>Encourage low impact stormwater design that utilises on-site treatment and storage I dispersal approaches.</p>	<p>There are existing stormwater connections along the highway frontage of this site.</p> <p>Actual detailed road and infrastructure design will occur after the land has been acquired by Council and other parties.</p>
<p>Policy 27.3.12.5</p> <p>Avoid the impacts of stormwater discharges on the State Highway network.</p>	

Table 6 – Proposed District Plan – Objectives and Policies.

Overall, the application is consistent with the policy direction of the Proposed District Plan, and in particular gives effect to the roading pattern set out in the Structure Plan.

10.0 CONCLUSION

The Frankton North area is recognised as a future urban growth area for Queenstown, and the Government and the QLDC have reached an agreement to provide necessary loan-funding for roading and three-waters infrastructure to facilitate the development of land for housing purposes.

The Council and affected landowners have recently agreed to a zoning pattern across this land that includes High Density Residential and Business Mixed Use activities.

The zoning is based upon a Structure Plan that identifies a high-level roading pattern, which includes a primary road connection between State Highway 6 and Ferry Hill Drive (Quail Rise), and a secondary road link to the west (to provide necessary road frontage for the land owned by Altitude 45 Ltd and J Zou).

The zoning of this land is supported by a policy framework that encourages the provision of land for roading purposes that will achieve the objectives of the Structure Plan.

This subdivision application is for the purpose of creating some of the required roads in accordance with the recently approved zoning and associated Structure Plan for the Frankton North area.

The subdivision results in two roads that will eventually be formed and vested in the Council.

The subdivision results in three bulk titles that will be separated by the required road alignment. None of these titles can be developed until such time as the required roads are formed and vested in Council.

There is no need for any services to be provided to any of the three bulk titles that will result from this subdivision.

It is concluded that this subdivision can be approved without any conditions of consent.



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**




 R.W. Muir
 Registrar-General
 of Land

Identifier **804356**

Land Registration District **Otago**

Date Issued 31 August 2017

Prior References

OT47/188

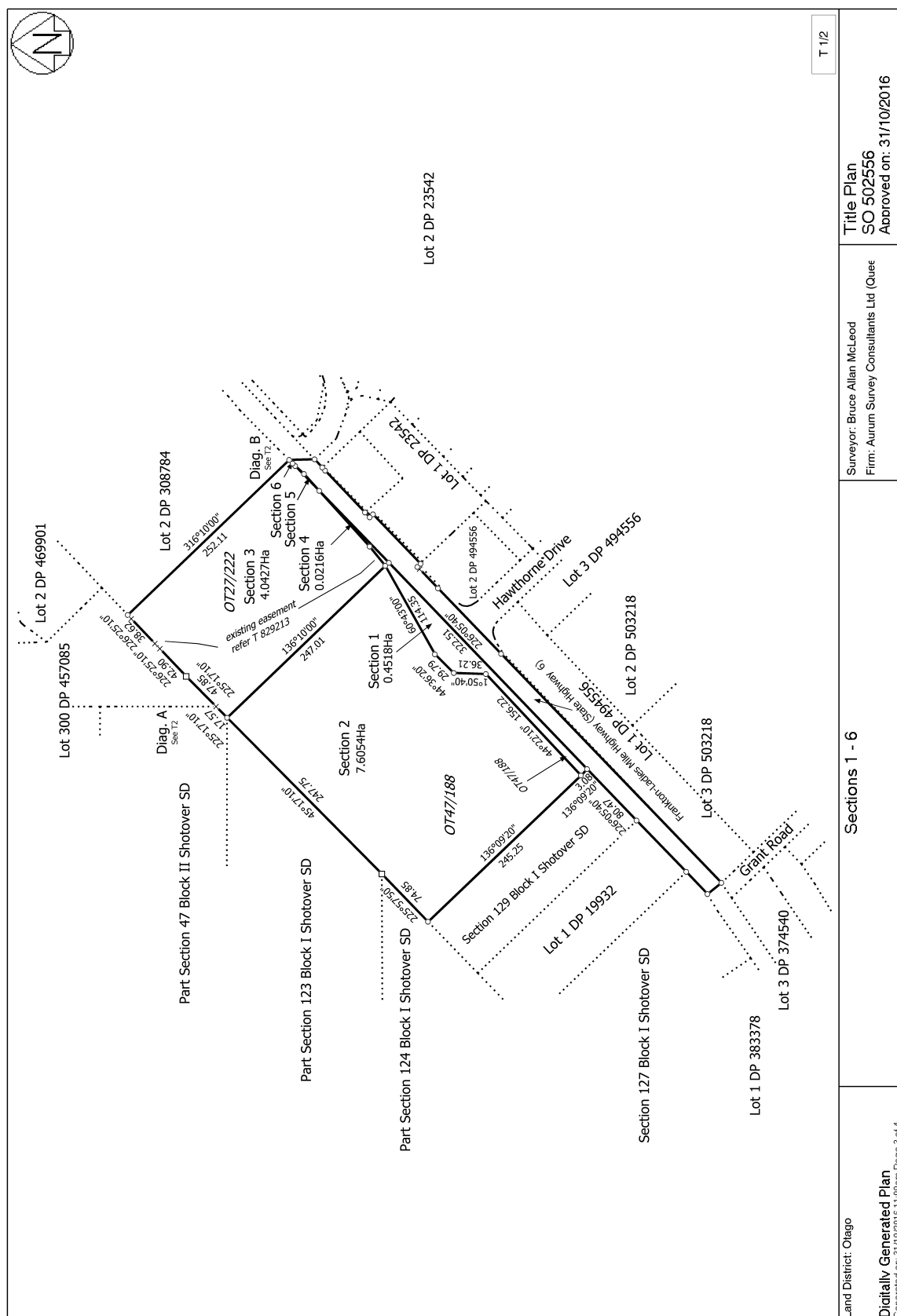
Estate Fee Simple
Area 7.6054 hectares more or less
Legal Description Section 2 Survey Office Plan 502556

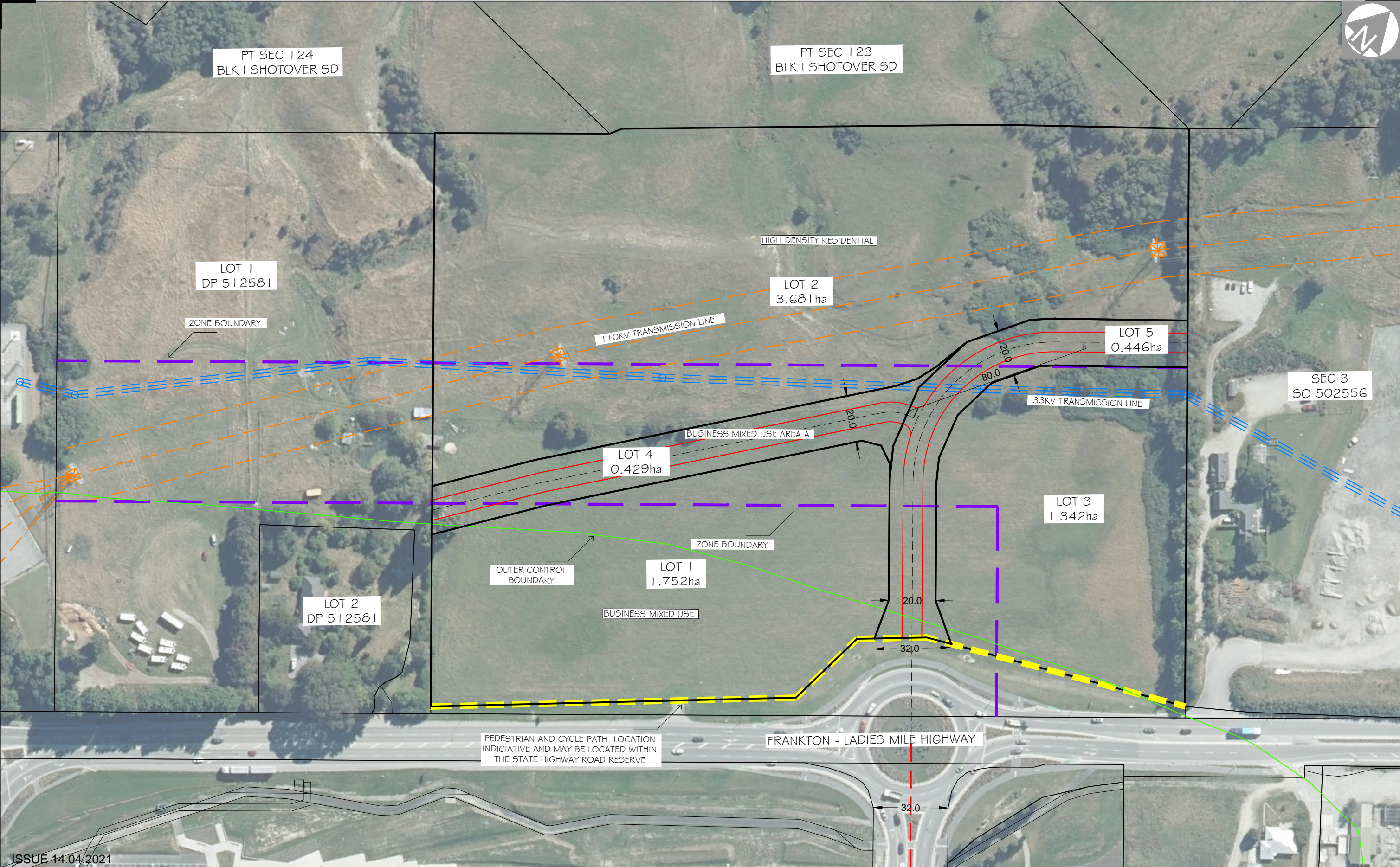
Registered Owners

Lynley Grace Hansen, Walter John Rutherford and William Thomas Cooney as to a 1/4 share
 Lynley Grace Hansen, Walter John Rutherford and William Thomas Cooney as to a 1/4 share as Executors
 Walter John Rutherford and William Thomas Cooney as to a 1/4 share
 Lynley Grace Hansen, Walter John Rutherford and William Thomas Cooney as to a 1/4 share

Interests

416858 Gazette Notice declaring No 6 State Highway (Blenheim to Invercargill) fronting the within land to be a limited access road - 21.1.1974 at 9:14 am





ISSUE 14.04.2021

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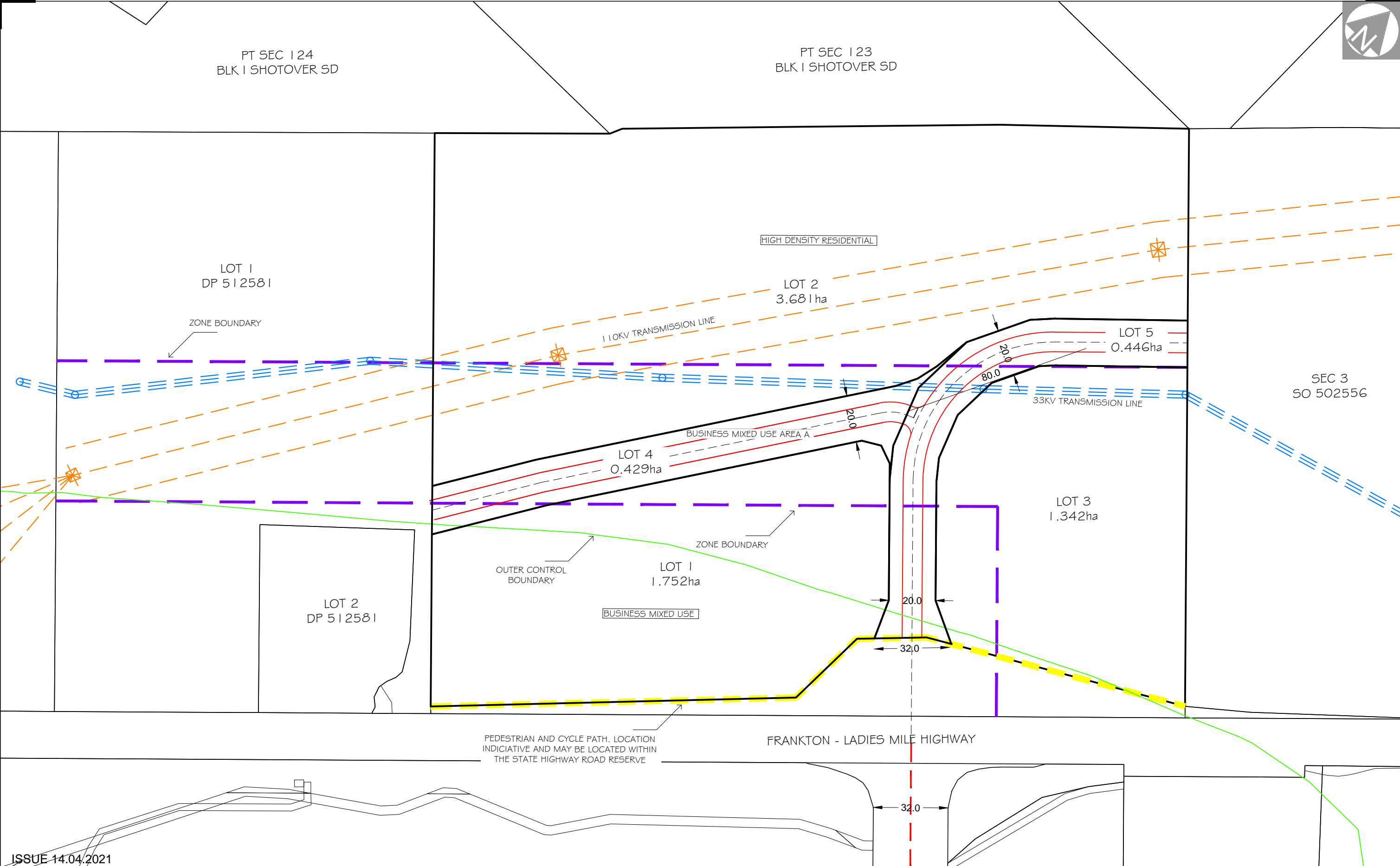
Rev.	Date	Revision Details	By
A	14.04.21	AMEND BOUNDARIES, LABELS.	JJ
B	14.05.21	Indicative roading, add OCB	CH
C	4.06.21	Right line arc boundaries	CH

**LOTS 1 - 5 BEING A PROPOSED
SUBDIVISION OF SEC 2 SO 502556**

Client	Surveyed	Date	Job No.	Drawing No.
	-	-	14524	01
	Drawn	Date	Scale	Sheet 001
	CCH	-	1:750 @ A1	
	Checked	Date	Datum & Level	Rev.
	-	-	MT NIC 2000	C

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ISSUE 14.04.2021



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Rev.	Date	Revision Details	By
A	14.04.21	AMEND BOUNDARIES, LABELS.	JJ

LOTS 1 - 5 BEING A PROPOSED
SUBDIVISION OF SEC 2 SO 502556

Client	Surveyed	Date	Job No.	Drawing No.
	-	-	14524	01
	Drawn	Date	Scale	1:750 @ A1
	CCH	-		1:1500 @ A3
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	-	-	MT NIC 2000	C

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E-Mail:

4 June 2021

Chris Hansen to John Edmonds and Andy Carr

Hi John and Andy,

Following on from our Zoom, we started adjusting the roading concept to meet the 80m sight distance. (the sight line needed to move less than 1m away from the boundary to achieve the length).

We note that the proposed boundaries were drawn as circular arcs.

In reality, cadastral boundaries are very seldom defined as arcs. Curves are not particularly practical as boundaries.

As you'll appreciate, boundary corners are marked physically on the ground with boundary pegs joined by invisible lines.

Boundaries are defined as straight lines and often the visible part of a boundary would be a fence. It is not easy to build curved fences. Buildings are also most often rectilinear and are also sited on a property at an offset from the boundary.

Based on this, we've concluded this may not be a traffic design matter (given we don't know what the final transport solution might look like) but a boundary design matter?

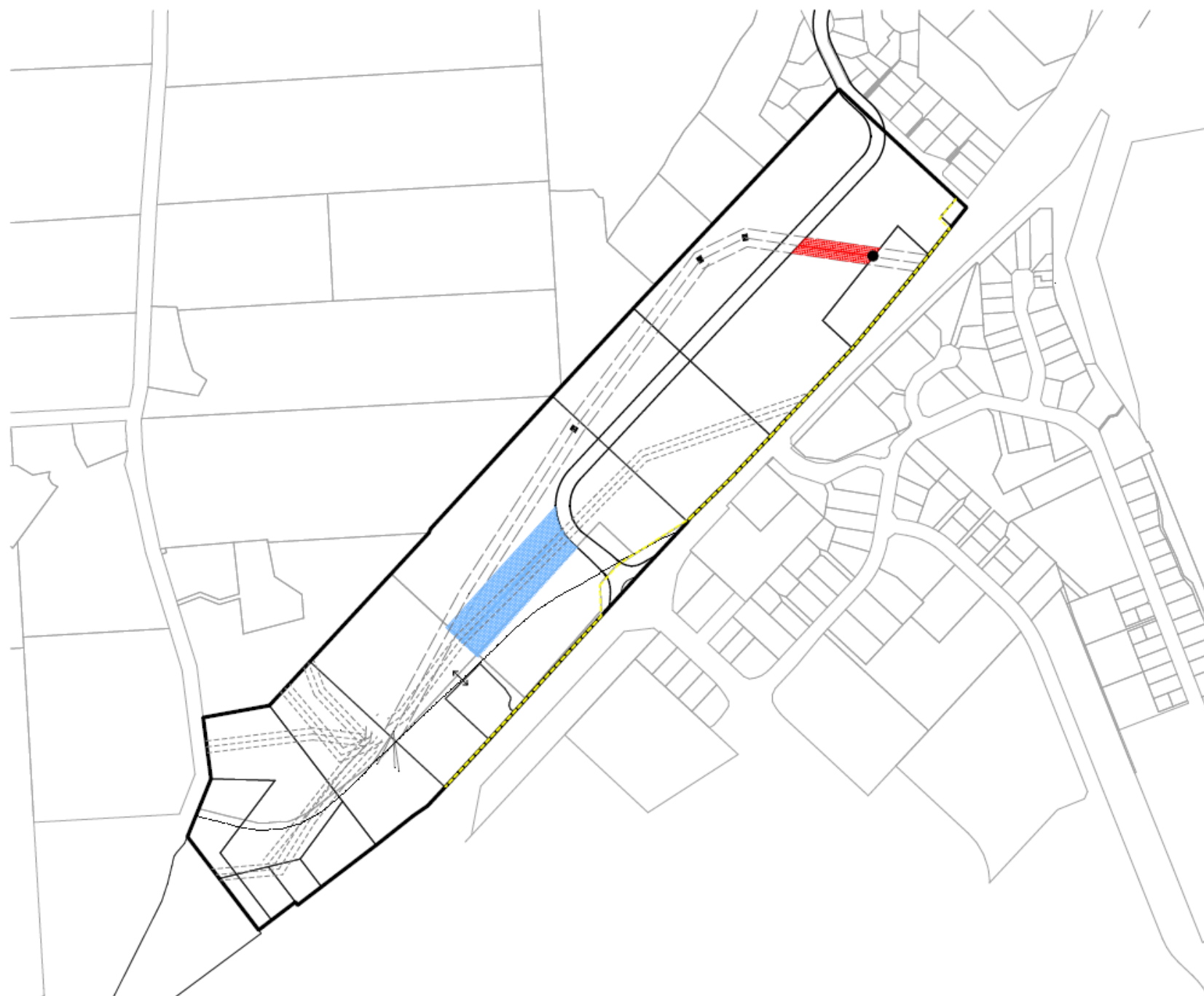
See attached. If we right-line the curved boundaries and retain the 20m parallel legal corridor width, it creates chamfers which will enable the additional sight distance.

Lot areas stay the same within a small margin.

Therefore, maybe a s.223 condition requiring final boundaries to demonstrate that sight distance are not compromised?

Might solve the speculation on what the roading might look like.

Chris

**LEGEND****STRUCTURE PLAN ELEMENTS**

- PRIMARY ROAD CONNECTION BETWEEN SH6 & FERRY HILL DRIVE (LOCATION INDICATIVE +/- 50 METRES)
- INTERNAL CONNECTION (LOCATION INDICATIVE)
- FRANKTON NORTH
- PEDESTRIAN AND CYCLE PATH (LOCATION INDICATIVE AND MAY BE LOCATED WITHIN THE STATE HIGHWAY 6 ROAD RESERVE)
- INTERNAL ROAD 1 (LOCATION INDICATIVE +/- 12 METRES WITHIN THE WATCHED CORRIDOR)
- INTERNAL ROAD 2 (LOCATION INDICATIVE +/- 30 METRES WITHIN THE WATCHED CORRIDOR)
- FIXED LOCATION FOR ACCESS BETWEEN PROPERTIES

INFORMATION LAYERS

- AURORA DISTRIBUTION 8M SETBACK (REFER NZ ELECTRICAL CODE OF PRACTICE FOR ELECTRICAL SAFE DISTANCES - NZECP 34:2001)
- TRANSMISSION CORRIDOR 12M SETBACK (REFER TO CHAPTER 30 ENERGY AND UTILITIES AND CHAPTER 37 DESIGNATIONS, DESIGNATION 1)
- QUEENSTOWN AIRPORT OUTER CONTROL BOUNDARY (LDN55) (REFER TO PLANNING MAP 31 A)

NOTE: The Queenstown Airport Approach and Land Use Controls designation also applies to this land and may impose further height constraints on this land. Refer to Chapter 37 Designation D3.

N



Scale: 1: 5000

FRANKTON NORTH STRUCTURE PLAN - 25.08.2020

BEFORE THE ENVIRONMENT COURT
AT CHRISTCHURCH

I MUA I TE KŌTI TAIAO O AOTEAROA
KI ŌTAUTAHU

IN THE MATTER	of the Resource Management Act 1991
AND	of appeals under Clause 14 of the First Schedule of the Act
BETWEEN	ALPS INVESTMENTS LIMITED (ENV-2018-CHC-149) FII HOLDINGS LIMITED (ENV-2018-CHC-84) UNIVERSAL DEVELOPMENTS LIMITED (ENV-2018-CHC-101) QUEENSTOWN AIRPORT CORPORATION LIMITED (ENV-2018-CHC-93) Appellants
AND	QUEENSTOWN LAKES DISTRICT COUNCIL Respondent

Environment Judge J J M Hassan – sitting alone pursuant to s279 of the Act

In Chambers at Christchurch

Date of Consent Order: 5 October 2020

CONSENT ORDER

A: Under s279(1)(b) of the Resource Management Act 1991, the Environment Court,
by consent, orders that:

ALPS INVESTMENTS LIMITED & ORS v QLDC – Consent Order 2020



- (1) the appeal is allowed, and Queenstown Lakes District Council is directed to
 - (a) amend the provisions of Chapters 8 (Medium Density Residential), 9 (High Density Residential), 16 (Business Mixed Use) and 27 (Subdivision and Development) and the planning maps as set out in Appendix 1, attached to and forming part of this consent order;
 - (b) make any consequential changes or corrections to the numbering of plan provisions or to the relevant planning maps resulting from the above amendments.
- (2) the appeal is otherwise dismissed.

B: Under s285 of the Resource Management Act 1991, there is no order as to costs.

REASONS

Introduction

[1] This proceeding concerns appeals by Alps Investments Limited, FII Holdings Limited, Universal Developments Limited and Queenstown Airport Corporation Limited against parts of a decision of the Queenstown Lakes District Council on Stage 1 of the Proposed Queenstown Lakes District Plan. In particular, it relates to Topic 16, Group 1 – Queenstown Rezoning – Frankton North.

[2] The court has now read and considered the consent memorandum of the parties dated 31 August 2020 which proposes to resolve this appeal.

Other relevant matters

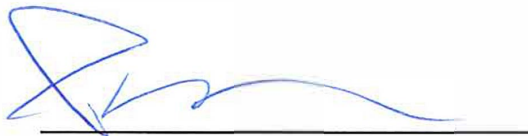
[3] Several parties gave notice of an intention to become parties under s274 of the Resource Management Act 1991 ('the RMA'). Many of those parties withdrew its interest in Topic 16 – Frankton North. The remaining six s274 parties, the appellants and respondent have all signed the memorandum setting out the relief sought.

Orders

[4] The court makes this order under s279(1) RMA, such order being by consent, rather than representing a decision or determination on the merits pursuant to s297. The court understands for present purposes that:



- (a) all parties to the proceedings have executed the memorandum requesting this order;
- (b) all parties are satisfied that all matters proposed for the court's endorsement fall within the court's jurisdiction, and conform to the relevant requirements and objectives of the RMA including, in particular, pt 2.



J J M Hassan
Environment Judge



APPENDIX 1

(amendments shown in underline and ~~strikethrough~~ text)**Chapter 8 Medium Density Residential**

8.2.8 Objective - A high quality residential environment at Frankton North that is integrated with the surrounding roading network, pedestrian and cycle access, and appropriate servicing. The development of land fronting State Highway 6 (between Hansen Road and Ferry Hill Drive) provides a high quality residential environment which is sensitive to its location at the entrance to Queenstown, minimises traffic impacts to the ~~State Highway network~~, and is appropriately serviced.

Policies

- 8.2.8.1 Ensure subdivision and development is undertaken in accordance with the Frankton North Structure Plan (Schedule 27.13.X) to promote integration and provision of access to and throughout Frankton North.
- 8.2.8.42 Encourage a low impact stormwater design that utilises on-site treatment and storage / dispersal approaches.
- 8.2.8.23 Avoid the impacts of stormwater discharges on the State Highway network.
- 8.2.8.3 ~~Provide a planting buffer along the State Highway frontage to soften the view of buildings from the State Highway network.~~
- 8.2.8.4 Provide for safe transport connections that:
- a. avoid any new access to the State Highway;
 - b. integrate with the pedestrian and cycle path as shown on the Frankton North Structure Plan (Schedule 27.13.X), and the road network and public transport routes on the southern side of State Highway 6; and
 - c. ensure that, where direct access to the primary road shown on the Frankton North Structure Plan (Schedule 27.13.X) is not available, the standard and layout of Internal Road connections are of a form that accounts for long-term traffic demand without the need for subsequent retrofitting or upgrade.

~~Provide for a safe and legible transport connections that avoid any new access to the State Highway, and integrates with the road network and public transport routes on the southern side of State Highway 6.~~

Note: Attention is drawn to the need to consult with the New Zealand Transport Agency (NZTA) prior to determining an internal and external road network design under this policy.

Note: Attention is drawn to the need to obtain a Section 93 notice from the NZ Transport Agency for all subdivisions on adjoining State Highways which are declared Limited Access Roads. The NZ Transport Agency should be consulted and a request made for a notice under Section 93 of the Government Roadway Powers Act 1989.



- ~~8.2.8.5~~ — Require that the design of any road or vehicular access within individual properties is of a form and standard that accounts for long term traffic demands for the area between Hansen Road and Ferry Hill Drive, and does not require the need for subsequent retrofitting or upgrade.
- ~~8.2.8.6~~ — ~~Require the provision~~ safe and legible walking and cycle environment with links to the other internal and external pedestrian and cycle networks and destinations on the southern side of State Highway 6 along the safest, most direct and convenient routes.
- ~~8.2.8.7~~ — Require the provision of an internal road network that ensures road frontages are not dominated by vehicular access and parking.
- ~~8.2.8.8~~ — Ensure coordinated, efficient and well-designed development by requiring, prior to, or as part of subdivision and development, ~~construction of the following to~~ appropriate Council standards:
- ~~a.~~ — a 'fourth leg' off the Hawthorne Drive/State Highway 6 roundabout;
 - ~~b.~~ — all sites created in the area to have legal access to either Hansen Road or the Hawthorne Drive/State Highway 6 roundabout; and
 - ~~c.~~ — new and safe pedestrian connections between Hansen Rd and the southern side of SH6, and the Hawthorne Drive/State Highway 6 roundabout, Ferry Hill Drive and the southern side of State Highway 6.
- ~~8.2.8.9~~ — Encourage the creation of a legal internal road between Hansen Rd and Ferry Hill Drive.

8.5 Rules – Standards

8.5.3	<p><u>Development on land at Frankton North shall be undertaken in accordance with the Frankton North Structure Plan (Schedule 27.13.X), including:</u></p> <ol style="list-style-type: none"> <u>a. Providing for a primary road that links State Highway 6 to Quail Rise;</u> <u>b. Providing for internal connections from the primary road that ensure vehicle access to all sites;</u> <u>c. Precluding any new vehicular access to the State Highway network; and</u> <u>d. Providing for a pedestrian and cycle path along the boundary with State Highway 6. This is intended to provide a minimum path width of 2.5 metres, within the existing State Highway corridor, or where there is insufficient land within the State Highway corridor, within adjacent private land.</u> 	NC
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	<p>Development on land north of State Highway 6 between Hansen Road and Ferry Hill Drive shall provide the following:</p> <p>8.5.3.1 — Transport, parking and access design that:</p> <ul style="list-style-type: none"> a. ensures connections to the State Highway network are only via Hansen Road, the Hawthorne Drive/State Highway 6 Roundabout, and/or Ferry Hill Drive; b. there is no new vehicular access to the State Highway Network. <p>8.5.3.2 — Where a site adjoins State Highway 6, landscaping planting buffer fronting State Highway 6 as follows:</p> <ul style="list-style-type: none"> a. Ribbonwood (Plagianthus regius); b. Corokia cotoneaster; c. Pittosporum tenuifolium; d. Grisilinea; e. Coprosma propinqua; f. Olearia dertonii. <p>Once planted these plants are to be maintained in perpetuity.</p>	
8.5.4	<p>Building Coverage</p> <p>8.5.4.1 A maximum of 45%.</p> <p>8.5.4.2 <u>For the zone at Frankton North located adjacent to Quail Rise, a maximum of 50%.</u></p>	<p>RD</p> <p>Discretion is restricted to the following:</p> <ul style="list-style-type: none"> a. external appearance, location and visual dominance of the building(s) as viewed from the street(s) and adjacent properties; b. external amenity values for future occupants of buildings on the site; c. effects on views, sunlight and shading on adjacent properties; d. parking and access layout: safety, efficiency



		<p>and impacts on on-street parking and neighbours;</p> <p>e. in Arrowtown, consistency with Arrowtown's character, as described within the Arrowtown Design Guidelines 2016.</p>
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Chapter 9 High Density Residential

9.2.X Objective - High quality residential development of the land on the northern side of State Highway 6 at Frankton, that is integrated with a primary road that connects State Highway 6 at Hawthorne Drive to Quail Rise, pedestrian and cycle access, and appropriate servicing.

9.2.X.1 Ensure subdivision and development at Frankton North is undertaken in accordance with the Frankton North Structure Plan (Schedule 27.13.X) to promote integration and provision of access to and throughout Frankton North.

9.2.X.2 Ensure safe transport connections by:

- a. avoiding any new access to State Highway 6;
- b. limiting new access to the land at Frankton North to: Hawthorne Drive/SH6 roundabout, Hansen Road and Ferry Hill Drive;
- c. providing the primary road connection between State Highway 6 at Hawthorne Drive and Quail Rise;
- d. providing access to the primary road connection from all sites within Frankton North; and
- e. providing internal road, pedestrian and cycle connections that are of a form that accounts for long-term traffic demand for the area between Hansen Road and Ferry Hill Drive without the need for subsequent retrofitting or upgrade.
- f. ensuring that road frontages are not dominated by vehicular access and parking; and
- g. integrating with the pedestrian and cycle path and the road network and public transport routes on the southern side of State Highway 6, including pedestrian and cycle access across State Highway 6.

9.2.X.3 Encourage low impact stormwater design that utilises on-site treatment and storage / dispersal approaches.

9.2.X.4 Avoid the impacts of stormwater discharges on the State Highway network.

Note: Attention is drawn to the need to consult with the New Zealand Transport Agency (NZTA) prior to determining an internal and external road network design under these policies.

Note: Attention is drawn to the need to obtain a Section 93 notice from the NZ Transport Agency for all subdivisions on adjoining State Highways which are declared Limited Access Roads. The NZ Transport Agency should be consulted and a request made for a notice under Section 93 of the Government Roadway Powers Act 1989.



9.5 Rules – Standards

	Standards for activities located in the High Density Residential Zone	Non-compliance status
9.5.1	Building Height – Flat Sites in Queenstown	RD Discretion is restricted to:
	<p>9.5.1.1 A height of 12 metres except where specified in Rules 9.5.1.2, 9.5.1.3 or 9.5.1.4.</p>	<p>a. building design and appearance, including roof form articulation and the avoidance of large, monolithic building forms;</p> <p>b. building dominance and sunlight access relative to neighbouring properties and public spaces including roads;</p> <p>c. how the design advances housing diversity and promotes sustainability either through construction methods, design or function;</p> <p>d. privacy for occupants of the subject site and neighbouring sites;</p> <p>e. effects on significant public views (based on an assessment of public views undertaken at the time of the proposal, in addition to any specified significant public views identified within the District Plan);</p> <p>f. the positive effects of enabling additional development intensity within close proximity to town centres.</p>
	<p>9.5.1.2 In the High Density Residential Zone immediately west of the Kawarau Falls Bridge the maximum building height shall be 10m provided that in addition no building shall protrude above a horizontal line orientated due north commencing 7m above any given point along the required boundary setbacks at the southern zone boundary.</p>	D
	<p>9.5.1.3 Within the area specified on the planning maps on the south side of Frankton Road</p>	D



	Standards for activities located in the High Density Residential Zone	Non-compliance status
	<p>(SH6A), the highest point of any building shall not exceed the height above sea level of the nearest point of the road carriageway centreline.</p> <p>9.5.1.4 Maximum building height of 15m.</p> <p>9.5.1.5 <u>Rules 9.5.1.1 to 9.5.1.4 do not apply to the land at Frankton North.</u></p>	D

9.5.3	<p>Building Height – Sloping Sites in Queenstown and Wanaka</p> <p>9.5.3.1 A height of 7m, except as specified in Rules 9.5.3.2, 9.5.3.3 and 9.5.3.4</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> building design and appearance, including roof form articulation and the avoidance of large, monolithic building forms; building dominance and sunlight access relative to neighbouring properties and public spaces including roads; how the design advances housing diversity and promotes sustainability either through construction methods, design or function; how the design responds to the sloping landform so as to integrate with it; privacy for occupants of the subject site and neighbouring sites; effects on significant public views, in particular from Lismore Park (based on an assessment of public views undertaken at the time of the proposal, in addition to any specified significant public views identified within the District Plan); the positive effects of enabling additional development intensity within close proximity to town centres.



	Standards for activities located in the High Density Residential Zone	Non-compliance status
	<p>9.5.3.2 Immediately west of the Kawarau Falls Bridge the maximum building height shall be 10m provided that in addition no building shall protrude above a horizontal line orientated due north commencing 7m above any given point along the required boundary setbacks at the southern zone boundary.</p> <p>9.5.3.3 Within the area specified on the planning maps on the south side of Frankton Road (SH6A), the highest point of any building shall not exceed the height above sea level of the nearest point of the road carriageway centreline</p> <p>9.5.3.4 Maximum building height of 10m.</p> <p>9.5.3.5 <u>Rules 9.5.3.1 to 9.5.3.4 do not apply to the land at Frankton North.</u></p>	<p>D</p> <p>D</p> <p>D</p>
9.5.X	<p><u>Building Height – Frankton North</u></p> <p>9.5.X.1 <u>Building height of 12m.</u></p>	<p><u>RD</u></p> <p><u>Discretion is restricted to:</u></p> <ul style="list-style-type: none"> a. <u>building design and appearance, including roof form articulation and the avoidance of large, monolithic building forms;</u> b. <u>building dominance and sunlight access relative to neighbouring properties and public spaces including roads;</u> c. <u>how the design advances housing diversity and promotes sustainability either through construction methods, design or function;</u> d. <u>privacy and outlook for occupants of the subject site and neighbouring sites;</u>



	Standards for activities located in the High Density Residential Zone	Non-compliance status
	<p>9.5.X.2 Maximum building height of 20m.</p>	<p>e. <u>Crime Prevention Through Environmental Design</u> considerations;</p> <p>f. <u>the positive effects of enabling additional development intensity within close proximity to town centres;</u></p> <p>g. <u>Consistency with the Residential Zone Design Guide 2019.</u></p> <p>NC</p>
9.5.4	<p>Building Coverage</p> <p>9.5.4.1 A maximum of 70% site coverage</p> <p>9.5.4.2 <u>Within Frankton North a maximum of 75% building coverage.</u></p> <p>Exclusions:</p> <p>a. building coverage does not include any veranda over public space and does not apply to underground structures, which are not visible from ground level and which are landscaped to appear as recreational or planted (including grassed) areas.</p>	NC
9.5.5	<p>Recession plane (applicable to all buildings, including accessory buildings)</p> <p>9.5.5.1 For Flat Sites from 2.5 metres above ground level a 45 degree recession plane applies to all boundaries, other than the northern boundary of the site where a 55 degree recession plane applies.</p> <p>Exclusions:</p> <p>a. gable end roofs may penetrate the building recession plane by no more than one third of the gable height;</p> <p>b. recession planes do not apply to site boundaries adjoining a Town Centre Zone, fronting a road, or adjoining a park or reserve.</p>	<p>RD – for boundaries where the High Density Residential zone applies on each side of the boundary.</p> <p>Discretion is restricted to:</p> <p>a. any sunlight, shading or privacy effects created by the proposal on adjacent sites and/or their occupants;</p> <p>b. effects on any significant public views (based on an assessment of public views undertaken at the time of the proposal, in addition to any specified significant public views identified within the District Plan);</p> <p>c. external appearance, location and visual dominance of the building(s) as viewed from</p>



	Standards for activities located in the High Density Residential Zone	Non-compliance status
	<p>9.5.5.2 No recession plane for sloping sites</p> <p>9.5.5.3 <u>Rules 9.5.5.1 and 9.5.5.2 do not apply at Frankton North.</u></p> <p>9.5.5.4 <u>At Frankton North all buildings, including accessory buildings, along the northern boundary of the zone where it adjoins the Rural Zone, Open Space Zone and Quail Rise Special Zone: For flat and sloping sites from 3 metres above ground a 45 degree recession plane applies.</u></p>	<p>the street(s) and adjacent properties.</p> <p>NC – for boundaries where there is a change of zone other than as specified in the exclusions.</p>

9.5.7	<p>Building Length</p> <p>The length of any building facade above the ground floor level shall not exceed 30m.</p> <p><u>Rule 9.5.7 does not apply at Frankton North.</u></p>	<p>RD</p> <p>Discretion is restricted to the following:</p> <p>a. external appearance, location and visual dominance of the building(s) as viewed from the street(s) and adjacent properties.</p>
9.5.8	<p>Minimum Boundary Setbacks</p> <p>9.5.8.1 All boundaries 2 metres except for State Highway road boundaries where the minimum setback shall be 4.5m.</p> <p>9.5.8.2 garages shall be at least 4.5m back from a road boundary.</p> <p>9.5.8.3 <u>Rules 9.5.8.1 and 9.5.8.2 do not apply at Frankton North.</u></p> <p>Exceptions to setback requirements other than any road boundary setbacks:</p> <p>Accessory buildings for residential activities may be located within the setback distances, where they do not exceed 7.5m in length, there</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. external appearance, location and visual dominance of the building(s) as viewed from the street(s) and adjacent properties;</p> <p>b. streetscape character and amenity;</p> <p>c. any sunlight, shading or privacy effects created by the proposal on adjacent sites and/or their occupants;</p> <p>d. effects on any significant public views (based on an assessment of public views undertaken at the time of the proposal, in addition to</p>



	Standards for activities located in the High Density Residential Zone	Non-compliance status
	are no windows or openings (other than for carports) along any walls within 1.5m of an internal boundary, and comply with rules for Building Height and Recession Plane.	any specified significant public views identified within the District Plan).
...		
9.5.X	<p><u>Development on land at Frankton North shall be undertaken in accordance with the Frankton North Structure Plan (Schedule 27.13.X), including:</u></p> <ul style="list-style-type: none"> a) <u>Providing for a primary road that links State Highway 6 to Quail Rise;</u> b) <u>Providing for internal connections from the primary road that ensure vehicle access to all sites;</u> c) <u>Precluding any new vehicular access to the State Highway network; and</u> d) <u>Providing for a pedestrian and cycle path along the boundary with State Highway 6. This is intended to provide a minimum path width of 2.5 metres, within the existing State Highway corridor, or where there is insufficient land within the State Highway corridor, within adjacent private land.</u> 	NC

9.6 Rules – Non-Notification of Applications

9.6.1 The following Restricted Discretionary activities shall not require the written approval of affected persons and shall not be notified or limited notified except where vehicle crossing or right of way access on or off a State Highway is sought:

9.6.1.1 Residential development involving the development of 4 or more residential units where the standards in Rule 9.5 are complied with.

9.6.1.2 Building Heights between 12m and 20m at Frankton North as identified in Rule 9.5.X.1.

9.6.2 The following Restricted Discretionary activities will not be publicly notified but notice will be served on those persons considered to be adversely affected if those persons have not given their written approval:

9.6.2.1 Restricted Discretionary building height (except at Frankton North as identified in Rule 9.6.1.2) and recession plane contraventions.

9.6.2.2 Boundary setback contraventions of up to 0.6m into the required setback depth of the yard (for unlimited length of the boundary).



9.6.2.3 Visitor accommodation and residential visitor accommodation



Chapter 16 Business Mixed Use

Policies

- 16.2.2.7 Allow buildings between 12m and 20m heights in the Queenstown (Gorge Road) and Frankton North business mixed use Zone in situations when:
- the outcome is of high quality design;
 - the additional height would not result in shading that would adversely impact on adjoining Residential zoned land and/or public space; and
 - the increase in height would facilitate the provision of residential activity.

...

- 16.2.3 **Objective – A high quality, well designed urban environment on the northern side of State Highway 6 at Frankton, that is integrated with a primary road that connects State Highway 6 at Hawthorne Drive to Quail Rise, pedestrian and cycle access, and appropriate servicing. The development of land north of State Highway 6 (between Hansen Road and Ferry Hill Drive) provides a high quality environment which is sensitive to its location at the entrance to Queenstown, minimises traffic impacts to the State Highway network, and is appropriately serviced.**

Policies

- 16.2.3.1 Ensure subdivision and development at Frankton North is undertaken in accordance with the Frankton North Structure Plan (Schedule 27.13.X) to promote integration and provision of access to and throughout Frankton North.
- 16.2.3.12 Encourage a low impact stormwater design that utilises on-site treatment and storage / dispersal approaches.
- 16.2.3.23 Avoid the impacts of stormwater discharges on the State Highway network.
- 16.2.3.4 Ensure safe transport connections by:
- avoiding any new access to State Highway 6;
 - limiting access to the land at Frankton North to: Hawthorne Drive/SH6 roundabout, Hansen Road and Ferry Hill Drive;
 - providing the primary road connection between State Highway 6 and Quail Rise;
 - providing access to the primary road connection from all sites within Frankton North;
 - providing internal road, pedestrian and cycle connections that are of a form that accounts for long-term traffic demands for the area between Hansen Road and Ferry Hill Drive without the need for subsequent retrofitting or upgrade; and
 - ensuring that road frontages are not dominated by vehicular access and parking; and
 - integrating with the pedestrian and cycle path and the road network and public transport routes on the southern side of State Highway 6, including pedestrian and cycle access across State Highway 6.
- Provide for safe and legible transport connections that avoid any new access to the State Highway, and integrates with the road network and public transport routes on the southern side of State Highway 6.



Note: Attention is drawn to the need to consult with the New Zealand Transport Agency (NZTA) prior to determining an internal and external road network design under this policy.

Note: Attention is drawn to the need to obtain a Section 93 notice from the NZ Transport Agency for all subdivisions on adjoining State Highways which are declared Limited Access Roads. The NZ Transport Agency should be consulted and a request made for a notice under Section 93 of the Government Roadway Powers Act 1989.

- 16.2.3.5 Within Area A as shown on the Plan map (Map xx), require, sound insulation and mechanical ventilation of any critical listening environment within new buildings, relocated buildings, and any alterations and additions to existing buildings that contain an Activity Sensitive to Road Noise to be designed to provide protection from sleep disturbance and to otherwise maintain reasonable amenity values for occupants.

~~Require that the design of any road or vehicular access within individual properties is of a form and standard that accounts for long term traffic demands for the area between Hansen Road and Ferry Hill Drive, and does not require the need for subsequent retrofitting or upgrade.~~

- ~~16.2.3.6 Provide a safe and legible walking and cycle environment that links to the other internal and external pedestrian and cycle networks and destinations on the southern side of State Highway 6 along the safest, most direct and convenient routes. Note: Attention is drawn to the need to consult with the New Zealand Transport Agency (NZTA) to determine compliance with this policy.~~

- ~~16.2.3.7 Require the provision of an internal road network that ensures road frontages are not dominated by vehicular access and parking.~~

- ~~16.2.3.8 Ensure coordinated, efficient and well-designed development by requiring, prior to, or as part of subdivision and development, construction of the following to appropriate Council standards:~~

- ~~a. A 'fourth leg' off the Hawthorne Drive/SH6 roundabout;~~
- ~~b. All sites created in the area to have legal access to either Hansen Road or the Hawthorne Drive/SH6 roundabout; and~~
- ~~c. New and safe pedestrian connections between the Hawthorne Drive/SH6 roundabout, Ferry Hill Drive and the southern side of SH6.~~

- ~~16.2.3.9 Encourage the creation of a legal internal road between Hansen Rd and Ferry Hill Drive~~

16.2.X Objective - The commercial function and viability of other commercial areas are not undermined by any new office and retail activities within Area A at Frankton North (shown on Plan Map xx).

- 16.2.X.1 Within Area A at Frankton North, as shown on the Plan map (Map xx), provide for office and retail activities where they are ancillary, or where they will not undermine the function and viability of Queenstown Town Centre, Frankton urban areas (including Remarkables Park mixed use centre, Frankton Flats A and B Zones, and the Local Shopping Centre at Frankton North.



16.4 Rules – Activities

	Activities located in the Business Mixed Use Zone	Activity status
...		
16.4.7	<p>Warehousing, Storage & Lock-up Facilities (including vehicle storage) and Trade Suppliers except as provided for by Rule 16.4.198</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. the impact of buildings on the streetscape and neighbouring properties in terms of dominance impacts from large, utilitarian buildings; b. the provision, location and screening of access, parking and traffic generation; and c. landscaping; and • <u>d. at Frankton North, effects on adjoining residential areas and activities.</u> 	RD
<u>16.4.X</u>	<p><u>Office and retail activities within Area A as shown on Plan Map XX, except for:</u></p> <ul style="list-style-type: none"> a. <u>retailing associated with trade suppliers (as provided for by rule 16.4.7);</u> b. <u>administrative offices that are ancillary to the principal use of the site; and</u> c. <u>retail activities that are ancillary to the principal use of the site and not greater than 50m² GFA.</u> 	<u>D</u>
<u>16.4.19X</u>	Warehousing, Storage and Lock-up Facilities (including vehicle storage) and Trade Suppliers in the zone at Frankton North	PR



16.5 Rules – Standards

	Standards for activities located in the Business Mixed Use Zone	Non-compliance status
...		
16.5.87	<p>Discretionary building Height (Queenstown and Frankton North Only)</p> <p>In Queenstown the discretionary maximum building height of shall be 12m.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> the design and quality of the building, including the use of articulated facades, active street frontages and the treatment of corner sites; modulated roof forms, including screening of plant and services; material use and quality; the avoidance of large monolithic buildings; the impact on the street scene; privacy and outlook for residential uses; sunlight access to adjoining Residential zoned land and/or public space; Crime Prevention Through Environmental Design (CPTED) considerations; where appropriate, the integration of Horne Creek into the development and landscaping; and facilitation of the provision of residential activities. <p>•</p>
16.5.98	<p>Maximum building height</p> <p>16.5.98.1 The absolute maximum building height shall be:</p>	NC



	Standards for activities located in the Business Mixed Use Zone	Non-compliance status
	<p>a. Queenstown – 20m</p> <p>b. Wanaka – 12m</p> <p>c. <u>Frankton North – 20m</u></p> <p>16.5.98.2 Any fourth storey (excluding basements) and above shall be set back a minimum of 3m from the building frontage.</p>	
16.5.109	<p>Noise</p> <p>16.5.109.1 Sound* from activities shall not exceed the following noise limits at any point within any other site in this zone:</p> <p>a. Daytime (0800 to 2200hrs) 60 dB $L_{Aeq}(15 \text{ min})$</p> <p>b. Night-time (2200 to 0800hrs) 50 dB $L_{Aeq}(15 \text{ min})$</p> <p>c. Night-time (2200 to 0800hrs) 75 dB L_{AFmax}</p> <p>*measured in accordance with NZS 6801:2008 and assessed in accordance with NZS 6802:2008</p> <p>Exemptions:</p> <p>a. the noise limits in rule 16.5.108.1 shall not apply to construction sound which shall be assessed in accordance and comply with NZS 6803:1999.</p> <p>Note: Sound from activities in this zone which is received in another zone shall comply with the noise limits set out in Chapter 36 standards for that zone.</p>	NC

16.5.124	<p>Development on land <u>at Frankton North shall be undertaken in accordance with the Frankton North Structure Plan (Schedule 27.13.X):</u></p> <p>a. <u>Providing for a primary road that links State Highway 6 to Quail Rise;</u></p> <p>b. <u>Providing for internal connections from the primary road that ensure vehicle access to all sites;</u></p>	



	Standards for activities located in the Business Mixed Use Zone	Non-compliance status
	<p>c. <u>Precluding any new vehicular access to the State Highway network; and</u></p> <p>d. <u>Providing for a pedestrian and cycle path along the boundary with State Highway 6. This is intended to provide a minimum path width of 2.5 metres, within the existing State Highway corridor, or where there is insufficient land within the State Highway corridor, within adjacent private land.</u></p> <p>Development on land north of State Highway 6 between Hansen Road and Ferry Hill Drive shall provide the following:</p> <p>16.5.11.1 Transport, parking and access design that:</p> <p>Ensures connections to the State Highway network are only via Hansen Road, the Hawthorne Drive/SH6 Roundabout, and/or Ferry Hill Drive.</p> <p>There is no new vehicular access to the State Highway Network.</p> <p>16.5.11.2 Where a site adjoins State Highway 6, landscaping provides a planting buffer fronting State Highway 6 as follows:</p> <p>a. a density of two plants per square metre located within 4m of the State Highway 6 road boundary selected from the following species:</p> <p>i. Ribbonwood (Plagianthus regius)</p> <p>ii. Corokia cotoneaster</p> <p>iii. Pittosporum tenuifolium</p> <p>iv. Grisilinea</p> <p>v. Coprosma propinqua</p> <p>vi. Olearia dertonii</p> <p>b. once planted these plants are to be maintained in perpetuity.</p>	
...		
16.5.X	<p>Sound Insulation and Mechanical Ventilation</p> <p><u>Within Area A as shown on Plan Map XX any buildings containing an Activity Sensitive to Road Noise, within 80m of the State Highway, shall be designed to achieve an Indoor Design Sound Level of 40dB LAeq24h.</u></p>	<u>NC</u>



	Standards for activities located in the Business Mixed Use Zone	Non-compliance status
	<u>Compliance with this rule can be demonstrated by submitting a certificate to Council from a person suitably qualified in acoustics stating that the proposed construction will achieve the internal design sound level.</u>	



Chapter 27 Subdivision and Development

27.3.12 Objective – High quality urban subdivision and development of the land on the northern side of State Highway 6 at Frankton, that is planned around, and integrated with, a primary road that connects State Highway 6 at Hawthorne Drive to Quail Rise, pedestrian and cycle access, and appropriate servicing. Subdivision of the Medium Density Residential and Business Mixed Use Zones on the north side of State Highway 6 between Hansen Road and Quail Rise enables development integrated into the adjacent urban areas while minimising traffic impacts on the State Highway.

Policies

27.3.12.1 Ensure subdivision and development at Frankton North is undertaken in accordance with the Frankton North Structure Plan (Schedule 27.13.X) to promote integration and provision of access to and throughout Frankton North. Limit the roading access to Frankton North to Hansen Road, Ferry Hill Drive or the Hawthorne Drive/SH6 roundabout.

27.3.12.2 Ensure safe transport connections by:

- a. avoiding any new access to State Highway 6;**
- b. limiting new access to the land at Frankton North to: Hawthorne Drive/SH6 roundabout, Hansen Road and Ferry Hill Drive;**
- c. providing the primary road connection between State Highway 6 at Hawthorne Drive and Quail Rise;**
- d. providing access to the primary road connection from all sites within Frankton North; and**
- e. providing internal road, pedestrian and cycle connections that are of a form that accounts for long-term traffic demand for the area between Hansen Road and Ferry Hill Drive without the need for subsequent retrofitting or upgrade.**

Ensure subdivision and development enables access to the roading network from all sites in the Frankton North Medium Density Residential and Business Mixed Use Zones and is of a form that accounts for long-term traffic demands without the need for subsequent retrofitting or upgrade.

27.3.12.3 Ensure subdivision and development at Frankton North provides, or has access to, a safe walking and cycling environment, including by providing internal pedestrian and cycle access and a dedicated pedestrian and cycle path along the State Highway 6 corridor (as shown on the Frankton North Structure Plan (Schedule 27.13.X)) that integrates with, and links to, the public transport network and the surrounding pedestrian and cycle network, including on the southern side of State Highway 6.

Ensure subdivision and development in the Frankton North Medium Density Residential and Business Mixed Use Zones provides, or has access to, a safe and legible walking and cycling environment adjacent to and across the State Highway linking to other pedestrian and cycling networks

27.3.12.X Encourage low impact stormwater design that utilises on-site treatment and storage / dispersal approaches.



27.3.12.X Avoid the impacts of stormwater discharges on the State Highway network.

27.5 Rules – Subdivision

	Subdivision Activities - District Wide	Activity Status
...		
27.5.7	<p>All urban subdivision activities, unless otherwise provided for, within the following zones:</p> <ol style="list-style-type: none"> 1. Lower Density Suburban Residential Zone; 2. Medium Density Residential Zone; 3. High Density Residential Zone; 4. Town Centre Zones; 5. Arrowtown Residential Historic Management Zone; 6. Large Lot Residential Zone; 7. Local Shopping Centre; 8. Business Mixed Use Zone; 9. Airport Zone - Queenstown. <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> a. subdivision design and any consequential effects on the layout of lots and on lot sizes and dimensions; b. Internal roading design and provision, relating to access to and service easements for future subdivision on adjoining land, and any consequential effects on the layout of lots, and on lot sizes and dimensions; c. property access and roading; d. esplanade provision; e. the adequacy of on site measures to address the risk of natural and other hazards on land within the subdivision; f. fire fighting water supply; g. water supply; h. stormwater design and disposal; i. sewage treatment and disposal; j. energy supply and telecommunications, including adverse effects on energy supply and telecommunication networks; k. open space and recreation; l. ecological and natural values; m. historic heritage; n. easements. <p>For the avoidance of doubt, where a site is governed by a Structure Plan, that is included in the District Plan, subdivision activities shall</p>	RD



	be assessed in accordance with Rule 27.7.1, <u>unless otherwise stated.</u>	
--	-----------------------------------------------------------------------------	--

27.6 Rules – Standards for Minimum Lot Areas

27.6.1 No lots to be created by subdivision, including balance lots, shall have a net site area or where specified, an average net site area less than the minimum specified.

Zone		Minimum Lot Area
...		
Business Mixed Use		200m ²
	<u>Frankton North</u>	<u>No minimum</u>
...		
Residential	High Density	450m ²
	<u>High Density at Frankton North</u>	<u>No minimum</u>

27.7 Zone – Location Specific Rules

	Zone and Location Specific Rules	Activity Status
27.7.1	<p>Subdivision consistent with a Structure Plan that is included in the District <u>Plan</u>, <u>except for subdivision at Frankton North.</u></p> <p>Control is reserved to:</p> <ul style="list-style-type: none"> a. subdivision design and any consequential effects on the layout of lots and on lot sizes and dimensions; b. internal roading design and provision, and any consequential effects on the layout of lots, and on lot sizes and dimensions; c. property access and roading; d. esplanade provision; e. the adequacy of on site measures to address the risk of natural and other hazards on land within the subdivision; f. fire fighting water supply; g. water supply; h. stormwater design and disposal; i. sewage treatment and disposal; j. energy supply and telecommunications, including adverse effects on energy supply and telecommunication networks; k. open space and recreation; and l. ecological and natural values; 	C



	Zone and Location Specific Rules	Activity Status
	<p>m. historic heritage;</p> <p>n. easements;</p> <p>o. any additional matters relevant to achievement of the objectives and policies in part 27.3 of this Chapter.</p>	
...		
27.7.9	<p>Frankton North</p> <p><u>27.7.9.1 Subdivision in accordance with the Structure Plan 27.13.X Frankton North.</u></p> <p>All subdivision activity in the Business Mixed Use Zone and Medium Density Residential Zone located north of State Highway 6 between Hansen Road and Ferry Hill Drive that complies with the following standards in addition to the requirements of Rule 27.5.7:</p> <p>a. access to the wider roading network shall only be via one or more of: i. Hansen Road; ii. Ferry Hill Drive; and/or iii. Hawthorne Drive/State Highway 6 roundabout.</p> <p>b. no subdivision shall be designed so as to preclude an adjacent site complying with clause a.</p> <p><u>27.7.9.2 All subdivision activity at Frankton North that complies with the following standards:</u></p> <p>a. <u>access to the wider roading network shall only be via one or more of:</u></p> <p>i. <u>Hansen Road;</u></p> <p>ii. <u>Ferry Hill Drive; and/or</u></p> <p>iii. <u>Hawthorne Drive/State Highway 6 roundabout.</u></p> <p>b. <u>no subdivision shall be designed so as to preclude compliance with clause 27.7.9.2a, including in respect of access to adjacent sites.</u></p> <p>c. <u>provision for a pedestrian and cycle path along the boundary with State Highway 6.</u></p> <p><u>Discretion is restricted to:</u></p> <p>a. <u>the matters contained in Rule 27.5.7;</u></p> <p>b. <u>safe and effective functioning of the State Highway network, including no new access to State Highway 6;</u></p>	RD



	Zone and Location Specific Rules	Activity Status
	<p>d. <u>provision and integration of internal connections throughout Frankton North with the primary road that links State Highway 6 to Quail Rise, and Hansen Road;</u></p> <p>e. <u>integration with pedestrian and cycling networks, including those across State Highway 6.</u></p> <p>f. <u>provision for a pedestrian and cycle path along the boundary with State Highway 6. This is intended to provide a minimum path width of 2.5 metres, within the existing State Highway corridor, or where there is insufficient land within the State Highway corridor, within adjacent private land.</u></p> <p>g. <u>Road design accounts for long-term traffic demands without the need for subsequent retrofitting or upgrade.</u></p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> • a. safe and effective functioning of the State Highway network; • b. integration with other access points through the zones to link up to Hansen Road, Ferry Hill Drive or the Hawthorne Drive/State Highway 6 roundabout; • c. integration with pedestrian and cycling networks, including those across the State Highway. 	
<u>27.7.10</u>	27.7.9.2 Any subdivision activity in the Business Mixed Use Zone and Medium Density Residential Zone located north of State Highway 6 between Hansen Road and Ferry Hill Drive at Frankton North that does not comply with Rule 27.7.9.4.	NC D



27.13 Structure Plans

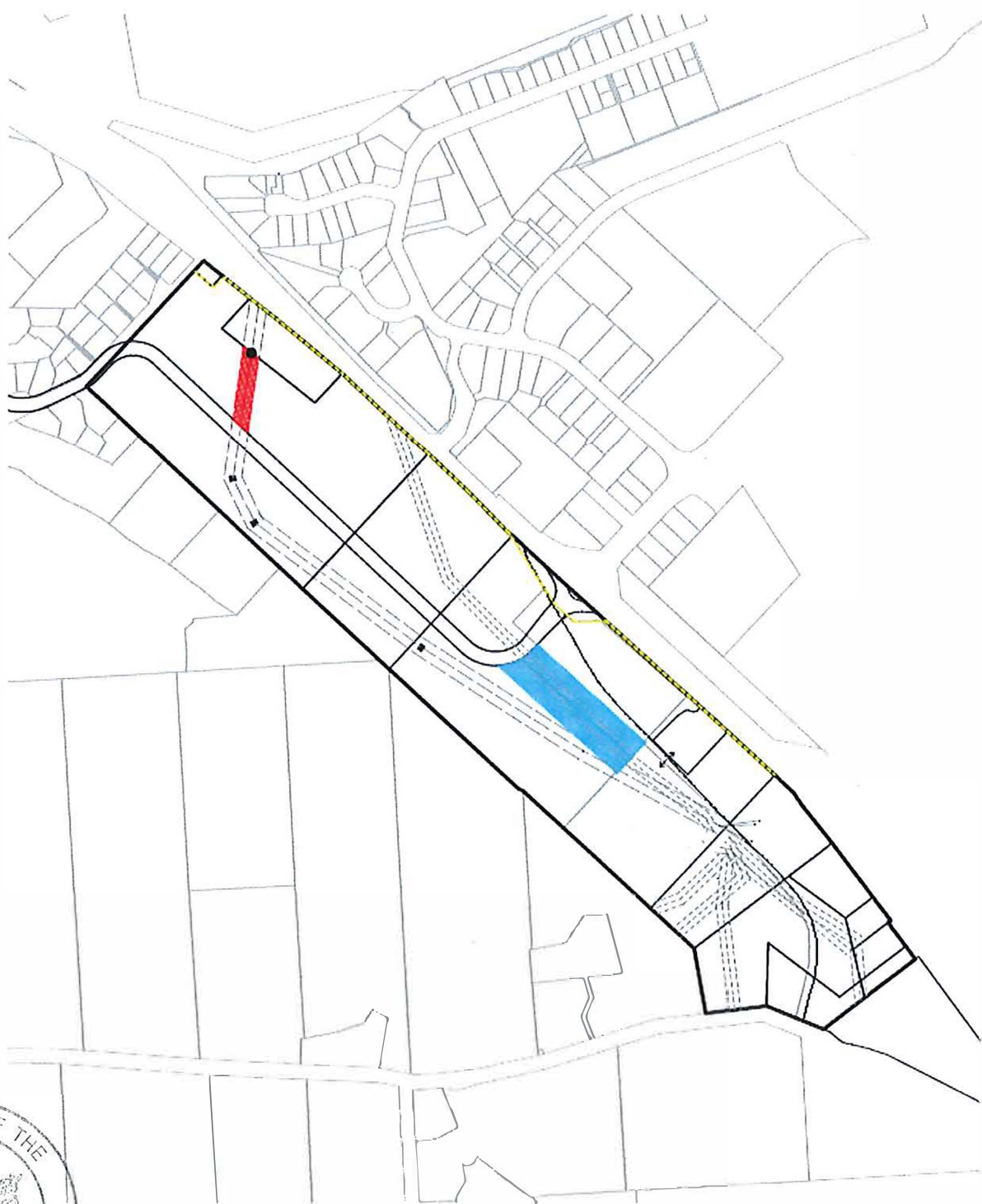
27.13.X Frankton North





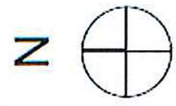
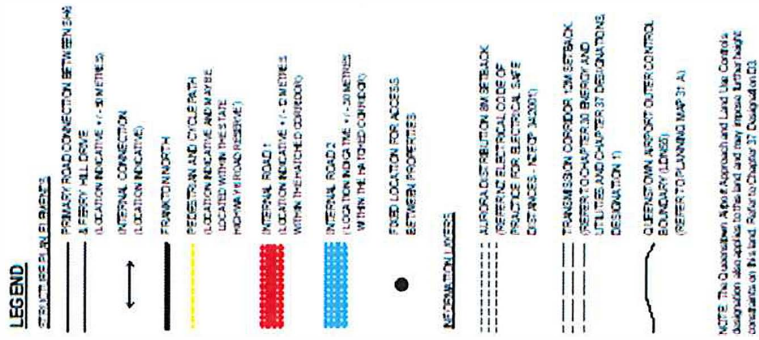
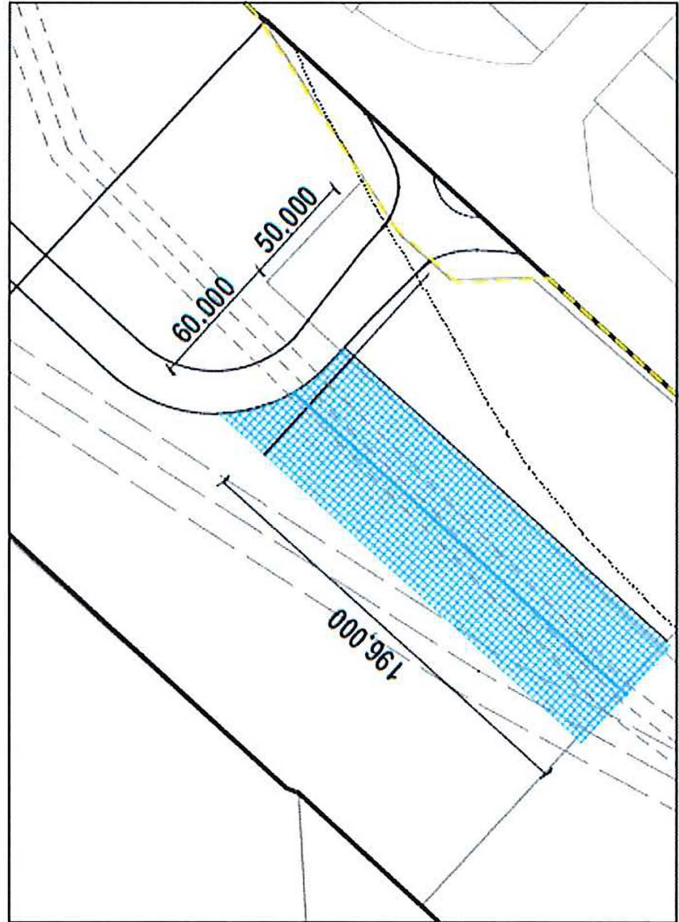
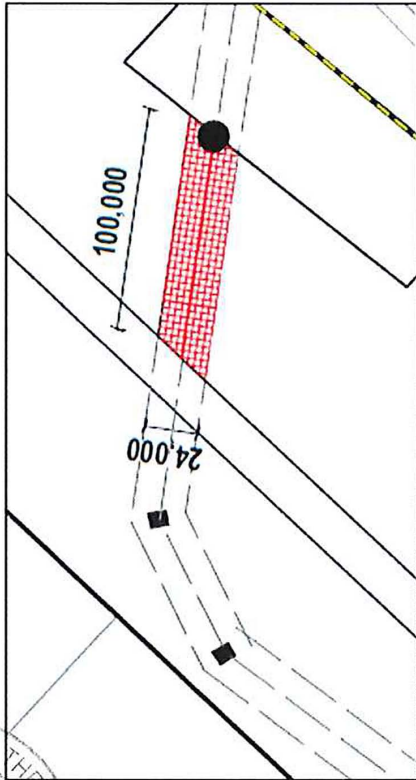
- LEGEND**
- SPACING IN METRES**
- PRIMARY ROAD CONNECTION BETWEEN SH-4 & PERRY HILL DRIVE
 - LOCATION INDICATIVE 1 (+ 50 METRES)
 - INTERNAL CONNECTION
 - LOCATION INDICATIVE
 - FRANKTON NORTH
 - PEDESTRIAN AND CYCLE PATH
 - LOCATION INDICATIVE AND MAY BE LOCATED WITHIN THE STATE HIGHWAY 4 ROAD RESERVE
 - INTERNAL ROAD 1
 - LOCATION INDICATIVE 1 (+ 10 METRES WITHIN THE MATCHED CORRIDOR)
 - INTERNAL ROAD 2
 - LOCATION INDICATIVE 1 (+ 10 METRES WITHIN THE MATCHED CORRIDOR)
 - RURAL LOCATION PROPOSES BETWEEN PROPERTIES
- NOTATION LINES**
- AUTOMATED DISTRIBUTION SETBACK
 - REFER TO ELECTRICAL CODE OF PRACTICE FOR ELECTRICAL SAFE DISTANCES (NECOP 3A:2007)
 - TRANSITION CORRIDOR 10M SETBACK
 - REFER TO CHAPTER 30 ENERGY AND UTILITIES AND CHAPTER 31 DESIGNATION 1
 - QUEENSTOWN AIRPORT OUTER CONTROL BOUNDARY (LINES)
 - REFER TO PLANNING MAP 31 A)

NOTE: The Queenstown Airport Approach and Land Use Control boundary is shown in the plan. The boundary is shown in the plan. The boundary is shown in the plan.



Scale: 1:5000

FRANKTON NORTH STRUCTURE PLAN - 25.08.2020



Scale: 1:2000

DIMENSION SNAPSHOT - 25.08.2020

PDP Plan Map for Frankton North appeal area

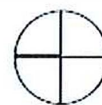


ALPS INVESTMENTS LIMITED & ORS v QLDC – Consent Order 2020

LEGEND

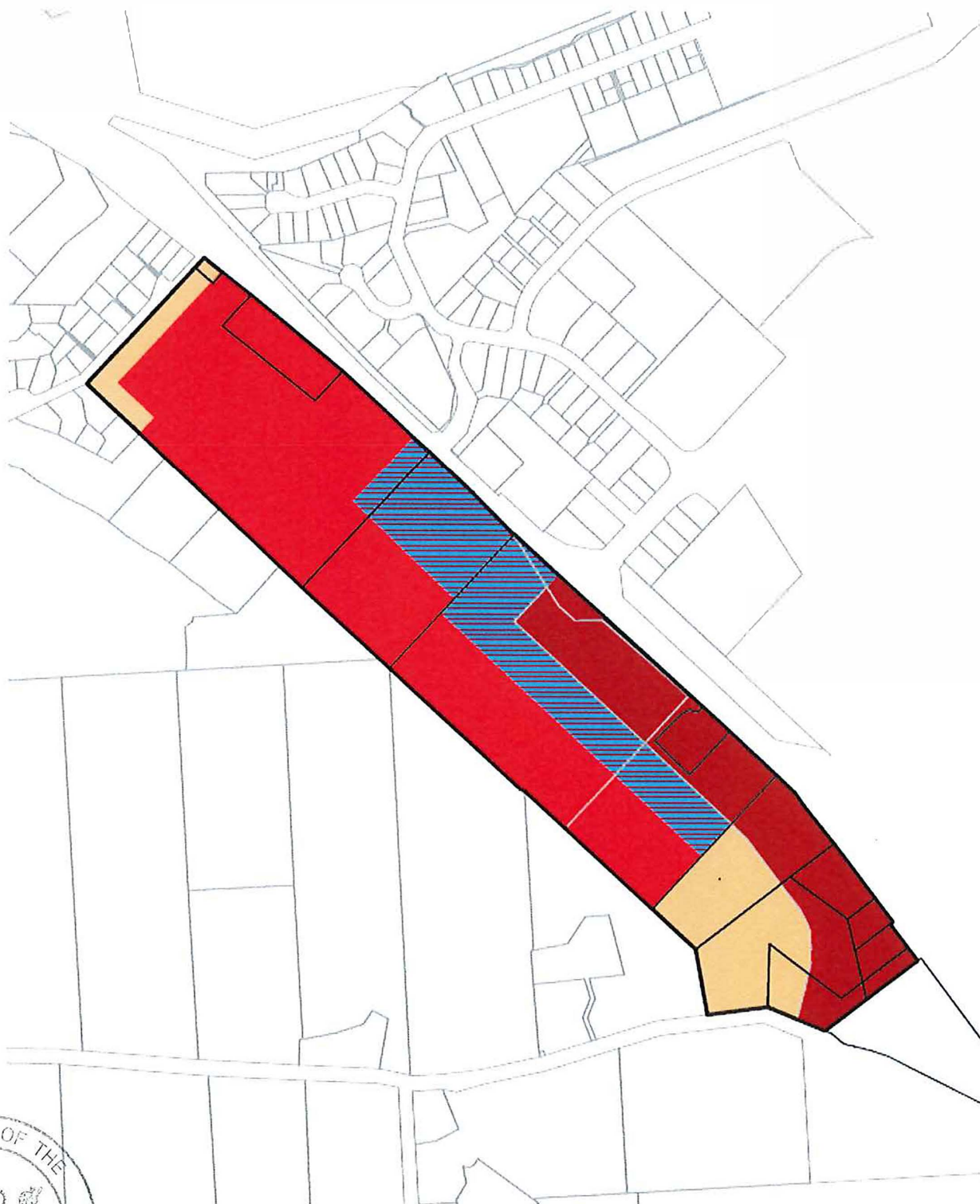
- HIGH DENSITY RESIDENTIAL
(REMOVED FROM MCR)
- MEDIUM DENSITY RESIDENTIAL ZONE
(REMOVED FROM MCR)
- BUSINESS MIXED USE ZONE
AREA A
- BUSINESS MIXED USE ZONE

N



Scale: 1: 5000

ZONE MAP FOR FRANKTON NORTH - 25.08.2020





MINISTRY OF BUSINESS,
INNOVATION & EMPLOYMENT
HĪKINA WHAKATUTUKI

Housing Infrastructure Fund Call for Final Proposals

Summary of Proposal for Quail Rise South



Summary Information

Territorial Authority:	Queenstown Lakes District Council
Proposal Title:	Quail Rise South
Infrastructure Project/s:	Mixed – Transport, Water Supply and Wastewater
Location of Project/s:	The Quail Rise South project borders the existing Quail Rise residential development and SH6. The road will link Ferry Hill Drive to the roundabout at the intersection of SH6 and Hawthorne Drive. Three waters infrastructure will follow the road alignment.
Location of housing being enabled:	<p>The project will enable residential development within the project area itself.</p> <p>The project is also adjacent to the Frankton Flats Special Zone (B) (69Ha, mixed use, Plan Change 19) and the natural public transport corridor.</p>
Is the proposal and/or projects in existing plans	New project – not included in 2015 Long Term Plan. Note that the roundabout it connects to was only recently completed in 2016, prior to this there was no connectivity. Until recently development has been focused on the southern side of the State Highway (Frankton Flats) but with the new access, development of this site has recently become much more feasible. Furthermore, the development of new greenfield sites has predominantly been left for developers to instigate, drive and fund (this strategy resulted from the qualified audit on the 2009 Long-Term Plan).

Funding Information

Total Funding Requested:	\$10,300,000
Funding by infrastructure project	Transport \$7,600,000 Water Supply \$1,100,000 Wastewater \$1,600,000
Estimated drawdown of funding	First drawdown 01/2018 / Last drawdown 06/2019
Estimated repayment period	First instalment 01/2028 / Last instalment 06/2029

Description of the Proposal and Projects:

Quail Rise South will be a residential development located on the flat land bordering the existing Quail Rise residential area and SH6. The existing Quail Rise residential area is accessed via the SH6 and Tucker Beach Road intersection and is bounded by SH6 to the south and the Shotover River to the north and east.

It is proposed to construct a road linking Ferry Hill Drive to the newly formed roundabout at the junction of SH6 and Hawthorne Drive. The route generally traverses flat land and should be relatively simple to build. The roundabout at the intersection of SH6 and Hawthorn Drive was designed to accommodate a fourth leg, enabling construction of this road.

Three waters infrastructure to enable development of the area surrounding the new road. The three waters infrastructure would follow the road alignment and consist of a water main and sewer.

The land is currently zoned for medium density residential, however given its close proximity to future jobs and public transport corridor (and hub) it is proposed to increase the housing density to allow a much higher density of dwellings.

Public Statement: (30-50 words)

The Quail Rise South project will enable the construction of up to 1100 residential dwellings in close proximity to Frankton Flats. The development includes a new road linking Ferry Hill Drive to the roundabout at the junction of SH6 and Hawthorn Drive, and pedestrian/cycleway access beneath SH6.

Dwellings, Yield and Spend

	1 July 2017 to 30 June 2022 - 5 years (Short Term)	1 July 2022 to 30 June 2027 - 10 years (Medium Term)	1 July 2027 to 30 June 2032 - 15 years (Long Term)	1 July 2032 to 30 June 2047 - 30 years
No. of dwellings to be constructed (within each period)	550	600	-	-
No. of lower cost dwellings to be constructed (included in the number of dwellings)	220	240	-	-
Cumulative no. of dwellings to be constructed	550	1,150	1,150	1,150
Projected demand (cumulative)	5,900	6,200	6,500	7,200
No. of dwellings/projected demand	9%	19%	18%	16%
Infrastructure cost (total funding sought)	\$10,300,000			
Infrastructure cost per dwelling constructed	\$18,700	\$8,900	\$8,900	\$8,900

Acceleration of infrastructure

Project	Plan	Current timing	Timing if b/f with HIF assistance	Change in timing
Road and 3 waters infrastructure	New Project	n/a	2018/19	n/a

Contribution to Development Capacity

	2017/18-2019/20 (1-3 years)	2020/21-2027/28 (3-10 years)	2028/29-2047/48 (Up to 30yrs)
Territorial development capacity targets required to meet the NPS-UDC	1,800	3,000	6,000
Contribution to NPS-UDC targets	550 30% of requirement	1,150 38% of requirement	1,150 19% of requirement

Declaration

Topic	Declaration	Territorial Authorities' declaration
Primary Contact	Enter the contact details for your primary point of contact.	Not required
Name:	Peter Hansby	
Telephone:	027 202 9348	
Email:	peter.hansby@qldc.govt.nz	
Secondary Contact	Enter the contact details for your secondary point of contact.	Not required
Name:	Ulrich Glasner	
Telephone:	027 222 4813	
Email:	Ulrich.glasner@qldc.govt.nz	
Public Statement	I/we have provided a public statement in this response form, and understand that MBIE or Ministers may make this statement available to the public, in whole or in part.	Agree
CfFP Process, Terms and Conditions	I/we have read and fully understand this CfFP, including the CfFP Process and Terms and Conditions. I/we confirm that the Territorial Authority agree to be bound by them.	Agree
Requirements	I/we have read and fully understand the nature and extent of MBIE's Requirements as described in the Call for Final Proposals. I/we confirm that the Territorial Authority has the necessary ability to meet or exceed the Requirements of the HIF.	Agree
Ethics	In submitting this Proposal the Territorial Authority warrants that it: <ul style="list-style-type: none"> a. has not directly or indirectly approached any representative of MBIE (other than the Point of Contact), NZTA (other than regional advisors), or Government to lobby or solicit information in relation to the CfFP; and b. has not attempted to influence, or provide any form of personal inducement, reward or benefit to any representative of MBIE, NZTA, or Government. 	Agree
Conflict of Interest declaration	The Territorial Authority warrants that it has no actual, potential or perceived Conflict of Interest in submitting this Proposal. Where a Conflict of Interest arises during the CfFP process the Territorial Authority will report it immediately to MBIE's Point of Contact.	Agree
Details of conflict of interest: Not applicable.		
DECLARATION		
I/we declare that in submitting the Proposal and this declaration:		
a. the information provided is true, accurate and complete and not misleading in any material respect		

-
- b. I/we have secured all appropriate authorisations to submit this Proposal, to make the statements and to provide the information in the Proposal and I/we am/are not aware of any impediments to enter into an Agreement to deliver a project.

I/we understand that the falsification of information, supplying misleading information or the suppression of material information in this declaration and the Proposal may result in the Proposal being eliminated from further participation in the CfFP process and may be grounds for termination of any Agreement awarded as a result of the CfFP.

By signing this declaration the signatory below represents, warrants and agrees that he/she is a duly elected member of the Territorial Authority and authorised to make this declaration on its/their behalf.

Signature:



Full name: James Boulton

Title / position: Mayor of Queenstown Lakes District

Name of Territorial

Authority: Queenstown Lakes District Council

Date: 28 March 2017

Preliminary & Detailed Site Investigation

For

The Presbyterian Church

September 2016



*Davis Consulting Group Limited
11 Arrow Lane,
Arrowtown 9302
03 409 8664
Document ID:16091*

Preliminary & Detailed Site Investigation

Document Status

Version	Purpose of Document	Prepared By	Reviewer	Review Date
A	Draft for internal review	DK	CP	27 September 2016
B	Draft for client review	DK	GD	6 October 2016
O	Final for client review	CP	GD	7 October 2016

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EXECUTIVE SUMMARY

The Wakatipu Community Presbyterian Church is seeking resource consent for the subdivision and landuse change of agricultural land located on Frankton Ladies Mile Highway. The site is to be developed into a multipurpose zone with the provision for recreational areas and commercial and residential properties.

Agrichemicals associated with farming operations are included on the Hazardous Activities and Industries List (HAIL). These activities include the storage and use of fertilisers and persistent pesticides that have the potential to impact soil quality. In addition, unexplained elevated arsenic levels have been encountered in the Frankton area that exceed New Zealand soil contaminant standards for a range of landuse scenarios. Given the proposed subdivision and the possibility that hazardous substances have impacted soil and/or elevated arsenic levels are present, the site is subject to the provisions of the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES).

In order to meet the requirements of the NES, the Wakatipu Community Presbyterian Church commissioned Davis Consulting Group Limited (DCG) to undertake a combined Preliminary and Detailed Site Investigation (the Investigation) to review the landuse history of the site, identify any potential contaminant risks and consider the risk to human health from the establishment and long term use of the proposed development. The PSI/DSI has also been prepared to determine the activity status of the proposed development activities under the NES.

The scope of work completed during the investigation included the following:

- Review of the site history, including discussions with neighbouring site owners, review of historical aerial photography, historical certificate of titles, and historical documentation sourced from the Queenstown Lakes District Council, Lakes Museum and Otago Regional Council;
- Completion of a site inspection to examine the condition of the site;
- Development of a soil sampling and analysis plan based on the land use history of the site;
- Collection of 16 soil samples from the site to characterise heavy metal concentrations in surface soils that may be associated with the storage, handling and broad acre application of fertilisers;
- Based on research into the activities on the site and soil quality results, consideration of the risk to human health that may be associated with the proposed land use; and



- Preparation of a combined Preliminary and Detailed Site Investigation report in accordance with the requirements of the Contaminated Land Management Guidelines (CLMG) No. 1.

Based on the findings of the investigation, the following conclusions are made:

- Historically the site has been used for agricultural proposes.
- A review of historical records including aerial photography and council records has found no evidence that infrastructure associated with pesticide use or storage such as yards, dips and storage sheds have been located on the site.
- A systematic soil sampling program was undertaken across the site to characterise heavy metal concentrations in the surface soils of the site. The analytical results indicate the heavy metals present are at background levels and below the NES soil contaminant standards for all landuse scenarios set out in the NES.

In summary, the combined Preliminary and Detailed Site Investigation has identified historical land use activities that may have impacted the soil quality of the site. Based on the results of this Investigation, DCG concludes it is highly unlikely that there is a risk to human health associated with the proposed activities on the site.

1.0 INTRODUCTION

1.1 Purpose

The Wakatipu Community Presbyterian Church is seeking resource consent for the subdivision and landuse change of agricultural land located on Frankton Ladies Mile Highway. The site is to be developed into a multipurpose zone with the provision for recreational areas and commercial and residential properties.

Agrichemicals associated with farming operations are included on the Hazardous Activities and Industries List (HAIL). These activities include the storage and use of fertilisers and persistent pesticides that have the potential to impact soil quality. In addition, unexplained elevated arsenic levels have been encountered in the Frankton area that exceed New Zealand soil contaminant standards for a range of landuse scenarios. Given the proposed subdivision and the possibility that hazardous substances have impacted soil and/or elevated arsenic levels are present, the site is subject to the provisions of the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES).

In order to meet the requirements of the NES, the Wakatipu Community Presbyterian Church commissioned Davis Consulting Group Limited (DCG) to undertake a combined Preliminary and Detailed Site Investigation (the Investigation) to review the landuse history of the site, identify any potential contaminant risks and consider the risk to human health from the establishment and long term use of the proposed development. The PSI/DSI has also been prepared to determine the activity status of the proposed development activities under the NES.

DCG's experience in the provision of contaminated land services is provided in Appendix A.

1.2 Scope of Work

- Review of the site history, including discussions with neighbouring site owners, review of historical aerial photography, historical certificate of titles, and historical documentation sourced from the Queenstown Lakes District Council, Lakes Museum and Otago Regional Council;
- Completion of a site inspection to examine the condition of the site;
- Development of a soil sampling and analysis plan based on the land use history of the site;



- Collection of 16 soil samples from the site to characterise heavy metal concentrations in surface soils that may be associated with the storage, handling and broad acre application of fertilisers;
- Based on research into the activities on the site and soil quality results, consideration of the risk to human health that may be associated with the proposed land use; and
- Preparation of a combined Preliminary and Detailed Site Investigation report in accordance with the requirements of the Contaminated Land Management Guidelines (CLMG) No. 1.

1.3 Limitations

The findings of this report are based on the Scope of Work outlined above. DCG performed the services in a manner consistent with the normal level of care and expertise exercised by members of the environmental science profession. No warranties, express or implied, are made. Subject to the Scope of Work, DCG's assessment is limited strictly to identifying the risk to human health based on the historical activities on the site. The confidence in the findings is limited by the Scope of Work.

The results of this assessment are based upon site inspections conducted by DCG personnel, information from interviews with people who have knowledge of site conditions and information provided in previous reports. All conclusions and recommendations regarding the properties are the professional opinions of DCG personnel involved with the project, subject to the qualifications made above. While normal assessments of data reliability have been made, DCG assumes no responsibility or liability for errors in any data obtained from regulatory agencies, statements from sources outside DCG, or developments resulting from situations outside the scope of this project.

2.0 SITE LOCATION AND DESCRIPTION

2.1 Site Location

The site is located north of the Frankton Ladies Mile Highway and covers an approximate area of 2.37 hectares within LOT 2 DP 24234 SECS 130-133 (see Figure 1 and Figure 2).

Under the Queenstown Lakes District Council (QLDC) District Plan the site is zoned as Rural General.

Central coordinates for the site are: 5007201.989 N 1264561.854 E (NZMG)



Figure 1: Site Location.



Figure 2: Site Layout Plan

2.2 Site History

The history of the site and surrounding area has been determined from an assessment of historical aerial photography from 1956, 1964, 1976, 1983, 2004 to 2016; and a review of historic titles (provided in Appendix B).

The first use of the land was sheep grazing, as part of the Wakatipu Basin run leased from 1860 by W.G. Rees. The area was then divided into smaller blocks and runs and sold to the Hansen Family. The site, known originally as Lake Johnson Farm, has been owned and farmed by the Hansen family since 1879. Farming practices included sheep and cattle grazing and grain production (McDonald, 2010).

The land is currently leased to the Middleton Family, who farm the site.

An amalgamation with the neighbouring property to the west occurred between the 1930s and the 1940s. The neighbouring farm was originally owned by Francis McBride who sold the land to Robert Grant in 1913. This farm was used predominantly to graze sheep and grow grain. A

small herd of dairy cows were also milked on site to provide the local hospital. The original milking shed is still on the property (see Plate 2 and Figure 3).



Figure 3: 1956 aerial photograph showing the location of a Milking Shed

2.2.1 Contaminants Commonly Associated with the Landuse

Hazardous substances that may be associated with farming operations on the site, include a range of organochlorine pesticides and trace metals associated with both pesticide and fertiliser use. Furthermore, elevated arsenic levels have been found in soils in the Frankton area that exceed NES soil contaminant standards for a range of landuses. The source of the arsenic is unexplained but appears to occur naturally in some soils.

There is no evidence that infrastructure associated with pesticide use or storage such as yards, dips and storage sheds associated with past and present agricultural activities have been located on the site (see Section 2.2). Potential sources of agrichemicals are therefore limited to broadacre application of fertilisers and persistent pesticides. DCG has completed investigations across Otago and Southland and assessed the impact of the broadacre application of pesticides and fertilisers. The results of these investigations have shown that while heavy metal and persistent pesticide concentrations are often present, the concentrations are very low and below

NES soil contaminant standards for all landuse scenarios. DCG has therefore ruled out the risk of this activity and detailed investigation is not required.

DCG considers the only outstanding matter that should be characterised is associated with elevated arsenic levels that are known to be present on nearby sites.

2.3 Additional Site Information

The CLMG No 1 requires information associated with fuel storage facilities, spill loss history, recorded discharges and onsite and offsite disposal locations. DCG requested a search of the Otago Regional Council (ORC) records for Landuse and Site Contamination Status, Resource Consents, and Resource Management Act (RMA) incidents for the site. The ORC advised that the site does not currently appear on the database. The Contaminated Land Enquiry letter is provided in Appendix C.

The following list provides a summary of additional information that the CLMG No. 1 (MfE, 2003a) indicates should be included in a PSI and DSI report:

- Presence of drums – One small 20 litre drum containing Shell Tellus 100 Oil was observed along the western boundary during the site visit. It was in good condition with no visible signs of leakage.
- Wastes – A small pile of scrap metal including old machinery was observed next to the old milking shed in the north western corner. An offal disposal pit was also observed nearby during site investigation (see section 2.4).
- Fill materials – No fill materials were observed during site investigation.
- Odours – No odours were observed during the site investigation.
- Flood risk – The QLDC Hazard Maps show there is no flood hazard associated with the site;
- Site boundary condition – The site is largely wire and wood post fenced, however a small portion of the proposed development along the western boundary falls outside the current fenced area.
- Visible signs of contamination – There was no visible signs of contamination on site.
- Local sensitive environments – The nearest sensitive environment is Lake Johnson which is 800 metres uphill to the northwest, the Shotover River is 1.2 to the east. There is also a small stream of water seeping out of Ferry Hill and onto the western boundary of the site.

2.4 Site Condition and Surrounding Environment

A site layout plan showing the current layout of the site is provided in Figure 2 and photos of the site are presented in (Plate 1, 2 and 3).

The majority of the site is flat and under pasture however; a small proportion of the proposed development along the north western boundary encroaches onto Ferry Hill. The site is largely wire and post fenced however, the northern boundary of the proposed development will fall outside of the current fencing arrangement.

There is a small spring fed creek running down the eastern side of Ferry Hill and onto the site, and a small amount of water pooling along the western fence line. This water was clean and clear. Bordering the property to the south is a residential dwelling and line of vegetation, including poplar trees and other smaller shrubs (Plates 2 & 3).

In the north western corner of the site there are remnants of the old Hansen farm, including an old milking shed and an effluent disposal trough. Approximately 15 m to the north east of the milking shed is a suspected uncapped offal disposal pit (Plate 3).



Plate 1: A- Looking north east along from the southern boundary. B- Looking northwest from southern boundary. C- Looking south from northern boundary. D- Looking west from the eastern boundary.



Plate 2: A- Old Hansen farm hub. B- Old milking shed and now storage shed. C- Milking shed and effluent collector. D- Southern boundary residential dwellings.



Plate 3: Suspected uncapped offal disposal pit.

2.5 Geology

The geology of the site is split into two sections. The southern flat section of the site is unconsolidated to poorly consolidated mud, sand, gravel and peat of alluvial and colluvial origin. The sloped northern boundary consists of pelitic and subordinate psammitic schist, including areas and bands of greenschist or amphibolite, minor marble, metachert and serpentinised ultramafics (GNS, 2012). The site is marked on the QLDC Hazard Map as LIC 1- Nil to no risk of liquefaction over the entire site (Tonkin & Taylor 2012).

2.6 Hydrogeology

The site investigation did not include a groundwater assessment. ORC holds records for 6 wells located within 1 km of the subject site. A total of 6 bores have been drilled within one kilometre of the site. The location of bores is provided in Appendix C. Bore uses are summarised as follows:

- Dry hole and decommissioned (2)
- Bore hole not specified (1)
- Observation hole (3)

2.7 Hydrology

A small spring fed stream flows out of Ferry Hill and onto the Northern boundary.

3.0 SOIL SAMPLING AND ANALYSIS

3.1 Data Quality Objectives

The data quality objective (DQOs) of the DSI was to systematically characterise heavy metal concentrations in the surface soils to support an assessment of risk to human health associated with the proposed development activities on the site.

3.2 Sampling Rationale

A total of 16 surface samples (0-0.1m) were collected across the site. The sampling density was based on a 50 x 50 metre grid pattern across the site and one sample collected within each grid square.

The locations of soil samples collected across the site are presented in Figure 4. A summary of soil samples is provided in Table 1.

Soil descriptions are provided in Appendix E.



Figure 4: Soil sample location plan.

Table 1: Soil Sample Summary Table

Sample ID	Sample Depth (m)	Laboratory Analysis
PC1	0.1	Composite, Heavy Metals
PC2	0.1	
PC3	0.1	
PC4	0.1	Composite, Heavy Metals
PC5	0.1	
PC6	0.1	
PC7	0.1	Composite, Heavy Metals
PC8	0.1	
PC9	0.1	
PC10	0.1	Composite, Heavy Metals
PC11	0.1	
PC12	0.1	
PC13	0.1	Composite, Heavy Metals
PC14	0.1	
PC15	0.1	Composite, Heavy Metals
PC16	0.1	

3.3 Soil Sampling Methodology

Soil sampling was undertaken with the use of a spade. The following procedures were applied during the soil sampling process to gain representative samples:

- Field personnel wore a fresh pair of nitrile gloves between sampling events.
- Soil samples were transferred to 250 mL glass jars with Teflon lids as supplied by Hills Laboratories.
- All soil samples were unambiguously marked in a clear and durable manner to permit clear identification of all samples in the laboratory.
- All samples were immediately placed in a cooled chilly bin.

3.4 Analytical Parameters

Samples were analysed for heavy metals. This analysis was determined by DCG's assessment of contaminants commonly associated with the landuse (see Section 2.2.1) and the assessment of the site condition (see Section 2.4). Laboratory analytical methods are detailed in the 'Summary of Methods' provided in Appendix D.



3.5 Soil Sample Field and Laboratory QA/QC

The field QA/QC procedures performed during the soil sampling are listed as follows:

- Use of standardised field sampling forms and methods;
- Samples were transferred under chain of custody procedures;
- All samples were labelled to show point of collection, project number, and date;
- Headspace in sample jars was avoided;
- All samples were stored in a cooled chilly bin containing ice while in the field.

All soil samples were couriered to Hills Laboratories within a day of collection. Hills have IANZ accreditation for the analysis of heavy metals. Hills conduct internal QA/QC in accordance with IANZ requirements.

3.6 Guideline Values

Soil guideline values (SGVs) selected for application on this project are provided in Table 3. The selection of these guidelines is consistent with the principles of the Contaminated Land Management Guidelines No. 2: Hierarchy and Application in New Zealand of Environmental Guideline Values (MfE, 2003b).

The heavy metal soil guideline values adopted for the site assessment were based on either the soil contaminant standards developed for the NES or the National Environment Protection (Assessment of Site Contamination) Measure, an Australian guideline.

Guidelines for rural residential landuse have been adopted for this site investigation. This guideline was adopted as there is a possibility that a community garden may be part of the development that will supply vegetables to residents.

Table 2: Soil Guidelines.

Analytes	Guideline
Heavy Metals	<ol style="list-style-type: none">1. Soil Contaminant Standards in New Zealand 'Users' Guide: NES for Assessing & Managing Contaminants in Soil to Protect Human Health 2012 (MfE, 2012).2. Schedule B (1) Guideline on the Investigation Levels for Soil and Groundwater in National Environment Protection (Assessment of Site Contamination) Measure 1999 (NEPC, 2013).

3.7 Soil Analytical Result Review

Following the receipt of laboratory data, a detailed review of the data was performed to determine its accuracy and validity. All laboratory data were checked for analytical and typographical errors.

Once the data quality was established the soil data was checked against the Sampling Program DQOs.

One composite field duplicate soil sample was collected during the site investigation and analysed to review the reproducibility of the soil sampling and laboratory analysis. Acceptable percentage difference between duplication samples is discussed in Section 4.2.1.

4.0 INVESTIGATION RESULTS

4.1 Analytical Results

The Laboratory Analysis Report is provided in Appendix D. The heavy metal results are presented in Table 3 and are summarised below:

- Total recoverable arsenic concentrations ranged from 7 mg/kg to 10 mg/kg. All arsenic concentrations detected in the soil samples were below the NES soil contaminant standard of 17 mg/kg;
- Total recoverable cadmium concentrations ranged from 0.12 mg/kg to 0.18 mg/kg. All cadmium concentrations detected in the soil samples were below the NES soil contaminant standard of 0.8 mg/kg;
- Total recoverable chromium concentrations ranged from 12 mg/kg to 15 mg/kg. All chromium concentrations detected in the soil samples were below the NES soil contaminant standard of >10,000 mg/kg;
- Total recoverable copper concentrations ranged from 11 mg/kg to 14 mg/kg. All copper concentrations detected in the soil samples were below the NES soil contaminant standard of 10,000 mg/kg;
- Total recoverable lead concentrations ranged from 12.3 mg/kg to 23 mg/kg. All lead concentrations detected in the soil samples were below the NES soil contaminant standard of 160 mg/kg;
- Total recoverable nickel concentrations ranged from 11 mg/kg to 12 mg/kg. All nickel concentrations detected in the soil samples were below the NEPM guideline value of 400 mg/kg;
- Total recoverable zinc concentrations ranged from 71 mg/kg to 92 mg/kg. All zinc concentrations detected in the soil samples were below the NEPM guideline value of 7,400 mg/kg.

The relatively low and consistent concentrations of arsenic, chromium, copper, lead and nickel indicate these heavy metals are present at background levels. The presence of cadmium and slightly elevated concentrations of zinc suggest the site has received applications of fertilisers however these heavy metals have not accumulated in the soils at levels that present a risk to people living on the site.

Table 3: Heavy Metal Soil Results (mg/kg).

Sample ID	As	Cd	Cr	Cu	Pb	Ni	Zn
Composite of PC1(0.1), PC2(0.1), PC3(0.1)	10	0.14	15	13	17.6	13	69
Composite of PC4(0.1), PC5(0.1) & PC6(0.1)	8	0.15	12	12	23.0	11	83
Composite of PC7(0.1), PC8(0.1) & PC9(0.1)	7	0.12	13	12	17.1	11	71
Composite of PC10(0.1), PC11(0.1) & PC12(0.1)	8	0.13	12	14	18.3	12	92
Composite of PC13(0.1) & PC14 (0.1)	10	0.12	13	11	12.3	12	64
Composite of PC15(0.1) & PC16(0.1)	8	0.18	12	13	15.1	12	88
Soil Guideline Value	17	0.8 ¹	>10,000 ¹	>10,000 ¹	160 ¹	400 ²	7400 ²

4.2 QA/QC Results

4.2.1 Field Duplicates

A field duplicate soil sample was collected during the site investigation and analysed to review the reproducibility of the laboratory analysis. The duplicate and the corresponding sample results are presented in Table 4 below.

Table 4: Percentage Difference.

	PC1,PC2,PC3 (mg/kg)	DUP1,DUP2,DUP3 (mg/kg)	% Difference
Arsenic	10	10	0
Cadmium	0.14	0.12	15.38%
Chromium	15	14	6.89%
Copper	13	13	0
Lead	17.6	17.5	0.56%
Nickel	13	13	0
Zinc	69	69	0

An acceptable percentage difference between duplication samples is less than 30 to 50 % (MfE, 2011). The highest relative percentage difference was 15.38 % (for cadmium), which is considered acceptable for soil analysis.

The QA/QC analysis indicates the sampling and analysis undertaken was reproducible.

4.2.2 Laboratory Procedures

Methods used by Hills Laboratories for laboratory analysis are summarised in the analysis report provided in Appendix D. Hill Laboratories did not complete specific in-house QA/QC analysis.

5.0 CONCLUSIONS

Based on the findings of the investigation, the following conclusions are made:

- Historically the site has been used for agricultural purposes.
- A review of historical records including aerial photography and council records has found no evidence that infrastructure associated with pesticide use or storage such as yards, dips and storage sheds have been located on the site.
- A systematic soil sampling program was undertaken across the site to characterise heavy metal concentrations in the surface soils of the site. The analytical results indicate the heavy metals present are at background levels and below the NES soil contaminant standards for all landuse scenarios set out in the NES.
- The offal pit encountered in the northwest of the site is highly unlikely to present a risk to human health but should be filled in and sealed off to remove the risk of exposure to people living on the site.

In summary, the combined Preliminary and Detailed Site Investigation has identified historical land use activities that may have impacted the soil quality of the site. Based on the results of this Investigation, DCG concludes it is highly unlikely that there is a risk to human health associated with the proposed activities on the site.

6.0 REFERENCES

GNS Science (2016) New Zealand Geology Web Map. Accessed 13/09/2016
<http://data.gns.cri.nz/geology/>

McDonald, B. (2010) *Queenstown's Farms and Sheep Stations (2010) Families that farmed the land.*

Ministry for the Environment (2003a) *Contaminated Land Management Guidelines No. 1: Reporting on Contaminated Sites in New Zealand.*

Ministry for the Environment (2003b) *Contaminated Land Management Guidelines No. 2: Hierarchy and Application in New Zealand of Environmental Guideline Values.*

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National Environment Protection Council (NEPC) (1999) *National Environment Protection (Assessment of Site Contamination) Measure - Schedule B (1) Guideline on Investigation Levels for Soil and Groundwater.* National Environment Protection Council.

Queenstown Lakes District Council (QLDC) Webmaps. Accessed 13/09/2016
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QLDC E Document Viewer. Accessed 13/09/2016 <https://edocs.qldc.govt.nz/>

Appendices

Appendix A:
Davis Consulting Group Contaminated Land Experience



Davis Consulting Group Contaminated Land Experience

Glenn Davis is the director of Davis Consulting Group and has over 15 years post graduate experience working as an Environmental Scientist. Glenn has accumulated a significant volume of work experience in the contaminated land field undertaking preliminary site investigations (PSIs), detailed site investigations (DSIs) and remediation projects in New Zealand, Australia, Asia, the United Kingdom and Ireland. The following provides a summary of Glenn Davis's experience.

Davis Consulting Group (2007 – present): Principal Environmental Scientist – completed multiple preliminary and detailed site investigations in Otago and Southland predominantly for the land development industry. In addition to undertaking investigation and remedial work DCG advises the Southland Regional Council on contaminated land matters including the review of consultant reports and consent applications. Key projects DCG has undertaken include:

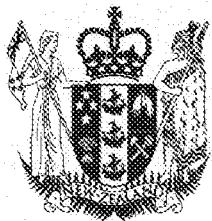
- Review of groundwater contamination associated with the former Invercargill gasworks site including the completion of a groundwater investigation and completion of an environmental risk assessment report to support a discharge consent application;
- Completion of site investigations on former landfills in Invercargill to consider the suitability of the sites for commercial/industrial development;
- Management of the removal of an underground fuel tank in Gore and subsequent groundwater investigation; and
- Completion of a number of detailed site investigations in the Te Anau area to consider the suitability of former farm land for residential development.

RPS Australia (2003 – 2006): Supervising Environmental Scientist managing multiple detailed site investigations in the land development industrial and operated as an environmental specialist for Chevron on Barrow Island monitoring and managing a number of large contaminated groundwater plumes.

URS Ireland (2001 – 2003): - Senior Environmental Scientist undertaking multiple PSIs and DSIs on services stations and train station throughout Ireland. Glenn was also involved in the design and operation of a number of large scale remediation projects, predominantly associated with the removal of hydrocarbon contaminated soil and recovery of hydrocarbons impacting groundwater.

ERM Australia (1998 – 2000) – Working as a project level environmental scientist Glenn completed in excess of 30 detailed site investigations and remedial projects on service stations, concrete batching plants, and transport depots.

Appendix B:
Historical Certificate of Titles



COMPUTER FREEHOLD REGISTER UNDER LAND TRANSFER ACT 1952



Historical Search Copy


R. W. Muir
Registrar-General
of Land

Identifier OT47/188
Land Registration District Otago
Date Issued 03 November 1879

Estate Fee Simple
Area 8.0937 hectares more or less
Legal Description Section 130-133 Block I Shotover Survey
District

Original Proprietors

Lynley Grace Hansen as to a 1/4 share
Lynley Grace Hansen, Walter John Rutherford and William Thomas Cooney as to a 1/4 share
Lynley Grace Hansen, Walter John Rutherford and William Thomas Cooney as to a 1/4 share as Executors
Walter John Rutherford and William Thomas Cooney as to a 1/4 share

Interests

6925254.1 Transfer of the 1/4 share of Lynley Grace Hansen to Lynley Grace Hansen, Walter John Rutherford and William Thomas Cooney - 28.6.2006 at 9:00 am
8571591.1 Departmental dealing created to show the correct area to match the new metric diagram and with what is in the spatial index -- 18.8.2010 at 11:37 am
9316726.1 Compensation Certificate pursuant to Section 19 Public Works Act 1981 by Her Majesty the Queen - 20.2.2013 at 8:13 am
10062595.1 Compensation Certificate pursuant to Section 19 Public Works Act 1981 by Her Majesty the Queen - 15.5.2015 at 8:55 am (affects Sec's 132 & 133 Blk I Shotover SD)

Image Quality due
to Condition
of Original

No. 10660
Grant under

Charge Waste Lands Act 1878



Enacted, by the Grant of God, of the United Kingdom of Great Britain and Ireland, Queen

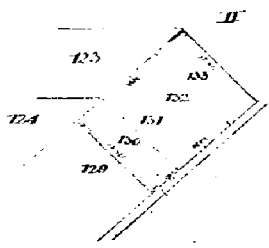
TO ALL to whom these Presents shall come, Greeting:

Know Ye that, for good consideration, Us therunto moving, We, for Us, our Heirs and Successors,
do hereby Grant unto Sohan Marden a Thelava District in the
Provincial District of Charge the

Heirs and Assigns, All that Parcel of Land in our Provincial District of Charge in our Colony of New Zealand,
containing by admeasurement Twenty 20 acres more or less situate in the Thelava District of the

Blk 1, Shetland Dist
26.0.00

For Correspondence re Sub-
division see File 1/13/1/38/1



EQUIVALENT METRIC
AREA IS 2.0932 ha

Scale 1/40000

Surveyed by G. N. Barr
Chief Surveyor J. Arthur

Draftsman J. H. H. H.

As the same is delineated on the Plan drawn in the margin hereof, WITH all the Rights and Appurtenances thereto belonging: To have unto
the said Sohan Marden

sections numbered respectively in hundred and thirty
one hundred and thirty five one hundred and thirty six
one hundred and thirty seven one hundred and thirty eight
one hundred and thirty nine one hundred and forty
one hundred and forty one one hundred and forty two
one hundred and forty three one hundred and forty four
one hundred and forty five one hundred and forty six
one hundred and forty seven one hundred and forty eight
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one hundred and fifty three one hundred and fifty four
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two hundred and fifty two two hundred and fifty three two hundred and fifty four
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three hundred and ninety two three hundred and ninety three three hundred and ninety four
three hundred and ninety five three hundred and ninety six three hundred and ninety seven
three hundred and ninety eight three hundred and ninety nine four hundred

Witness our Trusty and Well-beloved Jo. Robertson Esq. Clerk of the Council
of the Most Distinguished Order of Saint Michael and Saint George

Governor and Commander-in-Chief in and over the Colony of New Zealand and its Dependencies, and Vice-Admiral of the same, at
Wellington this ninth day of October in the forty third
year of our Reign, and in the year of our Lord One thousand eight hundred and seventy seven

No. 26552

Index No. 241

James Robertson

over

114/188

47/188

Transmission P. 25/1
The Public Trustee & Administrator of the Estate
of John Borden within named who died on
about the 22nd day of April 1898 and who is
hereby registered as proprietor of the within
mentioned land. Application received and
particulars entered 3rd October 1898 at 10.25 a.m.
J. Borden

Transfer 1898/2 To Public Trustee & Administrator
of the Estate of John Borden within named
Dated 2nd September 1905 at 10.25 a.m.

Transfer 1898/2 To Public Trustee & Administrator
of the Estate of John Borden within named
Dated 2nd September 1905 at 10.25 a.m.

Exchange of Holdings No. 25/18. Dated 1st June 1905 at 10.25 a.m.

Transfer 1898/2 To Public Trustee & Administrator
of the Estate of John Borden within named
Dated 2nd September 1905 at 10.25 a.m.

Delegation of powers under the Public Trustee & Administrator
Act 1898 to the Public Trustee & Administrator of the Estate
of John Borden within named who died on about the 22nd day
of April 1898 and who is hereby registered as proprietor of the within
mentioned land. Application received and particulars entered 3rd
October 1898 at 10.25 a.m.

Transfer 1898/2 To Public Trustee & Administrator
of the Estate of John Borden within named who died on about the 22nd day
of April 1898 and who is hereby registered as proprietor of the within
mentioned land. Application received and particulars entered 3rd
October 1898 at 10.25 a.m.

X 1898/2 Certificate of Charge under Section 18
of the Public Trustee & Administrator Act 1898. Dated 3rd
October 1898 at 10.25 a.m.

X 1898/2 Certificate of Charge under Section 18
of the Public Trustee & Administrator Act 1898. Dated 3rd
October 1898 at 10.25 a.m.

Transfer 1898/2 To Public Trustee & Administrator
of the Estate of John Borden within named who died on about the 22nd day
of April 1898 and who is hereby registered as proprietor of the within
mentioned land. Application received and particulars entered 3rd
October 1898 at 10.25 a.m.

X 1898/2 Certificate of Charge under Section 18
of the Public Trustee & Administrator Act 1898. Dated 3rd
October 1898 at 10.25 a.m.

355450 Transmission to the Perpetual Trustee Bank
and General Company of New Zealand Limited.
Dated 28.5.1970 at 12 noon

373157 Transfer to William Murray
Hansen of Johnston Farmer. Dated 20.7.1970 at
9.20 am

THIS REPRODUCTION (ON A REDUCED SCALE)
CERTIFIED TO BE A TRUE COPY OF THE
ORIGINAL REGISTER FOR THE PURPOSES OF
SECTION 215A LAND TRANSFER ACT 1952.

416358 Gazette Notice declaring No. 6 State
Highway (Blenheim to Invercargill) fronting the
within land to be a limited access road. Produced
21st January, 1974, at 9.14 a.m.

678356 Transfer of a 1/2 share to Lynley
Grace Hansen of Lake Johnson Queenstown,
Married Woman - 11.5.1987 at 9.45am

see further below for
memorials

ENTERED at 3 o'clock on the 11th

of November 1898

Registration District of Otago

DATED 9th October 1898

26 A CR CCP

Grant

to

John Borden
681271/1 Transfer of a 1/2 share in his
1/2 share William Murray Hansen to William
Murray Hansen above named, Walter John
Rutherford of Queenstown, Solicitor and
William Thomas Cooney of Alexandra,
Chartered Accountant (Jointly entered)
- 23.6.1987 at 1.41pm

ENTERED in Reg. No. 2048

Volume 119

Page 119

Produced on 11.5.1987

ENTERED on Record this 10th

day of October 1974

Reg. No. 119

Page 119

681271/2 Transfer of a 1/2 share in her
1/2 share Lynley Grace Hansen to Lynley
Grace Hansen above named, Walter John
Rutherford of Queenstown, Solicitor and
William Thomas Cooney of Alexandra,
Chartered Accountant (Jointly entered)
- 23.6.1987 at 1.41pm

A.L.R.

C.T. 47/188

718957/1 Transmission of the 1/4 share of William Murray Hansen to Lynley Grace Hansen of Queenstown widow, Walter John Rutherford of Queenstown solicitor and William Thomas Cooney of Alexandra chartered accountant as executors entered 21.12.1988 at 10.27 am


A.L.R.

718957/2 Transmission of the 1/4 share of William Murray Hansen, Walter John Rutherford and William Thomas Cooney to Walter John Rutherford and William Thomas Cooney as survivors entered 21.12.1988 at 10.27 am


A.L.R.



Appendix C:
ORC supporting information

6 September 2016

Dear Duncan,

Thank you for your enquiry regarding information that the Otago Regional Council may hold regarding potential soil contamination at the properties indicated below:

Address	Legal Description or Valuation Number
	Lot 2 DP 34234

The Otago Regional Council maintains a database of properties where information is held regarding current or past land-uses that have the potential to contaminated land. Land-uses that have the potential to contaminate land are outlined in the [Ministry for the Environment's Hazardous Activities and Industries List \(HAIL\)](#).

Where investigation has been completed, results have been compared to relevant soil guideline values. The database is continually under development, and should not be regarded as a complete record of all properties in Otago. The absence of available information does not necessarily mean that the property is uncontaminated; rather no information exists on the database. You may also wish to examine the property file at the relevant City or District Council to check if there is any evidence that activities occurring on the HAIL have taken place.

I can confirm that:

The above land does not currently appear on the database.

If your enquiry relates to a rural property, please note that many current and past activities undertaken on farms may not be listed on the database, as they can be more difficult to identify. Activities such as use, storage, formulation, and disposal of pesticides, offal pits, landfills, animal dips, and fuel tanks have the potential to contaminated land.

Similarly, the long-term use of lead-based paints on buildings can, in some cases, cause soil contamination. The use of lead-based paint is generally not recorded on the database.

Please feel free to contact me if you have any other enquires, or you would like to discuss the matter further.

Regards,



Tracey Diack
Environmental Data Officer

The enclosed/attached information is derived from the Otago Regional contaminated land register and is being disclosed to you pursuant to the Local Government Official Information and Meetings Act 1987. This information reflects the Otago Regional Council's current understanding of this site, which is based solely on the information obtained by the Council and held on record. It is disclosed only as a copy of those records and is not intended to provide a full, complete or entirely accurate

assessment of the site. Accordingly, the Otago Regional Council is not in a position to warrant that the information is complete or without error and accepts no liability for any inaccuracy in, or omission from, this information. Any person receiving and using this information is bound by the provisions of the Privacy Act 1993.

Appendix D:

Laboratory Analysis Report, Summary of Methods and Chain of Custody Documentation



Job Information Summary

Page 1 of 2

Client:	Davis Consulting Group Limited	Lab No:	1636917
Contact:	Duncan Keenan	Date Registered:	25-Aug-2016 4:19 pm
	C/- Davis Consulting Group Limited	Priority:	High
	PO Box 2450	Quote No:	72204
	Wakatipu	Order No:	
	Queenstown 9349	Client Reference:	Presbyterian Church 16091
		Add. Client Ref:	
		Submitted By:	Duncan Keenan
		Charge To:	Davis Consulting Group Limited
		Target Date:	06-Sep-2016 4:30 pm

Samples

No	Sample Name	Sample Type	Containers	Tests Requested
1	PC1 (0.1) 24-Aug-2016 10:30 am	Soil	GSoil300	Composite Environmental Solid Samples
2	PC2 (0.1) 24-Aug-2016 10:35 am	Soil	GSoil300	Composite Environmental Solid Samples
3	PC3 (0.1) 24-Aug-2016 10:40 am	Soil	GSoil300	Composite Environmental Solid Samples
4	PC4 (0.1) 24-Aug-2016 10:45 am	Soil	GSoil300	Composite Environmental Solid Samples
5	PC5 (0.1) 24-Aug-2016 10:50 am	Soil	GSoil300	Composite Environmental Solid Samples
6	PC6 (0.1) 24-Aug-2016 10:55 am	Soil	GSoil300	Composite Environmental Solid Samples
7	PC7 (0.1) 24-Aug-2016 11:00 am	Soil	GSoil300	Composite Environmental Solid Samples
8	PC8 (0.1) 24-Aug-2016 11:05 am	Soil	GSoil300	Composite Environmental Solid Samples
9	PC9 (0.1) 24-Aug-2016 11:10 am	Soil	GSoil300	Composite Environmental Solid Samples
10	PC10 (0.1) 24-Aug-2016 11:15 am	Soil	GSoil300	Composite Environmental Solid Samples
11	PC11 (0.1) 24-Aug-2016 11:20 am	Soil	GSoil300	Composite Environmental Solid Samples
12	PC12 (0.1) 24-Aug-2016 11:25 am	Soil	GSoil300	Composite Environmental Solid Samples
13	PC13 (0.1) 24-Aug-2016 11:40 am	Soil	GSoil300	Composite Environmental Solid Samples
14	PC14 (0.1) 24-Aug-2016 11:45 am	Soil	GSoil300	Composite Environmental Solid Samples
15	PC15 (0.1) 24-Aug-2016 11:50 am	Soil	GSoil300	Composite Environmental Solid Samples
16	PC16 (0.1) 24-Aug-2016 11:55 am	Soil	GSoil300	Composite Environmental Solid Samples
17	DUP1 (0.1) 24-Aug-2016 6:00 pm	Soil	GSoil300	Composite Environmental Solid Samples
18	DUP2 (0.1) 24-Aug-2016 7:00 pm	Soil	GSoil300	Composite Environmental Solid Samples
19	DUP3 (0.1) 24-Aug-2016 8:00 pm	Soil	GSoil300	Composite Environmental Solid Samples
20	Composite of PC1 (0.1), PC2 (0.1), PC3 (0.1), DUP1 (0.1), DUP2 (0.1) & DUP3 (0.1)	Soil	GSoil300	Heavy Metals, Screen Level
21	Composite of PC4 (0.1), PC5 (0.1) & PC6 (0.1)	Soil	GSoil300	Heavy Metals, Screen Level
22	Composite of PC7 (0.1), PC8 (0.1) & PC9 (0.1)	Soil	GSoil300	Heavy Metals, Screen Level
23	Composite of PC10 (0.1), PC11 (0.1) & PC12 (0.1)	Soil	GSoil300	Heavy Metals, Screen Level
24	Composite of PC13 (0.1) & PC14 (0.1)	Soil	GSoil300	Heavy Metals, Screen Level
25	Composite of PC15 (0.1) & PC16 (0.1)	Soil	GSoil300	Heavy Metals, Screen Level

SUMMARY OF METHODS

The following table(s) gives a brief description of the methods used to conduct the analyses for this job. The detection limits given below are those attainable in a relatively clean matrix. Detection limits may be higher for individual samples should insufficient sample be available, or if the matrix requires that dilutions be performed during analysis.

Sample Type: Soil

Test	Method Description	Default Detection Limit	Sample No
------	--------------------	-------------------------	-----------

Sample Type: Soil			
Test	Method Description	Default Detection Limit	Sample No
Heavy Metals, Screen Level	Dried sample, < 2mm fraction. Nitric/Hydrochloric acid digestion US EPA 200.2. Complies with NES Regulations. ICP-MS screen level, interference removal by Kinetic Energy Discrimination if required.	0.10 - 4 mg/kg dry wt	20-25
Composite Environmental Solid Samples	Individual sample fractions mixed together to form a composite fraction.	-	1-19



Chain of Custody

Sheet 1 of 2

Date Collected: 24/8/2016	Weather Conditions: Fine	Priority: HIGH
Your Address: Davis Consulting Group Ltd. Arrow Lane Arrowtown 9302	Samples Filtered and/or Preserved? NA	CoC to be emailed back: Yes
Phone Number: 03 409 8664	Email Address: fiona@davisconsultinggroup.co.nz	
Project No/Property Name: Presbyterian Church 16091	Who Sampled: Duncan Keegan	
Samples Released By (Signature): [Signature]	Samples Received By (Signature): [Signature]	
Date and Time Released: 29/8/16 1:45pm	Date and Time Received: 25/8/16 7:22	

Laboratory use

Temperature On Arrival

11.9 °C

Temperature was measured on arbitrarily chosen samples in this batch. The Microbiology sample temperature will be recorded at Melville Lab before testing.

Sample ID	Date	Time	Matrix	Analytes			
				Hold Cold			
PC1 (0.1)	24/8/16	1030	Soil				
PC2 (0.1)		1035	Soil				
PC3 (0.1)		1040	Soil				
PC4 (0.1)		1045	Soil				
PC5 (0.1)		1050	Soil				
PC6 (0.1)		1055	Soil				
PC7 (0.1)		1100	Soil				
PC8 (0.1)		1105	Soil				
PC9 (0.1)		1110	Soil				
PC10 (0.1)		1115	Soil				
PC11 (0.1)		1120	Soil				
PC12 (0.1)		1125	Soil				
PC13 (0.1)		1140	Soil				
PC14 (0.1)		1145	Soil				
PC15 (0.1)		1150	Soil				

Note:



Received by: Kris Workman

Job No: 163 6917
Date Recv: 25-Aug-16 10:46

Appendix E:

Soil descriptions



SOIL PROFILE LOGS

PROJECT NUMBER: 16091
SITE NAME: Presbyterians church

FIELD STAFF: Duncan Keenan
METHOD: Spade

DATE: 24/08/2016
WEATHER: Fine

Sample Location	Coordinates (NZTM)		Sample Depth	Sample ID	Soil Lithology
PC1	-45.00895	168.7445	0.1	PC1(0.1)	Dark brown clayey SILT with occasional sand, organic grass/root matter, moist.
PC2	-45.00927	168.7441	0.1	PC2(0.1)	Dark brown clayey SILT with occasional sand, organic grass/root matter, moist.
PC3	-45.00957	168.7437	0.1	PC3(0.1)	Dark brown clayey SILT with occasional sand, organic grass/root matter, moist.
PC4	-45.00987	168.7433	0.1	PC4(0.1)	Dark brown clayey SILT with occasional sand, organic grass/root matter, moist.
PC5	-45.00959	168.7429	0.1	PC5(0.1)	Dark brown clayey SILT with occasional sand, organic grass/root matter, moist.
PC6	-45.00928	168.7433	0.1	PC6(0.1)	Dark brown clayey SILT with occasional sand, organic grass/root matter, moist.
PC7	-45.00891	168.7437	0.1	PC7(0.1)	Dark brown clayey SILT with occasional sand, organic grass/root matter, moist.
PC8	-45.00859	168.7441	0.1	PC8(0.1)	Dark brown clayey SILT with occasional sand, organic grass/root matter, moist.
PC9	-45.00827	168.7437	0.1	PC9(0.1)	Dark brown clayey SILT with occasional sand, organic grass/root matter, saturated. Note: Next to gate on northern side, small amount of spring water.
PC10	-45.00862	168.7433	0.1	PC10(0.1)	Dark brown clayey SILT with occasional sand, organic grass/root matter, moist.
PC11	-45.00896	168.7429	0.1	PC11(0.1)	Dark brown clayey SILT with occasional sand, organic grass/root matter, moist.
PC12	-45.00926	168.7424	0.1	PC12(0.1)	Dark brown clayey SILT with occasional sand, organic grass/root matter, moist.
PC13	-45.00903	168.742	0.1	PC13(0.1)	Dark brown clayey SILT with occasional sand, organic grass/root matter, moist.
PC14	-45.0087	168.7425	0.1	PC14(0.1)	Dark brown clayey SILT with occasional sand, organic grass/root matter, moist.
PC15	-45.00836	168.743	0.1	PC15(0.1)	Dark brown clayey SILT with occasional sand, organic grass/root matter, moist.
PC16	-45.00804	168.7434	0.1	PC16(0.1)	Dark brown clayey SILT with occasional sand, organic grass/root matter, moist.
PC1	-45.00895	168.7445	0.1	DUP1	Dark brown clayey SILT with occasional sand, organic grass/root matter, moist.
PC2	-45.00927	168.7441	0.1	DUP2	Dark brown clayey SILT with occasional sand, organic grass/root matter, moist.
PC3	-45.00957	168.7437	0.1	DUP3	Dark brown clayey SILT with occasional sand, organic grass/root matter, moist.

111 Frankton Highway FRANKTON

Archaeological Assessment
September 2016



Archaeological Assessment for New Church Site, Frankton Road

Archaeological Sites: F41/442

Commissioned by Wakatipu Presbyterian Church

Prepared by Benjamin Teele
Origin Consultants Ltd

September 2016

*SO1492 showing the sections as
surveyed along the Frankton Flats
in 1864 (QuickMaps).*

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Introduction

This archaeological assessment has been prepared for the Wakatipu Community Presbyterian Church as part of the proposed works adjacent to State Highway 6. An archaeological assessment was deemed a requirement after discussion with Heritage New Zealand due to the possibility of encountering archaeological remains that relate to the use of Frankton Flat by Māori and Europeans. The site is roughly rectangular in plan, boarding the northern edge of State Highway 6. The sites northeastern edge is in line with Hawthorne Drive. It encompasses parts of three sections. The legal description of the site is:

- Pt Section 130-132, Blk I, Shotover SD

The applicant's plans are to construct a new Presbyterian Church and an attached housing and retirement villa development. In addition to the new church building, a soccer field will be formed on the part of the site adjacent to the road. A 40 bed hostel and indoor court will be erected on the southwestern part of the site. Retirement apartments and terraced housing will occupy the northwestern part, backing onto the lower part of Ferry Hill. The rest of the site will be landscaped and have car parks installed. Extensive earthworks will be undertaken.

The assessment site contains no previously recorded archaeological sites. However, on the property immediately adjacent to the site a stone adze and fragments of bone, potentially from moa, were located during landscaping. This site was recorded as an archaeological site on the ArchSite recording scheme (F41/442) in 1989. It is possible that these isolated finds are part of a larger site complex.

The purpose of this assessment is to identify any archaeology that may be affected by the proposed works associated with the development of the site, to determine whether an archaeological authority application is required under the Heritage New Zealand Pouhere Taonga Act (2014), and if so provide appropriate recommendations for the mitigation and management of any archaeological material encountered. The author of this report is Benjamin Teele, Senior Archaeologist of Origin Consultants Ltd and a member of the New Zealand Archaeological Association.

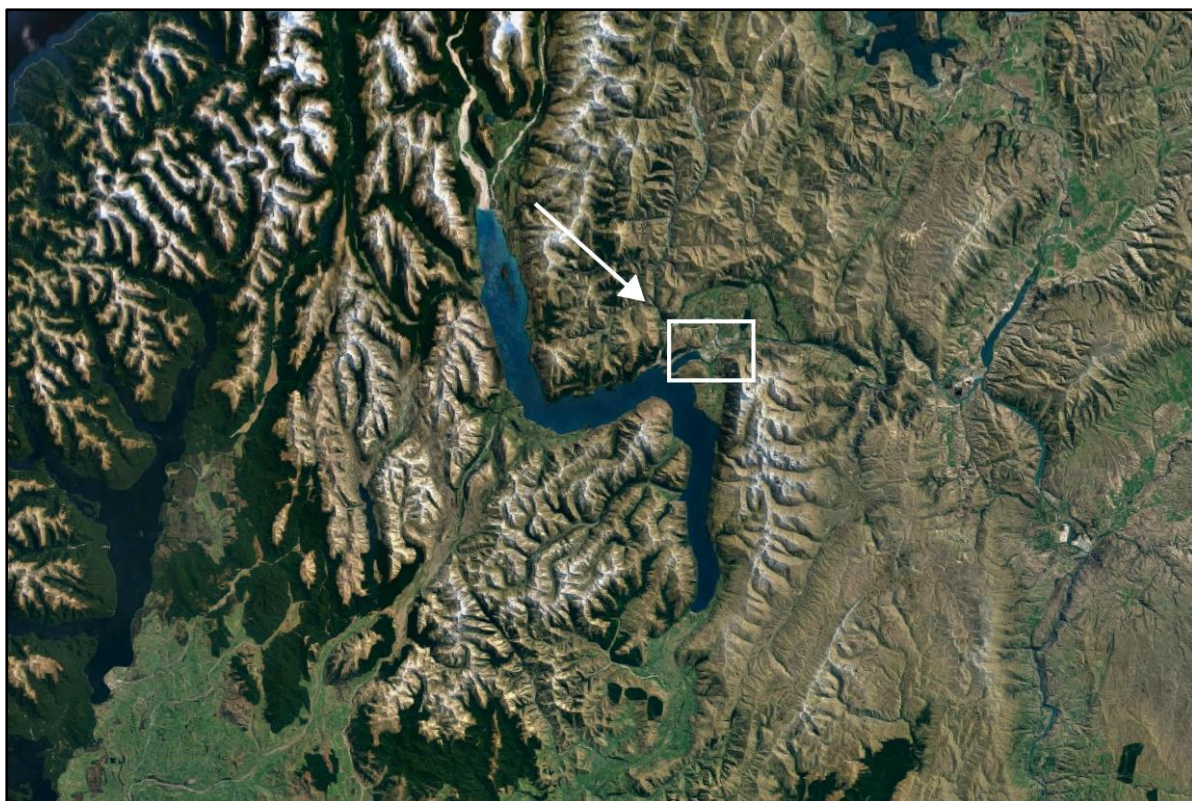


Figure 1. Location of the site within Otago (Google Earth).



Figure 2. Location of the site within the Wakatipu Basin (Google Earth).



Figure 3. Aerial image of the assessment site adjacent to State Highway 6 showing site boundaries (QLDC Webmaps).



Figure 4. Stage 1 plan of works on site (enviroARK Architects).



Figure 5. Stage 2 plan of works on site (enviroARK Architects).

Statutory Requirements

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

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

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

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

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

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

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

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

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

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

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

Historic heritage includes:

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

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

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

Methodology

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

The desk-top assessment methodology consulted a wide range of archival sources to try to establish and clarify the historical development and chronology of the site and its heritage values. The assessment used the following types of sources to trace the use of the area in this part of Frankton:

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

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

- The approximate age and architectural style of any extant structures on the site.
- The environs within the site including spatial usage such as recent earthworks, topography, vegetation and any ground-level features of heritage relevance.

The visual assessment was supported by digital photographs that recorded the features of the site. The site visit was undertaken on the 8th of August, 2016 by Benjamin Teele.

Physical Environment or Setting

The site is located on the northern side of State Highway 6 in Frankton. The site sits on part of an elevated terrace that forms the flat area of Frankton Flats. This natural terrace is bordered to the east by the Shotover River, and to the west Lake Wakatipu. The site is located on the northern edge of the terrace, with the northern boundary incorporating part of Ferry Hill. The site is generally flat and covered in pasture grass.

Historical Background to the Assessment Area

Māori Settlement

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

Early use of the Wakatipu Basin by Māori is well established from archaeological, historical, and traditional sources. Interior expeditions by Māori were undertaken for a range of purposes, but most predominately for the collection of resources, which were then frequently brought back to permanent settlements near the coast. Expeditions into the interior were often by foot, with the return journeys being made using rafts down the rivers to the coast. Occupation and use of the area by Māori has resulted in multiple archaeological sites across Central Otago which exhibit the material remains of these expeditions (Hamel, 2001).

The area along the Frankton Flats appears to have been utilised by Māori moving through the basin, most likely as a suitable area for temporary camps. There are early accounts of several pa(h) around the Frankton area, including Tititea and Oterotu.

"Before Tu-wiri-roa, the Kati-Mamoe chief... lived at Wakatipu Lake, at a pa called Tititea, near Te Rotu (now called Kawarau Falls). My informant said the pa stood on the south side of the Kawarau river, near the falls, but that there was also a settlement at Te Kirikiri on the north side of the Frankton arm of the lake (Beattie, 1917).

Another settlement identified by Beattie, presumably Oterotu, was located on the northern side of the Kawarau Falls. Taylor (1952: p.143) concurred with the names and location of these pa, identifying the northern settlement as Oterotu. The exact location and nature of Oterotu pa is uncertain, but appears to have been situated on the northern bank of the Kawarau River at the outflow of the Lake Wakatipu. The site would have provided excellent access to both Lake Wakatipu and the Kawarau River. Additional Māori sites around Lake Wakatipu and further down the Kawarau River have been identified by both oral histories and isolated archaeological finds.

European Settlement

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

This initial settlement was quickly followed by the Otago goldrushes of the early 1860s, which brought large numbers of miners to the area. Following the discovery of gold, and the designation of Queenstown as a goldfield, the pastoral leases that covered the flat parts of the basin north of the Kawarau River were cancelled. Rees relocated his homestead to the southern side of the Kawarau Falls, and significant portions of the basin were turned over to agricultural leases. Frankton, initially suggested as the location of the new settlement, was passed over in favour of where Queenstown is now situated. Frankton, named after Rees' wife Frances, was settled by a small number of families who began farming in the area (Miller, 1949).

The flat terrace outside the Frankton Township was surveyed into farms in 1864 (SO 1492). These farms were taken up by a number of different individuals who grew grain to supply the Brunswick Flour Mill at the Kawarau Falls. Grain was the main crop of the district, with its planting encouraged by the provision of cash advances. By 1870 there were 500 acres of wheat on the Frankton Flats alone, and the mill was producing 40 tonnes of flour every week. Several farms were established on the flats over the next forty years, including Antrim Farm (later called French Farm and then Arranmore) and Glenpanel. The soil along the terrace was highly productive, and large amounts of quality wheat were grown. Wheat yields declined towards the end of the century, and the Brunswick Flour Mill closed in 1904. Following the loss of a market for wheat, large parts of the terrace were turned over to sheep-farming and seed crops. Later developments saw residential, commercial, and industrial growth of Frankton across the flats (Queenstown Courier, 2011).

Previous Archaeological Work

Reference to the NZAA site records indicates that there are no recorded sites on the site under assessment. However, immediately adjacent to the property a find spot containing a stone adze and possible moa bone was uncovered during landscaping works in the 1980s (F41/442). The adze was found by Mr P. Arnott, and the fragments of possible moa bone were found by Mr Ahern. These were presumably identified near one another for their inclusion on the same site record form. The site was previously registered under the early imperial site record form scheme as S132/84. As such, the location accuracy of the site is not very high, but was associated with Mr P. Arnott's property, which is on Section 128 & 129, Block I, Shotover SD. A discussion with the Arnott's suggested the adze was located behind the house next to a small shed on Section 129. There are no other recorded sites in the immediate vicinity of the site. McBride's Farm, also known as Arranmore, is located to the south across State Highway 6 (F41/604).

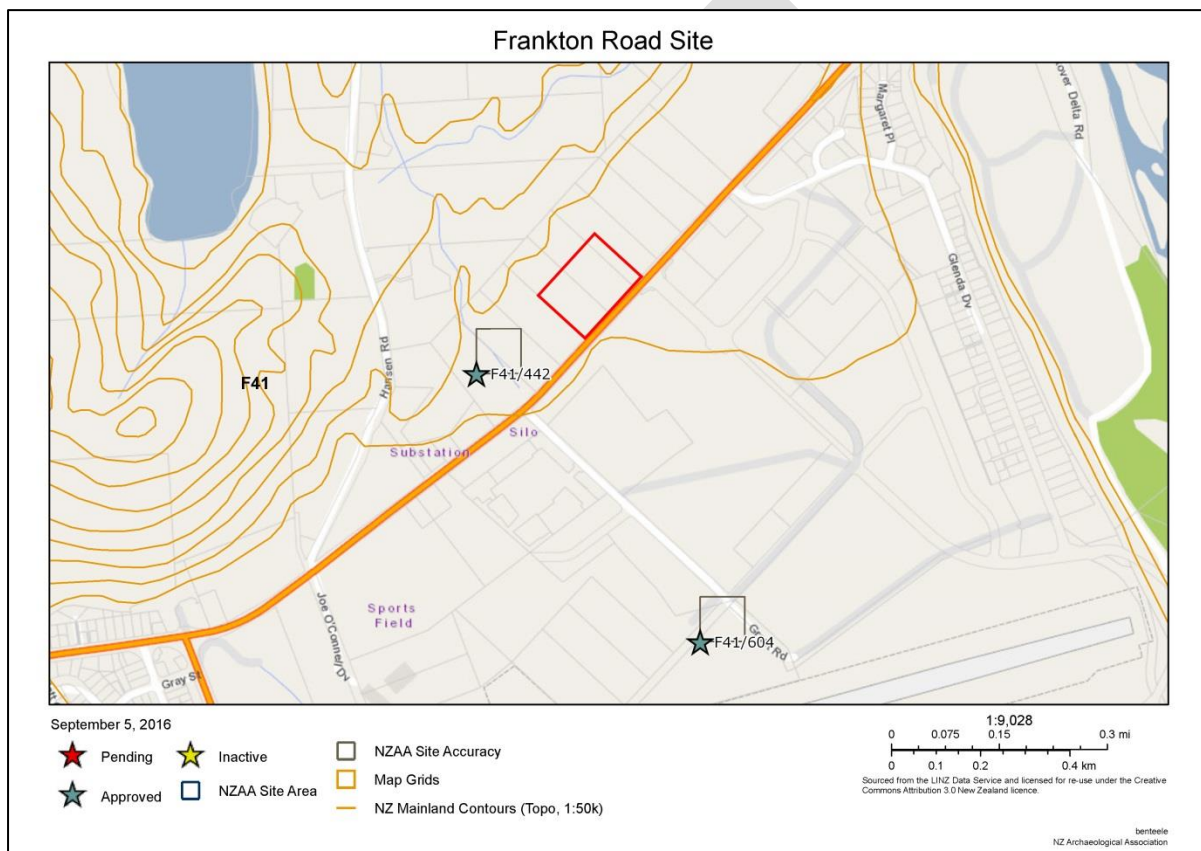


Figure 6. Map showing location of archaeological sites in the immediate area of the assessment site shown in red (ArchSite 2016).

Constraints and Limitations

The key constraints and limitations on the archaeological assessment for the Frankton Road site are considered to be as follows:

- This assessment is based upon desk-based research and a visual inspection of the site – no intrusive or investigatory work into the site or its environs has been undertaken to confirm the results of the assessment.
- There is a lack of visual historic coverage of the site due to its location. There is only one historic survey plan that covers the site in any detail, and it likely predates any European occupation of the site. Subsequent development has not occurred in the immediate area, meaning no additional survey material was produced. Historic photographs are also limited in their scope, with only one found that shows the site from the 1930s.

Outcomes - Research Results

On-site Observations

A site visit was conducted on the 8th of August, 2016. The site is approximately rectangular in plan, and is situated at the base of Ferry Hill. It is covered predominantly in pasture grass, with small clusters of exotic shrub. The site is mostly flat, rising on the northwestern edge where it abuts Ferry Hill. There are no buildings or structures present on the site. In the western corner there is a concentration of miscellaneous items including a concrete trough. On the western edge of the site is a water race that runs parallel to the section line. This race emerges in the western corner of the site near the concrete trough, and runs the length of the western property line. It disappears where it meets the disturbance line of SH6. There are no other visible surface features within the site boundary. Due to the sites homogeneity in land form, it appears that it has been extensively modified by farming activity, likely ploughing. The depth of this disturbance is uncertain, but an inspection of an area disturbed by rabbits indicates a reasonable depth of topsoil, at least 400mm deep. Depending on the depth of soil turnover, there could be a considerable depth of soil disturbance across the site.



Figure 7. View of site looking northeast with State Highway 6 just visible to the right.



Figure 8. View of site looking southeast at Frankton Flats. Site boundary is approximately in line with Hawthorn Road, visible at the roundabout.



Figure 9. View looking south towards State Highway 6 and western boundary which is marked by hedge running perpendicular to SH6.



Figure 10. View looking south towards SH6 and western boundary with mature poplar tree.



Figure 11. Concrete trough for drainage from the milking shed located on Section 129 and other miscellaneous items overflowing onto site in the western corner. The adze was located beyond the wood pile visible in the distance.



Figure 12. View looking northwest at race feature that runs approximately parallel to western boundary.



Figure 13. View of southern corner of site with SH6 forming the southeastern boundary and a hedge on the western boundary.

Historical Documentation

Based on historical documentation from various sources the history of the site can be reasonably well-documented. The first documentation of the site under assessment can be found in a newspaper article detailing a lease request of land for agricultural purposes situated at Sections 130-133, Block I, Shotover Survey District. This was application was undertaken by a John (alternatively spelled Johan) Braden (Lake Wakatip Mail, 1871a). Braden is first listed as a leaseholder in Frankton in the 1866 Electoral Rolls (Lake Wakatip Mail, 1866a). It is likely that he had acquired an agricultural lease taken from the pastoral runs that had been acquired by William Rees. Braden was also listed as a member of the Wakatip Agricultural Society (Lake Wakatip Mail, 1866b), and thus likely to have been an active farmer. On Section 129, the section immediately adjacent to the site, a Crown Grant was issued to Johan Braden in May 1866. This is an early deeds record for the Queenstown area, and indicates that Braden likely built his residence here at this time. It remained in his name until 1898. A newspaper article from 1876 lists Braden as having a residence on Frankton Flat, likely on this section (Lake Wakatip Mail, 1876). One year later he applied to purchase those adjacent sections, 130-133, under agricultural lease, and was approved (Bruce Herald, 1877). He continued to live on the Frankton Flats, raising horses for sale. This included Clydesdales, presumably in demand for local farming purposes (Lake Wakatip Mail, 1871b). He also applied for more of the pastoral runs to be taken up under the agricultural leasing system in the 1870s, suggesting he wished to expand his farming activities (Evening Star, 1878). He married and had several children, and in one newspaper article his farm was titled 'Welcome Farm' (Lake County Press, 1887). His predominant business of raising horses for sale required him to construct a stable. The location of this building is unknown, and it burnt down in 1895 after a fire (Lake Wakatip Mail, 1895). It is possible that this stable was situated away from the residence, and may have been located on one of his adjacent sections.

Johan Braden died in 1898 at his residence in Frankton. He was originally a native of Baabeck, Germany and was aged 66 years (Lake Wakatip Mail, 1898). In his obituary it was

noted that he was amongst the first farmers to settle at Frankton, having taken on his farm in conjunction with Mr John Henderson in the early 1860s (Lake County Press, 1898). He was also one of the first to start teaming between Queenstown and Arrowtown, as well as farming the land at Frankton flats under the provincial leasing regulations in force at that time (Otago Witness, 1898). After his death the land under assessment was held in a public trust until sold to Susan Jane Millan in 1905. The sections were then transferred to John Gray in 1912.

The date of the water race present on the property is likely to correspond to a public irrigation agreement under the Public Works Act either in 1925 or 1933 depending on which section it was on (OT47/188, OT247/249). A photograph of the property in the 1930s shows the property then owned by the Gray's and part of Section 30. The land was sold by Gray to the Hansen family in 1942, where it stayed until recently acquired by the Wakatipu Presbyterian Church.



Figure 14. Photograph of site and Frankton Flats in circa 1930s. Note the water race hasn't been built yet (Paul Hansen).

Archaeological and Other Values

Archaeological Values

Six main criteria have been used for assessing the archaeological values of the Frankton Road site. These are:

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

Site	Value	Assessment
Frankton Road, Frankton Legal description: Pt Section 130-132, Blk I, Shotover SD	<i>Condition</i>	<p>The current condition of any potential archaeology at the site is unknown. The extensive ploughing of the paddocks under assessment have likely disturbed at least the first 400mm of soil, and possibly deeper. Material culture associated with any Māori activity is unlikely to be significantly damaged, but context of deposition may have been disturbed. If a stable building was present on the site it is likely to have been significantly disturbed.</p> <p>Assessment –unknown</p>
	<i>Rarity/ Uniqueness</i>	<p>If archaeological remains relating to Māori occupation of the Frankton Flats were located, this would be a very rare find for the area. Material related to the use of the site by the Braden family would reflect wider 19th century European agricultural practices. These practices have been reasonably well documented in the historic record, through oral history, and the archaeological record.</p> <p>Assessment – possibly high</p>
	<i>Contextual Value</i>	<p>The contextual value of the site could relate to two different periods of occupation. Any Māori material located would likely reflect the areas use as a temporary occupation area by visiting groups. Any European material is likely to directly relate to the sites use by the Braden family from the 1860s.</p> <p>Assessment – moderate to high</p>

Site	Value	Assessment
	<i>Information Potential</i>	<p>There is a moderate to high amount of information potential from any in-situ deposits. Māori material recorded in-situ in the Frankton Flats area has not yet been found. Therefore, any archaeological features have a very high information potential. European material related to the farming of the flats is likely to provide a limited amount of information based on the extensive disturbance of the site from long-term agricultural use.</p> <p>Assessment – low, possibly high if Māori material recovered</p>
	<i>Amenity Value</i>	<p>The site has a low amenity value being situated on the edge of SH6 in a grassed field. There are no visible archaeological features.</p> <p>Assessment – low</p>
	<i>Cultural Associations</i>	<p>The site may have strong cultural associations with both Māori values. Recovery of an adze and possible moa bone on the property immediately adjacent to the site may indicate that this was a place used by Māori during the early settlement of New Zealand.</p> <p>The site's European cultural associations are directly attached to the Braden's family farm.</p> <p>Assessment – Māori & European</p>
	<i>Other Values</i>	<p>Māori cultural values have the potential to be considered significant to the site due to the possibility of recovering material associated with early use and occupation of the basin. Finding in-situ evidence of this would be culturally significant to both local hapū and regionally.</p> <p>Assessment – potentially high</p>

Assessment of Effects

Proposed Site Development Works

The proposed site works involve the creation of a new development for the Wakatipu Community Presbyterian Church that will occur in two stages. The first stage will involve the construction of a new church and attached car parking. A soccer field will be formed along the edge of SH6 and an indoor court built towards the western boundary. Car-parking associated with this development will be created. The second stage of works will involve the construction of a new 40 bed hostel, retirement apartments and terraced housing along the base of Ferry Hill. These works will involve extensive landscaping including access drives and planting.

The effects of the Proposed Works

Based on the two-stage proposed works for the site, there will be extensive subsurface disturbance. The construction of several building foundations, extensive landscaping, and construction of new road surfaces including carparks, will require a significant amount of earthworks. There are no surface archaeological features, so the impact of the proposed works will be negligible unless subsurface features are located. If there are any shallow subsurface archaeological features they will be destroyed by the proposed works in most parts of the site.

Alternative options

Based on the lack of any known archaeological features and the extent of proposed works, there are no viable options.

Site management

Due to the uncertain presence of any archaeological features, any potential site management should be addressed if and when archaeological material is uncovered. The sites history of extensive ploughing is unlikely to have resulted in any sub-surface features surviving in the top 400mm of soil. Therefore, any archaeological material recovered is likely to be small finds out of context.

Conclusion and Recommendations

Assessment summary

This report provides an assessment of the impact of the proposed development works planned by the Wakatipu Community Presbyterian Church.

The assessment has identified that there are no previously recorded archaeological sites within the assessment area. However, a stone adze and possible moa bone were uncovered during landscape works in the 1980s on the property immediately adjacent to the site. If the identification of moa bone is correct, then this would indicate an early use of the area by Māori collecting resources in the basin. The isolated nature of the finds means that any site extent is impossible to identify. However, the likelihood of encountering early material associated with Māori use of the area is low.

In addition, the property next door also contained a residence for Johan Braden and his family, likely one of the first houses constructed in the area in the 1860s. It was occupied by the same family until 1898. While the residence was not located in the site under assessment, the larger property was owned by him. It is possible that material evidence associated with his use of the land may be found on the western edge of the assessment site. He is known to have raised horses for sale, including Clydesdales, suggesting that a reasonably large stable was constructed. Its location is unknown, and may have been located either on the adjacent property or the site under assessment. Extensive ploughing of the property is likely to have removed any trace of the building if it was located somewhere on Sections 130-133.

Recommendations:

Based on the proposed plans by the Wakatipu Community Presbyterian Church, Origin Consultants make the following recommendations:

- Due to the possibility of encountering archaeological material, an archaeological authority under Section 44 of the Heritage New Zealand Pouhere Taonga Act (2014) should be obtained from Heritage New Zealand prior to any earthworks commencing on site. While the chances are low that any material will be located, there is the very low possibility that material relating to early Māori occupation of the basin may be uncovered during works.
- As a first principle, every practical effort should be made to avoid damage to any archaeological site if discovered during works. Contractors should be informed of the possibility that archaeological material may be uncovered during works, and a suitable policy on how to deal with this should be implemented by the site foreman.
- Most of the site excavations should be undertaken under an accidental discovery protocol (ADP) due to the very low likelihood of any material being uncovered. The one area where archaeological monitoring should be undertaken by an approved archaeologist should be along part of the western boundary. This area may contain material related to the archaeological finds on the adjacent property (see Figure 15 for detail). However, it should be noted that the probability of this is low. Discussions with the approved archaeologist should be undertaken before works commence to help demarcate the area on the ground. A mechanical excavator with a flat bladed bucket should be used to strip back any part of this area that will be disturbed by the proposed works. This should be done under the supervision of the approved archaeologist. Any archaeological features or material encountered should be appropriately recorded and analysed.
- If at any stage during site works pre-European (Māori) material is discovered, Heritage New Zealand should be consulted in the first instance. If pre-European material is encountered in the area that is undergoing work, then all work is to cease immediately with a 20m exclusion zone established around the find with damage to any material minimised or avoided. Once the Regional Archaeologist has been

contacted, they will advise on the best way to proceed. Any pre-European artefacts will be, prima facie, property of the Crown and will be submitted to the appropriate institutions.

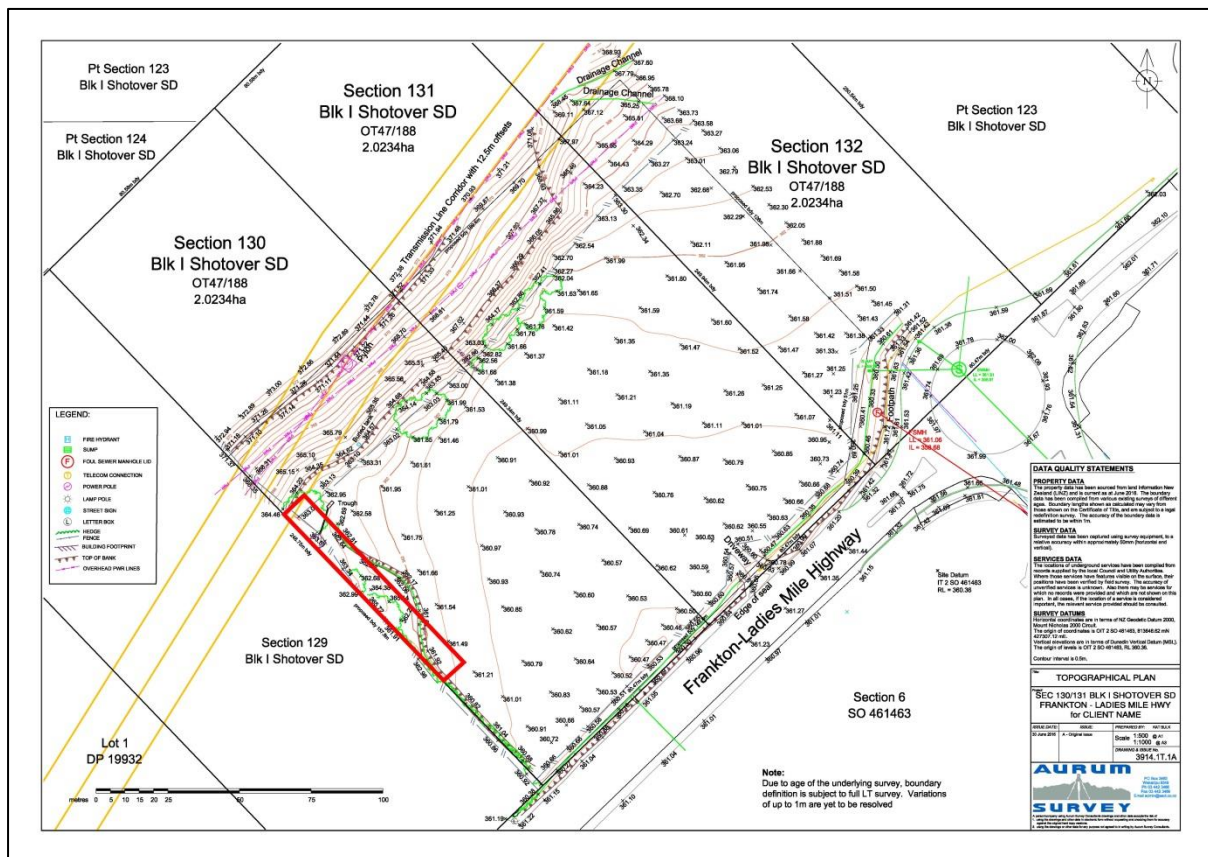


Figure 15. Area where archaeological monitoring should be undertaken by an approved archaeologist demarcated in red. Note boundary area is approximate and indicative only.

References

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Appendix A – Client Plans





Appendix B – Certificate of Titles



COMPUTER FREEHOLD REGISTER UNDER LAND TRANSFER ACT 1952

Historical Search Copy



Identifier OT47/188
Land Registration District Otago
Date Issued 03 November 1879

Estate Fee Simple
Area 8.0937 hectares more or less
Legal Description Section 130-133 Block I Shotover Survey District

Original Proprietors

Lynley Grace Hansen as to a 1/4 share
Lynley Grace Hansen, Walter John Rutherford and William Thomas Cooney as to a 1/4 share
Lynley Grace Hansen, Walter John Rutherford and William Thomas Cooney as to a 1/4 share as Executors
Walter John Rutherford and William Thomas Cooney as to a 1/4 share

Interests

6925254.1 Transfer of the 1/4 share of Lynley Grace Hansen to Lynley Grace Hansen, Walter John Rutherford and William Thomas Cooney - 28.6.2006 at 9:00 am
8571591.1 Departmental dealing created to show the correct area to match the new metric diagram and with what is in the spatial index -- 18.8.2010 at 11:37 am
9316726.1 Compensation Certificate pursuant to Section 19 Public Works Act 1981 by Her Majesty the Queen - 20.2.2013 at 8:13 am
10062595.1 Compensation Certificate pursuant to Section 19 Public Works Act 1981 by Her Majesty the Queen - 15.5.2015 at 8:55 am (affects Sec's 132 & 133 Blk I Shotover SD)

Transaction Id
Client Reference bteele001

Historical Search Copy Dated 5/09/16 9:15 am, Page 1 of 4

C.T. 47/188

718957/1 Transmission of the 1/4 share
of William Murray Hansen to Lynley
Grace Hansen of Queenstown widow,
Walter John Rutherford of Queenstown
solicitor and William Thomas Cooney
of Alexandra chartered accountant
as executors entered 21.12.1988 at
10.27 am


A.L.R.

718957/2 Transmission of the 1/4 share
of William Murray Hansen, Walter John
Rutherford and William Thomas Cooney
to Walter John Rutherford and William
Thomas Cooney as survivors entered
21.12.1988 at 10.27 am


A.L.R.



District of Shotover Block 100 1. Section 140 129.					
No. of Instrument	RECEIPT	PAID FOR	NATURE	DATE	RECORDED
17209	2.55 on 24 March 1868	Queen of Braden	Grant	22 May 1866	21 813
176598	1045.3 Oct 7	Public Trustee	Certificate	27 Sept 1898	109 556
88930	11 2 Dec 1905	Public Trustee	Conveyance	19 Oct 1905	133 273
88931	11 2 Dec 1905	William B Macalister	Mortgage	4 Nov 1905	133 275
103088	11 24 June 1912	Macalister	Release	22 March 1912	160 247
103089	11 24 June 1912	William B Macalister	Conveyance	4 June 1912	160 246
142563	1140. 12 April 1927	M. of the King and King	Integration Agreement	11 Nov 1925	Memorial recorded by hand
<p>Good brought under the hand stamp of the Public Trustee 1898 5421 1898 1899</p> <p>1898 1899</p>					

NEW ZEALAND



Land Transfer (Compulsory
Registration of Titles)
Act, 1924.
Reference: Deeds Index K. 3
Application No. C. 5421

OFFICE
Register-book,
Vol. 247, folio 249

**CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT.
LIMITED AS TO FENCIBLE AND TITLE**

This Certificate, dated the twenty-third day of May, one thousand nine hundred and thirty-one
under the hand and seal of the District Land Registrar of the Land Registration District of Otago, Witnesseth that
JOHN GRAY of Lower Shotover Farmer

is seized of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial under written
or endorsed hereon, subject also to any existing right of the Crown to take and lay off roads under the provisions of any Act of the General Assembly
of New Zealand) in the land hereinafter described, as the same is delineated by the plan hereon bordered green, by the several admeasurements
a little more or less, that is to say: All that parcel of land containing five acres more or less being Section One hundred and
twenty-nine (129) Block One (1) of the SHOTOVER RIVER DISTRICT.



Mr. Philip Morgan
District Land Registrar

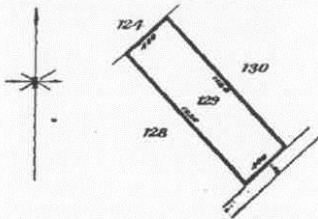
Outstanding Interest registered in the Deeds Register.
Office at Dunedin:-

No. 142561 dated 11th November 1925 Irrigation Agreement
Cancelled produced
under the Public Works Act 1910 and 1911
under the Public Works Act 1910 and 1911
John Gray with His Majesty's title: Mr. Philip Morgan
D.L.R.

EQUIVALENT METRIC
AREA IS 2.0234 ha

Block Shotover SD

6a. Or 00p



Scale 5 chains to an inch

This Certificate of Title has ceased to be a Certificate of Title
"Limited as to Title" Entered 19th June, 1931

Mr. Philip Morgan

Sample of 107678 John Gray to John
Robert Gray of Dunedin Farmer produced
29th June 1931 at 11.55 a.m. and leave
13th July 1931 at 11.55 a.m.

X R. 1821 Certificate of Title under Section
1821 of the Land Transfer Act 1924 produced
under the Public Works Act 1910 and 1911
John Gray with His Majesty's title: Mr. Philip Morgan
D.L.R.

DISCHARGED
4th March 1931
X R. 1821 Certificate of Title under Section
1821 of the Land Transfer Act 1924 produced
under the Public Works Act 1910 and 1911
John Gray with His Majesty's title: Mr. Philip Morgan
D.L.R.

DISCHARGED
4th March 1931
X R. 1821 Certificate of Title under Section
1821 of the Land Transfer Act 1924 produced
under the Public Works Act 1910 and 1911
John Gray with His Majesty's title: Mr. Philip Morgan
D.L.R.

DISCHARGED
4th March 1931
X R. 1821 Certificate of Title under Section
1821 of the Land Transfer Act 1924 produced
under the Public Works Act 1910 and 1911
John Gray with His Majesty's title: Mr. Philip Morgan
D.L.R.

DISCHARGED
4th March 1931
X R. 1821 Certificate of Title under Section
1821 of the Land Transfer Act 1924 produced
under the Public Works Act 1910 and 1911
John Gray with His Majesty's title: Mr. Philip Morgan
D.L.R.

247/249.

C.T. 247/249

247/249

X 14634. Transfer of land under Part 1
Public Works Act 1951. Produced by the
Queen's Bench. Produced by the
14th September 1972 at 10:26 am.
387499 Transfer to the Capital Trustees, Ltd.
and Agency Company of New Zealand Ltd.
entered 19.6.1972 at 2.26 pm.

THIS REPRODUCTION (ON A REDUCED SCALE)
CERTIFIED TO BE A TRUE COPY OF THE
ORIGINAL REGISTER FOR THE PURPOSES OF
SECTION 213A LAND TRANSFER ACT 1952.

J. L. R.

387499 Transfer to Peter Leslie
Hansen of Queenstown Motel
Proprietor - 19.6.1972 at 2.26 pm.

A.L.R.

416858 Gazette Notice declaring No. 6 State
Highway (Blenheim to Invercargill) fronting the
within land to be a limited access road. Produced
21st January, 1974, at 9.14 a.m.

435330 Mortgage to Australia and
New Zealand Banking Group Limited -
21.1.1975 at 10:26 am.

A.L.R.

641116/2 Transfer to Peter Raymond
Arnott of Queenstown, Electrician
and Margaret Mary Arnott his wife
- 20.8.1985 at 9.26 am.


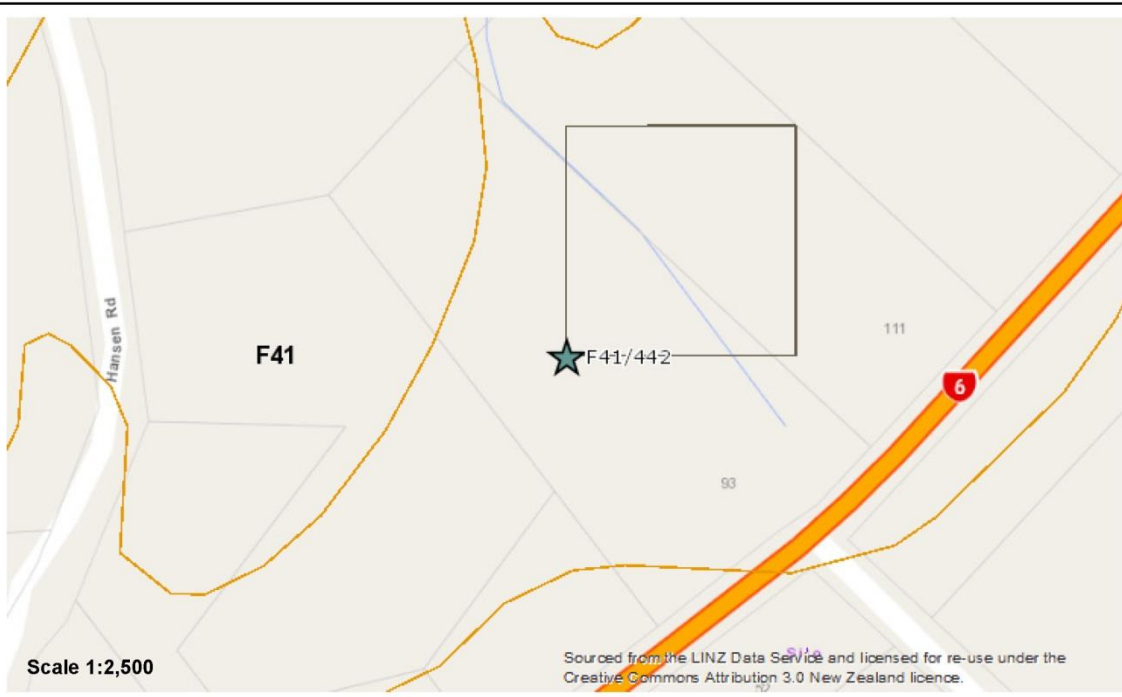
A.L.R.

660619 Certificate under Section 308(2)
Local Government Act 1974. Produced
1.8.1986 at 10.29 am and entered
23.3.1987 at 9.10 am (affects within
land and C.T. 11A/1316).

A.L.R.

Appendix C – NZAA Site Record Form

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

 Site Record Form		NZAA SITE NUMBER: F41/442 SITE TYPE: Artefact find SITE NAME(s): DATE RECORDED:
SITE COORDINATES (NZTM) Easting: 1264320 Northing: 5007025 Source: CINZAS		
IMPERIAL SITE NUMBER: S132/84 METRIC SITE NUMBER: F41/442		
		
Finding aids to the location of the site Residential section 128, on north side of SH6.		
Brief description Findspot for adze and fragments of "moa bone".		
Recorded features Artefact, Artefact - adze		
Other sites associated with this site		

Printed by: bentele

07/09/2016

1 of 3

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD HISTORY	NZAA SITE NUMBER: F41/442
<p>Site description</p> <p>Condition of the site</p> <p>Statement of condition</p> <p>Current land use:</p> <p>Threats:</p>	

Printed by: bentelee

07/09/2016

2 of 3

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD INVENTORY

NZAA SITE NUMBER: F41/442

Supporting documentation held in ArchSite

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION SITE RECORD FORM (NZMS1) NZMS 1 map number <u>5132</u> NZMS 1 map name <u>Wakatipu</u> NZMS 1 map edition <u>2nd ed. 1978</u>		NZAA NZMS 1 SITE NUMBER <u>5132/84</u> DATE VISITED SITE TYPE <u>Findspot - Adze</u> SITE NAME: <u>MAORI</u> OTHER													
Grid Reference		Easting <u>262100</u>	Northing <u>372900</u>												
1. Aids to relocation of site (attach a sketch map) <u>Residential section 128 on North side of State Highway 6</u>															
2. State of site and possible future damage <u>Modified by landscaping</u>															
3. Description of site (Supply full details, history, local environment, references, sketches, etc. If extra sheets are attached, include a summary here) <u>The adze was found by Mr P. Arnott while landscaping his section. Mr Ahern also found fragments of 'moa bone'.</u>															
4. Owner <u>Mr Peter Arnott</u> Address <u>RD 2</u> <u>Frankton</u> <u>Queenstown</u>		Tenant/Manager Address													
5. Nature of information (hearsay, brief or extended visit, etc.) Photographs (reference numbers, and where they are held) Aerial photographs (reference numbers, and clarity of site)															
6. Reported by <u>B. Ahern</u> Address <u>Box 811</u> <u>Queenstown</u>		Filekeeper <u>K Thomlinson</u> Date <u>15-12-89</u>													
7. Key words <u>Adze, Maori.</u>															
8. New Zealand Register of Archaeological Sites (for office use) NZHPT Site Field Code															
<table border="1"> <tr><td>A</td><td>F</td></tr> <tr><td>D</td><td>I</td></tr> <tr><td>A</td><td>E</td></tr> </table>	A	F	D	I	A	E	Type of site Local environment today Land classification	<table border="1"> <tr><td>3</td><td>8</td></tr> <tr><td>-</td><td>-</td></tr> <tr><td>T</td><td>J</td></tr> </table>	3	8	-	-	T	J	Present condition and future danger of destruction Security code Local body
A	F														
D	I														
A	E														
3	8														
-	-														
T	J														

Printed by: bentelee

07/09/2016

3 of 3

NZTA Reference No: 2021-0670

4 May 2021

Latitude 45 Development Limited
C/- Maria Burnett
John Edmonds and Associates

Sent via email: maria.burnett@jea.co.nz

Dear Maria

PROPOSED FIVE LOT SUBDIVISION, LATITUDE 45 DEVELOPMENT LIMITED, 77A HANSEN ROAD

Thank you for your request for written approval from Waka Kotahi New Zealand Transport Agency (Waka Kotahi). Your client's proposal has been considered as follows:

Proposal

Resource consent is sought to subdivide the property at 77A Hansen Road, Frankton, legally described as Section 2 Survey Office Plan 502556, into five freehold titles for the purpose of creating two road connections and three residual bulk title lots. The proposed Scheme Plan and Subdivision Plan are attached as Attachment 1 and 2 to this letter.

Assessment

In assessing the proposed activity, Waka Kotahi notes the following:

- Frankton-Ladies Mile Highway (State Highway 6; SH6) passes along the south-eastern boundary of the subject site.
- SH6 is a limited access road in this location and has a posted speed limit of 80 km/hr;
- Subdivision consent is being sought for the purpose of providing future access to the development land. Proposed lots 4 and 5 are both intended to provide road connections, while proposed lots 1 to 3 are residual bulk title lots.
- Proposed lot 5 is intended to provide the subject site with a road connection to the adjacent SH6/Hawthorne Drive roundabout. This section of road is part of a longer proposed road that will pass through the wider Quail Rise South Housing Infrastructure Fund (HIF) area and connect to Ferry Hill Drive.
- Proposed Lot 4 is to provide an internal road connection within the subject site.
- The proposed subdivision and the road links provided by this application are generally in accordance with the Frankton North Structure Plan.
- No physical works are proposed as part of the current application.

Determination

On the basis of the above assessment of the proposed activity, Waka Kotahi provides written approval under section 95E of the Resource Management Act 1991.

Limited Access Road

The property has frontage to a section of SH6 that has been declared limited access road and an existing approved crossing place (CP30). As the subdivision proposed will provide alternative access options when progressed, Waka Kotahi NZ Transport Agency will consider the access requirements for the land at that time and may cancel the crossing place as per Section 91 of the Government Rounding Powers Act 1989.

Expiry of this approval

Unless resource consent has been obtained this approval will expire two years from the date of this approval letter. This approval will lapse at that date unless prior agreement has been obtained from Waka Kotahi.

A copy of this approval has been sent to Queenstown Lakes District Council.

If you have any queries regarding the above or wish to discuss matters further, please feel free to contact the processing planner Helen Dempster via email at helen.dempster@nzta.govt.nz or you can contact the consents and approvals team at the following email address – environmentalplanning@nzta.co.nz.

Yours sincerely



Richard Shaw

Team Lead, South – Environmental Planning
Waka Kotahi NZ Transport Agency

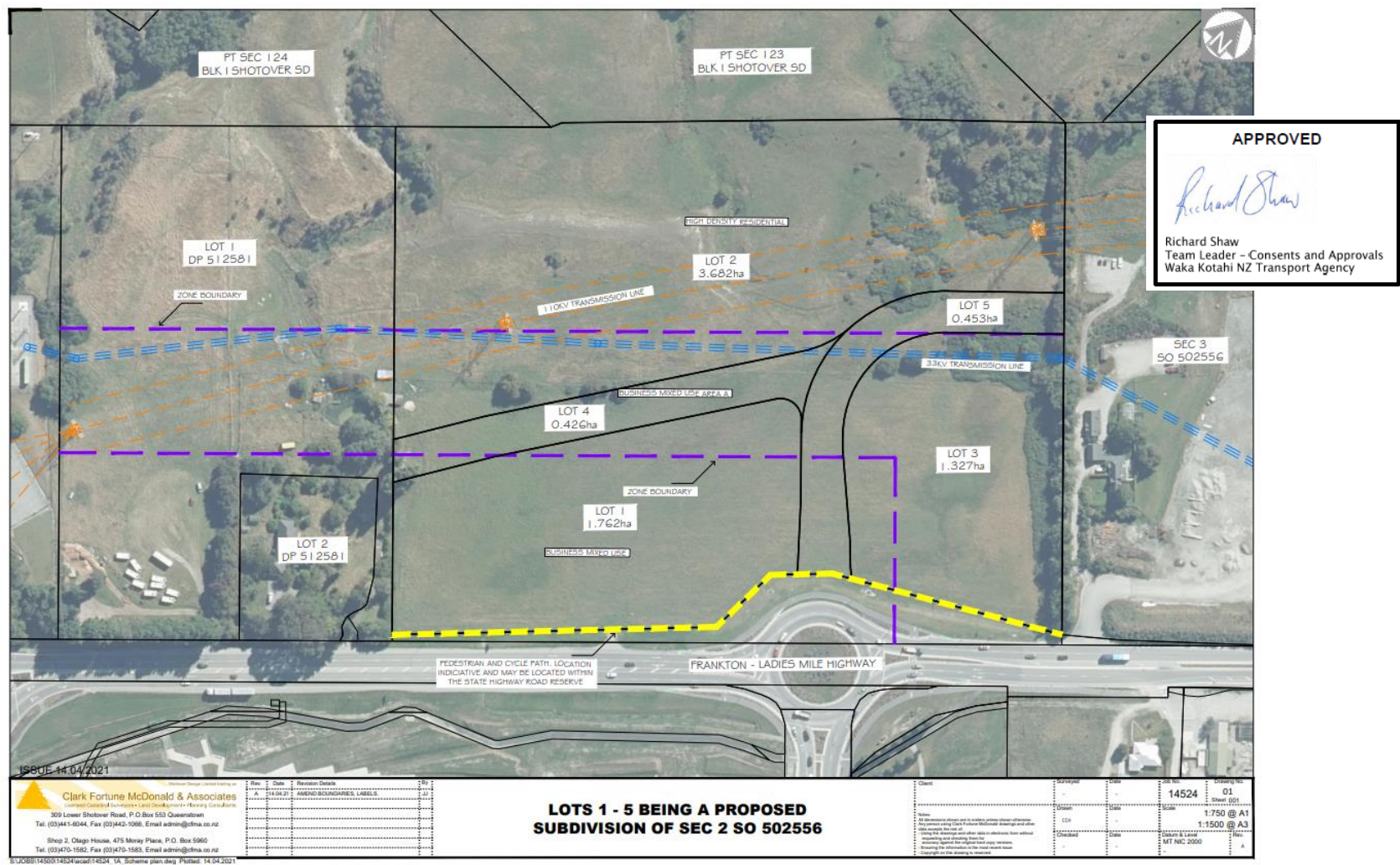
Pursuant to authority delegated by Waka Kotahi NZ Transport Agency

cc: subdivision@qldc.govt.nz

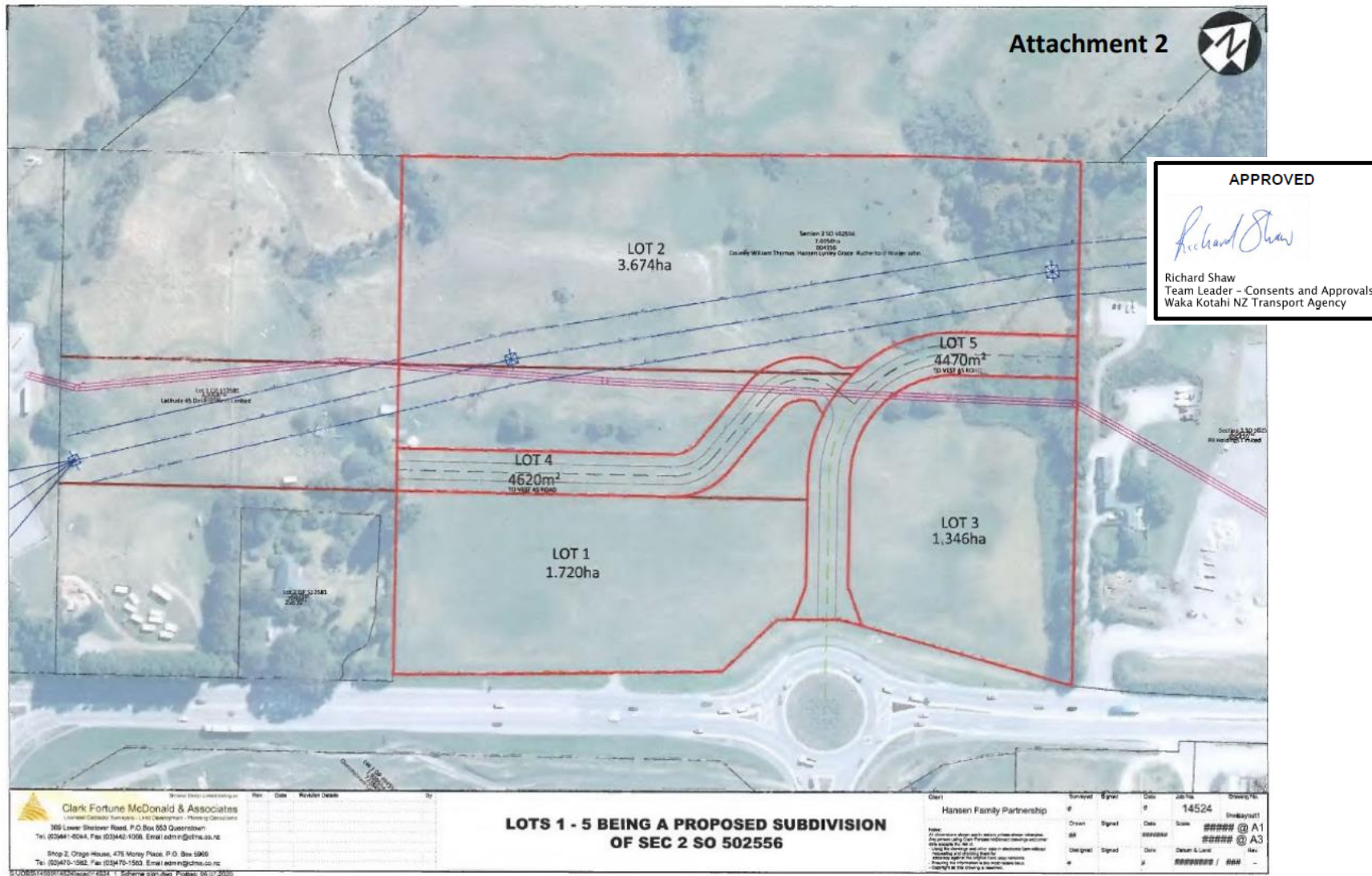
Enclosed:

- Attachment 1: Proposed Scheme Plan
- Attachment 2: Proposed Subdivision Plan

Attachment 1: Proposed Scheme Plan



Attachment 2: Proposed Subdivision Plan





AFFECTED PERSON'S APPROVAL



FORM 8A

Resource Management Act 1991 Section 95

#

RESOURCE CONSENT APPLICANT'S NAME AND/OR RM #

Latitude 45, RM210213



AFFECTED PERSON'S DETAILS

I/We Lynley Grace Hansen, Walter John Rutherford & William Thomas Cooney

Are the owners/occupiers of

77A Hansen Road, Frankton, Queenstown, 9300



DETAILS OF PROPOSAL

I/We hereby give written approval for the proposal to:

Subdivide 77A Hansen Road, Frankton into five freehold titles for the purpose of creating two future road connections at Frankton North and three residual bulk title lots.

at the following subject site(s):

77A Hansen Road, Frankton, Queenstown, 9300



PLEASE TICK

I/We understand that by signing this form Council, when considering this application, will not consider any effects of the proposal upon me/us.



PLEASE TICK

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



WHAT INFORMATION/PLANS HAVE YOU SIGHTED



PLEASE TICK

I/We have sighted and initialled ALL plans dated and approve them.

Job 14524-01 (Sheets 1 and 2) dated 14-04-21

L.G.H.



APPROVAL OF AFFECTED PERSON(S)

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

A

Name (PRINT)

MRS LYNLEY GRACE HANSEN

Contact Phone / Email address

027-273-9845 gracefieldlane@outlook.com

Signature

L.G. Hansen.

Date

28/05/2021

B

Name (PRINT)

Contact Phone / Email address

Signature

Date

C

Name (PRINT)

Contact Phone / Email address

Signature

Date

D

Name (PRINT)

Contact Phone / Email address

Signature

Date

Note to person signing written approval

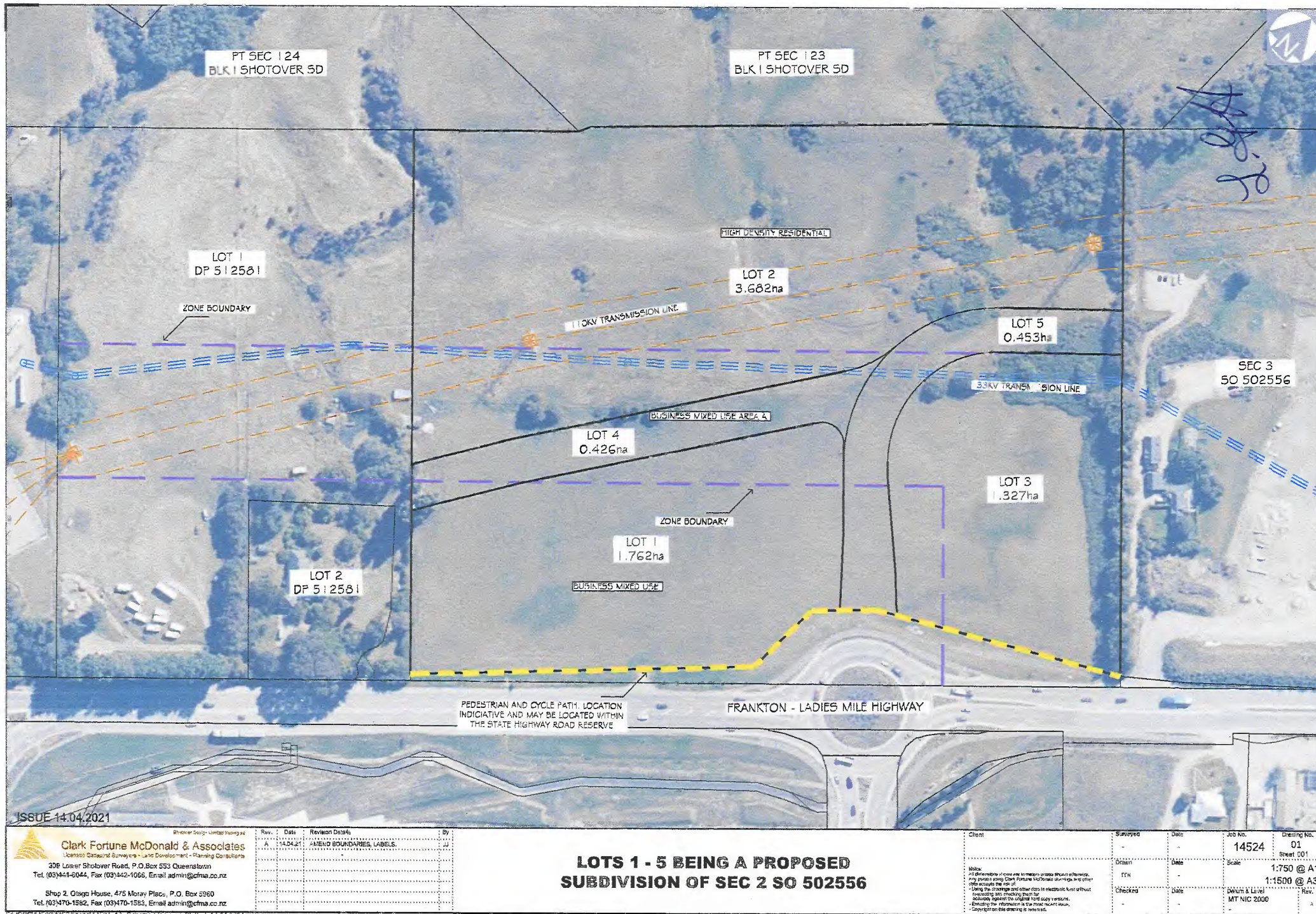
Conditional written approvals cannot be accepted.

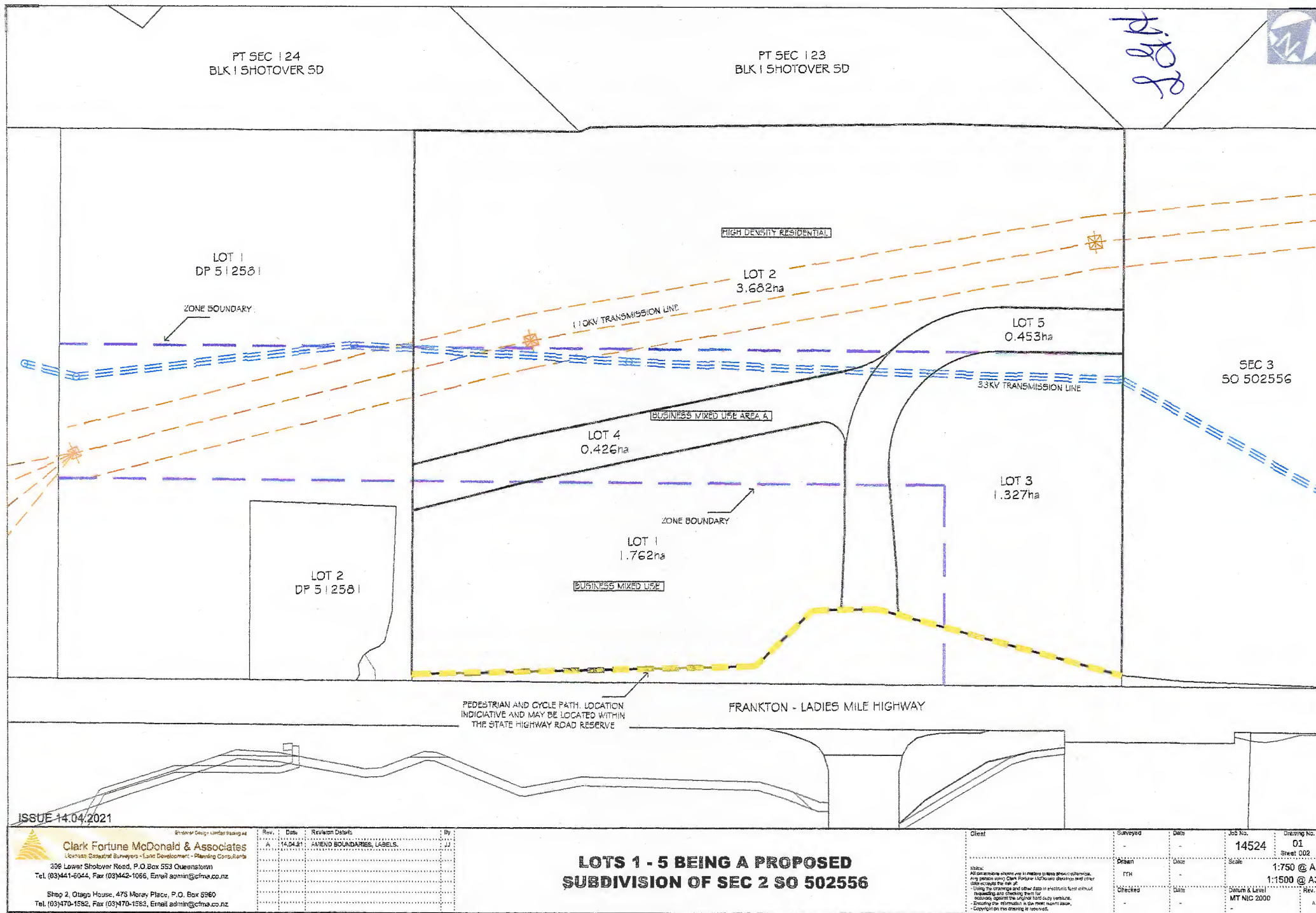
There is no obligation to sign this form, and no reasons need to be given.

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

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







From: "John.Edmonds" <john.edmonds@jea.co.nz>
Sent: Fri, 7 May 2021 13:40:11 +1200
To: "Roz Devlin" <Roz.Devlin@qldc.govt.nz>
Subject: FW: 20210507 - Transpower response re: proposed subdivision of SEC 2 SO 502556, Frankton-Ladies Mile Highway.

Hi Roz,

Here is the correspondence from Transpower.

Let me know if you need more correspondence.

John



JOHN EDMONDS
& ASSOCIATES

JOHN EDMONDS
BRP, MNZPI, MNZIM
planner - director
021 409 075 | 03 450 0009
john@jea.co.nz | www.jea.co.nz
Level 2, 36 Shotover Street, PO Box 95, Queenstown 9300

The content of this email is confidential and may be legally privileged. If it is not intended for you, please email the sender immediately and destroy the original message.

From: Andy Eccleshall <Andy.Eccleshall@transpower.co.nz>
Sent: Friday, 7 May 2021 12:38 PM
To: John.Edmonds <john.edmonds@jea.co.nz>
Cc: Maria Burnett <Maria.Burnett@jea.co.nz>
Subject: 20210507 - Transpower response re: proposed subdivision of SEC 2 SO 502556, Frankton-Ladies Mile Highway.

Good afternoon John,

Further to our discussions regarding your clients proposed subdivision of SEC 2 SO 502556 for the purpose of creating 5 lots, 2 of which are for roading. Transpower is satisfied that the proposed subdivision will not negatively impact the Cromwell-Frankton-A line or the support towers 126 and 127 located on proposed Lot 2.

I can see that this is preparatory subdivision for future, more intensive subdivision and land use development and Transpower will have the opportunity to provide input into future development of proposed Lot 2. The creation of the 5 proposed lots will not result in any physical works within close proximity to the lines. Transpower anticipates that the standard conditions that would be applied to the construction of roading on proposed Lots 4 and 5 will adequately mitigate against dust effects that can negatively impact the operation of the transmission lines.

Future, additional subdivision of proposed Lot 2 into smaller parcels will require an electrical clearance assessment and report to be prepared by one of Transpower's approved engineering consultants. The design and construction methodology of future development on proposed Lot 2 will be assessed and appropriate conditions of resource consent can be agreed at that time to ensure the further development will not negatively impact Transpower's ability to operate and maintain the transmission lines.

Please contact me if you have any further matters that require Transpower's attention.

Kind regards
Andy

Andy Eccleshall

Senior Environmental Planner | Environmental Regulatory Team

Transpower New Zealand Ltd

04 590 8687

transpower.co.nz



Roz Devlin
Queenstown Lakes District Council
Shotover Street
Queenstown

By e-mail: roz.devlin@qldc.govt.nz

From	John Edmonds
DDI	+64 03 450 0009
Mobile	+64 21 409 075
Email	john@jea.co.nz
Matter no.	17152
Date	4 May 2021

Dear Roz,

RM210213 – Latitude 45 Developments Limited

Response to Further Information Request

I refer to your e-mail dated 23 March 2021 seeking clarification on matters relating to RM210213.

Form 9

The Form 9 ticks both review of HAIL and a HAIL activity has taken place, please confirm which it is? Might be an accidental tick.

The correct statement (that should be ticked) is:

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

A previous report (Attachment 6) prepared by Davis Consulting Group, for RM170105 the Otago Presbyterian Board / Wakatipu Presbyterian Community Church, reached the following conclusions:¹

“Based on the findings of the investigation, the following conclusions are made:

- *Historically the site has been used for agricultural purposes.*
- *A review of historical records including aerial photography and council records has found no evidence that infrastructure associated with pesticide use or storage such as yards, dips and storage sheds have been located on the site.*
- *A systematic soil sampling program was undertaken across the site to characterise heavy metal concentrations in the surface soils of the site. The analytical results indicate the heavy metals present are at background levels and below the NES soil contaminant standards for all land use scenarios set out in the NES.*
- *The offal pit encountered in the northwest of the site is highly unlikely to present a risk to human health but should be filled in and sealed off to remove the risk of exposure to people living on the site.”*

In summary, the combined Preliminary and Detailed Site Investigation has identified historical land use activities that may have impacted the soil quality of the site. Based on the results of this Investigation, DCG concludes it is highly unlikely that there is a risk to human health associated with the proposed activities on the site.

¹ “Preliminary & Detailed Site Investigation for The Presbyterian Church” (September 2016)

Subdivision plan

Please let me know what the red lines parallel to the State Highway are. I think these show the hatched indicative road area from structure plan. If so, please annotate.

The red lines parallel to the State Highway indicate zone boundaries (in the original subdivision plan). The amended subdivision plan ([Attachment 2A](#)) indicates the zone boundaries as purple-dashed lines.

Subdivision plan

Please update the subdivision plan with the structure plan overlay, including hatching as above, PDP zones so we can see zone boundaries in relation to the roading and subdivision layout, and the Outer Control Boundary.

The subdivision plan ([Attachment 2A](#)) is amended to identify the underlying zoning and the correct position of the transmission lines that cross the site.

Subdivision plan

Please also provide a better quality subdivision plan as the current one is difficult to read.

Please refer to [Attachment 2A](#).

Subdivision plan

Could the plan also please include indicative road widths (legal and formed), and could you indicate the intended design speeds for these roads.

All road widths shown on the scheme plan of subdivision area minimum of 20m wide.

Cycle path

Notwithstanding any agreements at mediation in regard to network studies, Rule 27.7.9 does require provision for a path. Please show where a future pedestrian / cycle path could be located, including where it would cross the 4th leg of the roundabout. The path should be dimensioned to show the minimum 2.5m width. Please show where the path would fit within highway reserve and where it can't, if it needs to be located within the application site. The swales might restrict where a path could be accommodated?

The indicative pedestrian and cycle path is shown on the amended subdivision plan ([Attachment 2A](#)) and crosses the 4th leg of Hawthorne Drive at the recessed southern boundary of the site.

The final position of that pathway has not been designed, not can it be designed until Waka Kotahi NZTA have completed other highway design and intersection works, including the preferred location of under-

passes and public transport stops. The amended subdivision plan establishes a suitable alignment for current consent purposes.

National Grid

Please confirm if the proposal triggers Rule 27.5.10 for subdivision within the National Grid Corridor, and if so provide additional assessment.

Rule 27.5.10 identifies that Restricted Discretionary consent is required where any subdivision occurs within the National Grid Corridor:

27.5.10 *Subdivision of land in any zone within the National Grid Corridor except where any allotment identifies a building platform to be located within the National Grid Yard.*

Discretion is restricted to:

- a. impacts on the operation, maintenance, upgrade and development of the National Grid;*
- b. the ability of future developments to comply with NZECP34:2001;*
- c. the location, design and use of any proposed building platform as it relates to the National Grid transmission line.*

In respect of the three matters over which the Council restricted its discretion we it is noted that:

The National Grid is located entirely within Proposed Lot 2.

The application will not have any adverse impacts on the operation, maintenance, upgrade and development of the National Grid Corridor.

The identification of a road corridor (Proposed Lots 4 and 5) gives effect to an approved Structure Plan for this area of land.

The only consequence of implementing the Structure Plan is to provide improved access to the National Grid Corridor by providing the opportunity for formation of a road relatively close to that corridor, improving access and maintenance opportunities for Transpower and its contractors.

The New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 sets out the regulations that affect works near overhead electric lines and support structures. The proposed subdivision is creating bulk titles for future development and does not involve any physical works that will have effect compliance with the NZCEP34: 2001.

The application for subdivision does not include the identification of any building platforms are proposed.

Archaeology

Frankton Flats may contain Maori and/or European archaeological remains, indicated by the recorded site adjacent (F41/442). While no physical works are proposed, the site may contain an archaeological site. Please confirm (perhaps via Heritage NZ?) if resource consent under Rule 27.5.14 is required and if so, provide additional assessment.

Rule 27.5.14 requires Discretionary consent be obtained where land is identified on the District Plan web mapping application as a Heritage Overlay Area.

QLDC GIS maps show that the subject site is not located within a Heritage Overlay Area.

A previous report prepared by Origin Consultants,² ([Attachment 7](#)) reached the following conclusions:

“...there are no previously recorded archaeological sites within the assessment area. However, a stone adze and possible moa bone were uncovered during landscape works in the 1980s on the property immediately adjacent to the site. If the identification of moa bone is correct, then this would indicate an early use of the area by Māori collecting resources in the basin. The isolated nature of the finds means that any site extent is impossible to identify. However, the likelihood of encountering early material associated with Māori use of the area is low.

Due to the possibility of encountering archaeological material, an archaeological authority under Section 44 of the Heritage New Zealand Pouhere Taonga Act (2014) should be obtained from Heritage New Zealand prior to any earthworks commencing on site. While the chances are low that any material will be located, there is the very low possibility that material relating to early Māori occupation of the basin may be uncovered during works.”

It is concluded that the likelihood of encountering early material associated with Māori use of the area is low. However, a separate archaeological authority may be required prior to any earthworks commencing on the site.

It is anticipated that the Council will adopt standards consent processing practices and issue an Advice Note to identify if other statutory approvals might be required prior to implementation.

NESCS

The site is more than likely associated with HAIL activities (farming agrichemicals) and therefore resource consent under the NESCS should probably be triggered. Please confirm and if so provide additional assessment. I recall that there was an old offal pit within the site. Could you please annotate this on the subdivision plan so we can see where it is in relation to the lot layout?

A previous report ([Attachment 6](#)) prepared by Davis Consulting Group, reached the following conclusions:³

“Based on the findings of the investigation, the following conclusions are made:

- *Historically the site has been used for agricultural purposes.*

² “Archaeological Assessment for New Church Site, Frankton Road” (September 2016)

³ “Preliminary & Detailed Site Investigation for the Presbyterian Church” (September 2016)

- A review of historical records including aerial photography and council records has found no evidence that infrastructure associated with pesticide use or storage such as yards, dips and storage sheds have been located on the site.
- A systematic soil sampling program was undertaken across the site to characterise heavy metal concentrations in the surface soils of the site. The analytical results indicate the heavy metals present are at background levels and below the NES soil contaminant standards for all land use scenarios set out in the NES.
- The offal pit encountered in the northwest of the site is highly unlikely to present a risk to human health but should be filled in and sealed off to remove the risk of exposure to people living on the site."

In summary, the combined Preliminary and Detailed Site Investigation has identified it is highly unlikely that there is a risk to human health associated with the proposed activities on the site.

The subdivision activity is described as Permitted Activity by clause 8(4) of the Regulations.

The Site Layout Plan below ([Figure 1](#)) is annotated to indicate the location of the offal pit.

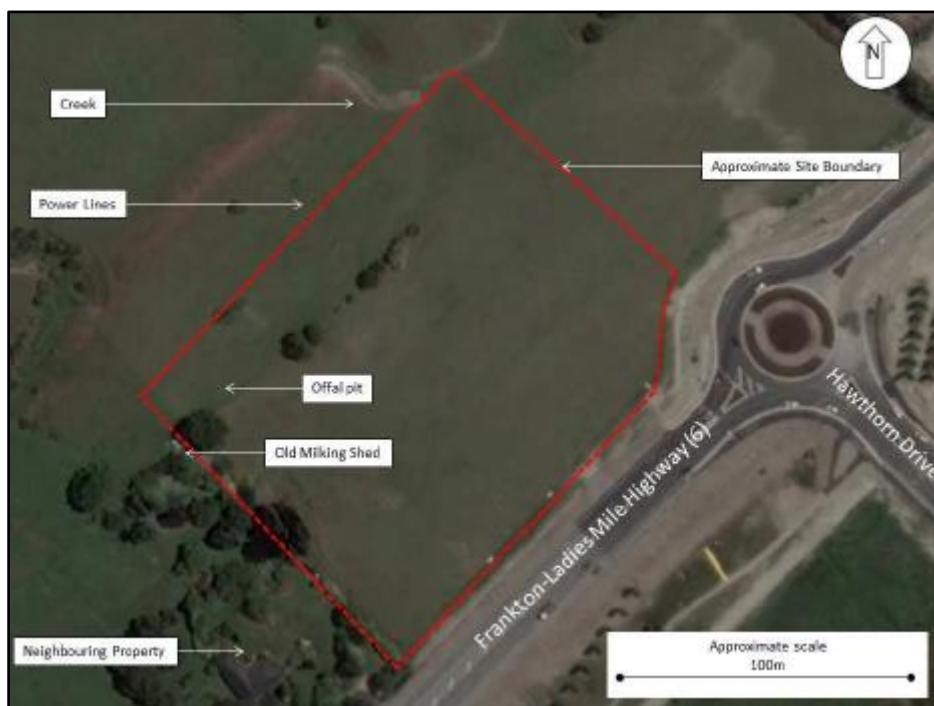


Figure 1: Site Layout Plan, showing location of offal pit (Reference: Preliminary & Detailed Site Investigation for The Presbyterian Church, September 2016)

Soakage trench

There is a soakage trench within the site, please annotate the location on the plan. I think it will be fully contained within Lot 1.

It is unclear why the plan needs to annotate a soakage trench in respect of an application to create titles in accordance with the implementation of the Structure Plan.

Written Approvals

Is written approval from the landowners being obtained?

Rule 27.10 provides that RD subdivision applications need not require approvals, except for activities subject to Rules 27.5.10 and 27.7.9. Does the applicant intend to seek approvals from Transpower NZ or Waka Kotahi NZTA?

The written approval of the owner of the land is not necessary, as the application of itself does not create any adverse effects upon the land owner.

The Plan identifies those parties from whom written approval is deemed necessary, and does not indicate the owners of land the subject of an application as affected.

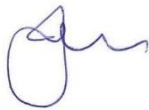
The consent cannot be given effect without the land owners permission. That permission is a separate authority to the Resource Management Act.

The written approval of Waka Kotahi NZTA has been obtained and is included as Attachment 8.

Written approval is being sought from Transpower New Zealand Limited and will be forwarded upon receipt.

For further information please contact me at 021-409-075.

Yours faithfully



John Edmonds

John Edmonds and Associates Limited

Attachments

Attachment 2A – Amended Subdivision Plan

Attachment 6 – Preliminary Site Investigation

Attachment 7 – Archaeological Assessment

Attachment 8 - Written Approval of Waka Kotahi New Zealand Transport Agency

Roz Devlin

From: John.Edmonds <john.edmonds@jea.co.nz>
Sent: Thursday, 10 June 2021 3:08 PM
To: Roz Devlin
Subject: FW: Hansen Family Partnership and Latitude 45 Development Limited id=8376
Attachments: image001.png; image002.png; image001.png; Affected Person's Approval (QLDC form 8A).pdf

Hi Roz,

Here is the original e-mail that contains the confirmation that Lynley is signing on behalf of the other trustees.

john

-----Original Message-----

From: Graeme Todd <graeme@toddandwalker.com>
Sent: Saturday, 29 May 2021 6:18 AM
To: John.Edmonds <john.edmonds@jea.co.nz>
Cc: Eric Zuo <zuojueric@gmail.com>; Matters <matters@toddandwalker.com>
Subject: Fwd: Hansen Family Partnership and Latitude 45 Development Limited id=8376

Please see attached

Graeme Todd, LLB Notary Public
Principal

TODD & WALKER Law
P: 03 441 2743 M: 027 433 0457
E: graeme@toddandwalker.com

Sent from my iPhone

Begin forwarded message:

From: Tiahna Arthur-Richens <tiahna.arthur-richens@al.nz>
Date: 28 May 2021 at 2:49:32 PM NZST
To: Graeme Todd <graeme@toddandwalker.com>
Cc: Kerry O'Donnell <kerry.odonnell@al.nz>, Matters <matters@toddandwalker.com>
Subject: RE: Hansen Family Partnership and Latitude 45 Development Limited id=8376

Dear Graeme

We confirm that Lynley Grace Hansen has the authority from her co-trustees William Thomas Cooney and Walter John Rutherford (for the Hansen Family Partnership) to sign the attached APA.

We reiterate that as per earlier correspondence, the sign off on the APA should not be interpreted or used by your client, Council or any other party as Hansen F/P's approval of the location of any of the roads (which will be dealt with as per the agreement with your client – and the "HIF Road" developer process/agreement).

Regards

Tiahna Arthur-Richens | Legal Administrator | Anderson Lloyd | d +64 3 450 0745 <tel:+64 3 450 0745> |

From: Graeme Todd <graeme@toddandwalker.com <mailto:graeme@toddandwalker.com> >
Sent: Thursday, 27 May 2021 12:58 PM
To: Kerry O'Donnell <kerry.odonnell@al.nz <mailto:kerry.odonnell@al.nz> >
Cc: Matters <matters@toddandwalker.com <mailto:matters@toddandwalker.com> >
Subject: RE: Hansen Family Partnership and Latitude 45 Development Limited id=8376

Hi Kerry

Give me a call around 4.30 pm if you are free then . Otherwise I am free tomorrow morning

Graeme Todd LLB, Notary Public

Principal

P: +64 3 441 2743 | M: +64 27 433 0457 | F: +64 3 441 2976

E: graeme@toddandwalker.com <mailto:graeme@toddandwalker.com>

W: www.toddandwalker.com <http://www.toddandwalker.com/>

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From: Kerry O'Donnell <kerry.odonnell@al.nz <mailto:kerry.odonnell@al.nz> >
Sent: Thursday, 27 May 2021 12:02 PM
To: Graeme Todd <graeme@toddandwalker.com <mailto:graeme@toddandwalker.com> >
Subject: RE: Hansen Family Partnership and Latitude 45 Development Limited id=8376

Hi Graeme

What's a good time for a call today or tomorrow? Time extension not a problem but wondering if we re-think process – particularly on HIF?

I have an afternoon of meetings till about 4pm, and morning looking better than afternoon tomorrow.

Regards

Kerry O'Donnell

Partner

Anderson Lloyd

d +64 3 450 0729 <tel:+64%203%20450%200729> m +64 27 227 7106 <tel:+64%2027%20227%207106> f +64 3 450 0799 <tel:+64%203%20450%200799>

Level 2, 13 Camp Street, Queenstown 9300, New Zealand

PO Box 201, Queenstown 9348

e kerry.odonnell@al.nz <mailto:kerry.odonnell@al.nz> | www.al.nz <http://www.al.nz>

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Please consider the environment before printing this e-mail.

From: Graeme Todd <graeme@toddandwalker.com <mailto:graeme@toddandwalker.com> >
Sent: Wednesday, 26 May 2021 6:08 PM
To: Kerry O'Donnell <kerry.odonnell@al.nz <mailto:kerry.odonnell@al.nz> >
Cc: Matters <matters@toddandwalker.com <mailto:matters@toddandwalker.com> >
Subject: Hansen Family Partnership and Latitude 45 Development Limited id=8376

Kerry

I refer to earlier correspondence in this matter

It is now appears clear we are not going to have the resource consent for the subdivision contemplated by condition 2.6(c) of the agreement between our clients by 1 June 2021

As we understand it there has also been no progress with the finalisation of the agreement for the HIF Road to be located on the Hansen land and therefore conditions 2.6(a) and (b) cannot be confirmed.

You will appreciate that our client has filed its application for the resource consent and that the finalisation of the HIF Road is outside its control .

Our client understands that subject to one matter relating to the position and alignment of the intersection of the roads proposed by the application (Chris Hansen is aware of these discussions) and your client giving its APA to the application ,that the same is likely to be approved non notified .

Confidentially our client through its consultant John Edmonds has had discussions with Council staff to see if Council would be supportive of expending Central Government funding it has available to it to build the first stage of the HIF Road through your clients property and then extend it back towards our clients property to enable access to the same on the basis our client would then proceed with its development which would in turn in part provide for a large number of residential units . This would be consistent with the original intentions of the HIF Road namely providing access to land to be developed for housing .

Our clients are awaiting Councils formal response to this proposal but again our clients attempts to facilitate construction of the first stage of the HIF Road are consistent with what was intended by the conditions of the agreement .

You have previously indicated that if extensions to these conditions are required and provided your client could see some progress is being made

Given the efforts our client has made would your client be willing to extend the dates for confirmation of conditions 1.6(a) (b) and (c) until the 30 August 2021?

Would you please take instructions and advise us of your clients position

Graeme Todd LLB, Notary Public

Principal

P: +64 3 441 2743 | M: +64 27 433 0457 | F: +64 3 441 2976

E: graeme@toddandwalker.com <<mailto:graeme@toddandwalker.com>>

W: www.toddandwalker.com <<http://www.toddandwalker.com/>>

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From: "Alan Hopkins" <Alan.hopkins@qldc.govt.nz>
Sent: Fri, 6 Aug 2021 10:26:10 +1200
To: "Roz Devlin" <Roz.Devlin@qldc.govt.nz>
Subject: FW: RM210213 (Further information assessment)

From: John.Edmonds <john.edmonds@jea.co.nz>
Sent: Tuesday, 25 May 2021 1:26 PM
To: Roz Devlin <Roz.Devlin@qldc.govt.nz>; Alan Hopkins <Alan.hopkins@qldc.govt.nz>
Cc: Graeme Todd <graeme@toddandwalker.com>; Eric Zuo <zuojueric@gmail.com>
Subject: FW: RM210213 (Further information assessment)

Roz and Alan,

Please find the reply to Alan's recent e-mail, as prepared by Andy Carr.

We trust that this is now suitable to allow for you to complete your engineering advice.

Kind Regards

John



JOHN EDMONDS
& ASSOCIATES

JOHN EDMONDS
BRP, MNZPI, MNZIM
planner - director

021 409 075 | 03 450 0009
john@jea.co.nz | www.jea.co.nz

Level 2, 36 Shotover Street, PO Box 95, Queenstown 9300

The content of this email is confidential and may be legally privileged. If it is not intended for you, please email the sender immediately and destroy the original message.

From: Andy Carr <andy.carr@carriageway.co.nz>
Sent: Tuesday, 25 May 2021 12:23 PM
To: John.Edmonds <john.edmonds@jea.co.nz>
Subject: RE: RM210213 (Further information assessment)

Hi John

Good to talk. A few thoughts on Alan's email.

In the first instance, Rule 29.5.18a doesn't apply in this case – the Rule is for accesses, whereas in this instance both of the roads at the intersection will be vested. Hence we revert to the Code of Practice, and in turn, go to the Austroads Guide.

The second matter is the speed of the road. Looking at the Council bylaw regarding speed limits, and recognising that all of the land between the Hawthorn Drive roundabout and Quail Rise is zoned for development, in my view the new roads would be within the urban area. As such, they would be subject to either a 40km/h or a 50km/h speed limit.

Further support for this is provided by the radius of the curve in the road, just north of the intersection. The radius on the centreline is 50m which equates to a design speed of around 45-50km/h. It would be generally not be acceptable for a new road design to include geometries that are substandard, and if the speed limit was more than 50km/h, this would mean that the newly-constructed road would have to incorporate an advisory speed limit (which would be highly unusual given that there's no physical constraint to achieving appropriate geometries).

On this basis, there are several sight distances that are relevant:

- Approach Sight Distance – which is the distance that an approaching driver needs in order to be able to see the intersection markings. At a 40km/h design speed this is 40m and at a 50km/h design speed this is 55m. Both are achieved.
- Safe Intersection Sight Distance – which is the distance that an approaching driver needs in order to be able to see a vehicle moving into a conflict situation. At a 40km/h design speed this is 73m and at a 50km/h design speed this is 97m.

It is likely the latter than Alan has concerns about. Based on the information available (the legal lot boundaries), I agree with him that a SISD towards the northeast of around 75m is available, if it assumed that the formed roadway centreline is along the centre of the legal lot. This is more than needed for a 40km/h design speed but less than for a 50km/h design speed. At this stage though, we do not know the exact locations of the formed roadways – if the roadway was nudged about 1m north of the centre of the lot, then the SISD would increase to about 85m. Similarly, a slight easing of the land on the inside of the curve would also extend the SISD. But this would only be needed for the 50km/h design speed as the appropriate SISD is already provided for the 40km/h design speed scenario.

Since the roads are to be vested, we would expect that the design will be subject to a safety audit, and the suitability of sight distances will be identified as part of that process. In the event that there is a shortfall, this would need to be rectified (otherwise the Council would not accept the road for vesting).

So on that basis, given the current stage of the project, I am comfortable with the layout. Alan's correct to raise the sightline matter, as in practice this will be the primary design constraint in this location and it's critical to get it right for a safe roading design. However what's provided thus far will be fine for a 40km/h design speed and if a 50km/h design speed is adopted then in all likelihood it will simply mean that the road designer has to be a little more careful.

Trust this assists.

Cheers

Andy

From: John.Edmonds <john.edmonds@jea.co.nz>
Sent: Tuesday, 25 May 2021 9:02 AM
To: Andy Carr <andy.carr@carriageway.co.nz>
Subject: FW: RM210213 (Further information assessment)

Hello Mr Carr,

Are you available to chat once the following e-mail has been digested?

From: Alan Hopkins <Alan.hopkins@qldc.govt.nz>
Sent: Monday, 24 May 2021 12:29 PM
To: John.Edmonds <john.edmonds@jea.co.nz>
Cc: Roz Devlin <Roz.Devlin@qldc.govt.nz>
Subject: RE: RM210213 (Further information assessment)

John,

Thanks, yes I assumed as much with Transpower and Aurora.

Will wait comment for Andy Carr and then should be a simple write up thereafter.

Cheers

Alan Hopkins | Consulting Engineer | Planning & Development
Queenstown Lakes District Council
Mobile : 021 02209678
E: alan.hopkins@qldc.govt.nz



From: John.Edmonds <john.edmonds@jea.co.nz>
Sent: Monday, 24 May 2021 12:23 PM
To: Alan Hopkins <Alan.hopkins@qldc.govt.nz>
Cc: Roz Devlin <Roz.Devlin@qldc.govt.nz>; Graeme Todd <graeme@toddandwalker.com>
Subject: RE: RM210213 (Further information assessment)

Thanks for your e-mail Alan,

Appreciate you getting on to this so quickly.

I'll get Andy C to provide input.

Subsequent consents will be needed for earthworks and formation of the road.

In respect of Transpower – we have consulted with them – and they have acknowledged that the proposed subdivision does not affect any of their infrastructure (ie. all of their infrastructure is located within proposed Lot 2). Further consultation will be required in the future – when Lot 2 is proposed to be developed – to ensure necessary clearances etc are achieved.

A 'no build covenant' is not necessary – as Transpower NZ Ltd and Aurora Energy Limited have their own Regulations and rules within the Plan that protect the transmission corridor.

John



JOHN EDMONDS
& ASSOCIATES

JOHN EDMONDS

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The content of this email is confidential and may be legally privileged. If it is not intended for you, please email the sender immediately and destroy the original message.

From: Alan Hopkins <Alan.hopkins@qldc.govt.nz>
Sent: Monday, 24 May 2021 11:07 AM
To: John.Edmonds <john.edmonds@jea.co.nz>; Roz Devlin <Roz.Devlin@qldc.govt.nz>
Cc: Graeme Todd <graeme@toddandwalker.com>
Subject: RE: RM210213 (Further information assessment)

John,

Thank you for the additional information in response to our requests.

From the engineering perspective I'm mostly satisfied with the further information provided.

The only engineering concern I have relates to the provision of future sightlines based on the current intersection alignment. From what CFMA have provided the maximum sightline available is 75m to the north for vehicles exiting the future road contained within Lot 4. This sightline does not comply with 29.5.18a which requires 80m minimum at 50km/hr for 'other activities' which includes the commercial aspects of this zone. Likewise it has not been confirmed that the forth arm road off the roundabout contained within Lot 5 will be a 50km/hr road. My preference would be for some initial comment to be provided from a suitably qualified traffic engineer with regards to these two matters and the proposed alignment in general. While it is agreed we are not seeking detailed design, we need to be sure that the lot alignment proposed will not result in future non-compliance and traffic safety concerns and this needs to come from a traffic engineer.

Can you also please advise if you have given any additional thought to the potential need for a Transpower easements or general no build covenants on both the 110kv national grid and 33kv local HV alignment.

Regards

Alan Hopkins | Consulting Engineer | Planning & Development
Queenstown Lakes District Council
Mobile : 021 02209678
E: alan.hopkins@qldc.govt.nz



From: John.Edmonds <john.edmonds@jea.co.nz>
Sent: Tuesday, 18 May 2021 12:55 PM
To: Roz Devlin <Roz.Devlin@qldc.govt.nz>; Alan Hopkins <Alan.hopkins@qldc.govt.nz>
Cc: Graeme Todd <graeme@toddandwalker.com>
Subject: RM210213

Hello Roz,

Further to meeting with Alan and yourself last week, the plans have been further updated to include the additional overlays that you requested at our meeting.

These plans are now included and referred to as Attachments 2B, 2C, and 2D.

Additionally, Alan had enquired about the alignment of the proposed 4th leg of Hawthorne Drive, and in particular whether it 'lined up' with the existing formed road alignment that extends to the south of SH6.

Further, Alan enquired about the sight distance that might be available from the proposed road alignment (proposed Lot 4).

The surveyor has provided a response to those matters and is available to meet and clarify any comments if necessary.

I have reproduced the e-mail from Chris Hansen below:

Further to our meeting, attached is the updated scheme plan showing some indicative roading and the OCB plotted. The red lines for roading are 8.4m (2 x 4.2m lanes) parallel which would represent the widest carriageway under QLDC COP. Figure E36 might be applicable.

Further refinement of alignment and roading geometry will be needed as more detailed design takes place. Traffic hierarchy and intersection design will be important moving forward and would involve a traffic engineer. Of course we don't want traffic to be a matter to override good urban design but we regularly experience QLDC engineers requiring that pedestrian/traffic safety is of paramount importance.

What the plan should demonstrate is that there is more than enough land within the road parcels to accommodate any transport design solution.

We note that there are still several more steps in the process before the final boundaries pegged particularly Engineering Acceptance which for this type of development will require independent design stage safety audit. Once works are completed, a further post construction audit would be undertaken. At any of these steps and prior to QLDC signing the plan for s223, some minor adjustments to the boundaries can be made. Rule of thumb allowance is approx. 5% difference in area between the approved scheme plan and the final Land Transfer Plan.

Further, below is a demonstration of cross section of possible roading (hopefully it is clear).

The first subdivision will essentially be a 'bulk title' or 'super lot' subdivision laying out primary road links and development lots. A basic road construction would be required first to enable access to the respective lots and to adjoining parties land. The pavement would however be designed and built for the ultimate traffic demand.

As the design of buildings on the super lots adjoining the road will take place later, the finishing of the road to its final standard including intersection details, vehicle crossings, on street parking, bus stops, footpaths, street furniture and overlay surfacing etc. would occur at the time of building development.

An example of this might be Grant Road, which has been constructed in several stages and will continue to be constructed as the land-use and development adjoining is developed on each side.

It is required however that foul and stormwater mains would be laid first as these will run under the pavement. The storm mains will be required for the run-off from the new road too.

The mains will be sized upon a calculation of the maximum yield of dwelling equivalents for the respective catchments. This is done on an assessment of possible Gross Floor Areas of the buildings anticipated in the zone and a similar assessment of yield of dwellings in the High Density areas.

As you will appreciate, there will be numerous consents required as the land-use (and associated subdivision) proceeds. At each of these stages QLDC have restricted discretion on transport matters.

The scheme plan as drawn will not restrict any of these matters from occurring as development of the land proceeds.

Trust this helps.



JOHN EDMONDS

BRP, MNZPI, MNZIM

planner - director

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