



10th July 2020

MEMORANDUM

RE: Coneburn Industrial Zone, Chapter 44 – Potential Variation

I have prepared a memorandum to document some background to inform discussions on potential amendments to the Chapter 44 planning framework:

The original submission 361 to Stage 1 of the District Plan review was made by landowners Trojan Holdings Ltd and Scope Resources Ltd as well as three other individuals. Submission 361 sought a light industrial zone which was based upon access from SH6 at two points. An existing Priority T intersection and a four-leg roundabout at the intersection of Woolshed Road and SH6:

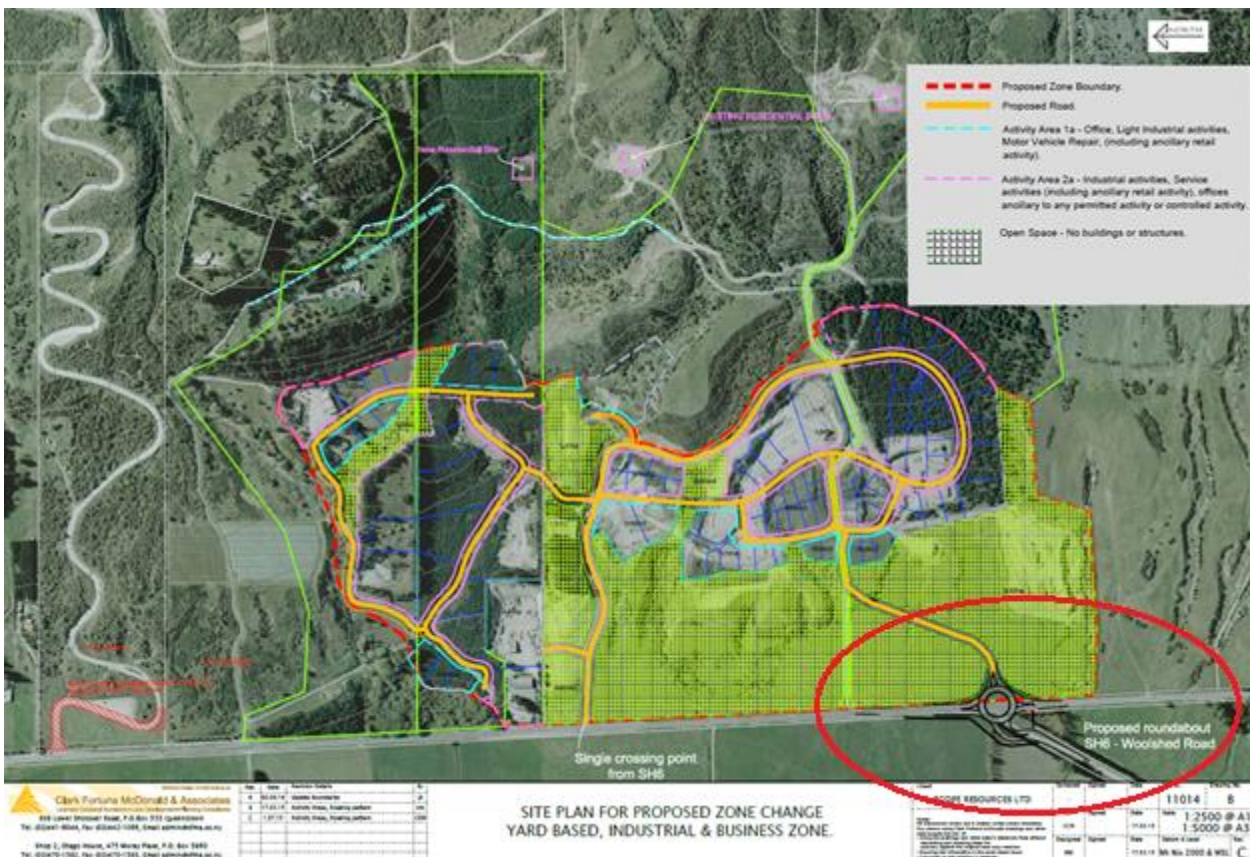


Figure 1: CIZ – Priority T and Roundabout access proposals.

Discussions were held between NZTA, RCL (Hanley Downs) and Jacks Point entities to agree as to a partnership to share funding and construction requirements in relation to the roundabout. Informal agreements were made following a number of meetings yet before any agreements could be formalised NZTA provided an APA for RCL Hanley Downs to construct a Priority T intersection to SH6 for Hanley Down’s access now known as Jack Hanley Drive. Without a funding partner(s) the construction costs for a roundabout were cost prohibitive and unworkable.

Without the roundabout to service the CIZ, discussions were progressed with NZTA and landowner representatives including Traffic Engineer, Mr Jason Bartlett. The next and only practical option for intersection design to replace the roundabout was to service the zone with two Priority T intersections:

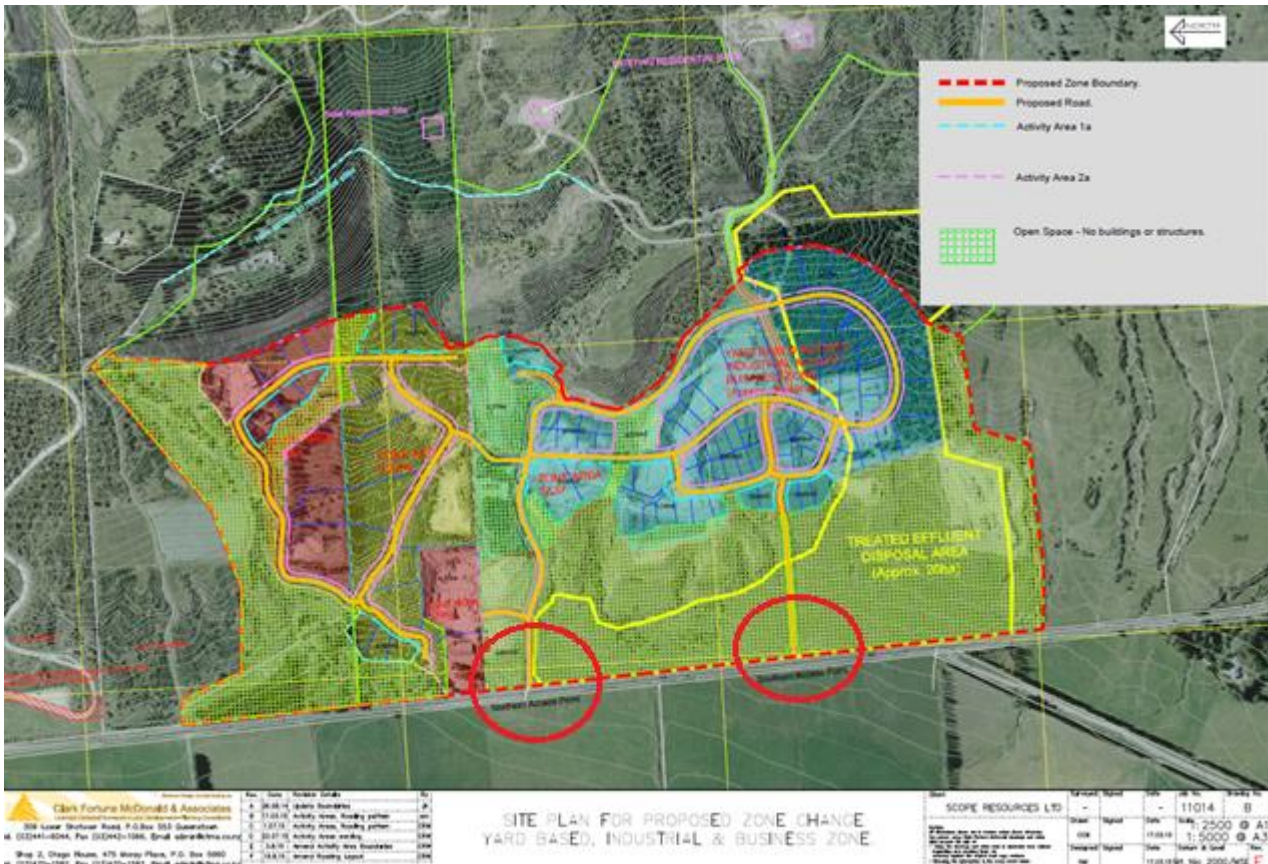


Figure 2: CIZ – Priority T access proposals.

In order for these two intersections to provide an appropriate level of service the traffic generation from CIZ as originally submitted needed to be lowered. The most effective way of lowering the traffic generation to a point where the intersections would be acceptable to NZTA was to lower the enabled building coverage.

The Zone proposed two Activity Areas (AA) where AA1a originally sought to provide up to 40% building coverage as a permitted activity and AA2a 60% where any coverage in excess of these thresholds was to be treated as a non-complying activity. This equated to enabling 1.83ha of building within AA1a and 13.16ha within AA2a.

To achieve an appropriate level of service AA1a (40%) was lowered to 30% a reduction of 4589m² while AA2a (60%) was lowered to 35% a reduction of 5.4ha in permitted building coverage. In addition to the lower building coverages and in recognition of the constraint the traffic generation presents to the Zone, a restricted discretionary assessment regime (44.5.5) was authored to enable assessment of traffic related matters for applications made to establish building coverages between 30%-40% AA1a and 35-65% AA2a.

The resulting traffic generation and intersection design was acceptable to NZTA and this was confirmed in consultation with the Agency's Mr Tony Sizemore, sufficiently so, that Traffic Engineer, Mr Jason Bartlett confirmed to commissioners NZTA was amenable to the revised submission 361 planning framework in this regard.

Commissioners heard submission 361 in Stage 1 hearings and recommended conferencing between the author of the s.32 analysis Ms Alyson Hutton and QLDC consultant planner Mr Robert Buxton. This conferencing was unrelated to traffic. Following conferencing a slightly adjusted CIZ planning framework was accepted by Commissioners. This recommendation was subsequently adopted by QLDC and appears as Chapter 44.

Chapter 44 was subject to one appeal from Jacks Point (ENV-2018-CHC-137) and Jacks Point have withdrawn the appeal point which relates to Chapter 44 as detailed in the amended notice of appeal filed with the Court 04th March 2019.

The existing Priority T (Northern Access Fig 2) was inspected by Opus early 2019 as being constructed in accordance with Austroads Priority T.

In June 2019 we made an application for works in SH6 to NZTA's consultants Opus to upgrade the existing Diagram E crossing (Southern Access Fig 2) to Austroads Priority T in association with an bulk titles subdivision design, internal roading layout and open space area ecological work within the southern part of CIZ. This was lodged as a pre-application but subsequently it has not been lodged formally as a consent application.

Following some delay, NZTA arranged a meeting October 2019 and advised that the reason we had not been given permission to construct the Austroads Priority T at the southern access point was that following the release of the *Government Policy Statement on Land Transport 2018* it was no longer acceptable to construct these type of intersections to service this type of development, a roundabout is required, and there are no other alternatives. NZTA advised this requirement was authenticated and could be enforced under NZTA's use of the *Governments Roading Powers Act 1989*.

Aside of the NZTA meeting, we had been working with QLDC Property and Infrastructure on a water supply for the CIZ which would support the wider Coneburn Valley reticulation network. September 2019 CIZ landowners lodged a resource consent application for the construction of water reservoirs above CIZ and are currently awaiting a decision.

In October 2019 we were made aware of a proposed residential development which had been accepted (SH190488) for processing under Housing Accords and Special Housing Areas Act 2013 (HASHA) requiring access for some 600 residential allotments onto SH6 directly opposite the southern access point. NZTA had advised the proponents of this development Queenstown Housing Ltd they would be required to construct a roundabout to serve this development.

Based upon the meeting with NZTA and knowledge of the SHA proposal, we met with QLDC's Mr Craig Barr at a preliminary and informal meeting in November 2019 to gather an understanding of the likelihood of seeking by Variation (or otherwise) amendments to the CIZ planning framework to revert building coverages within the Zone to those originally sought when a roundabout was proposed at the intersection of SH6 and Woolshed Road (Fig 1 above).

January 2020 Queenstown Housing Ltd representative Mr Dan Wells approached us to ascertain the likelihood of CIZ landowners entering into an agreement as a funding partner for the construction of a four-leg roundabout:

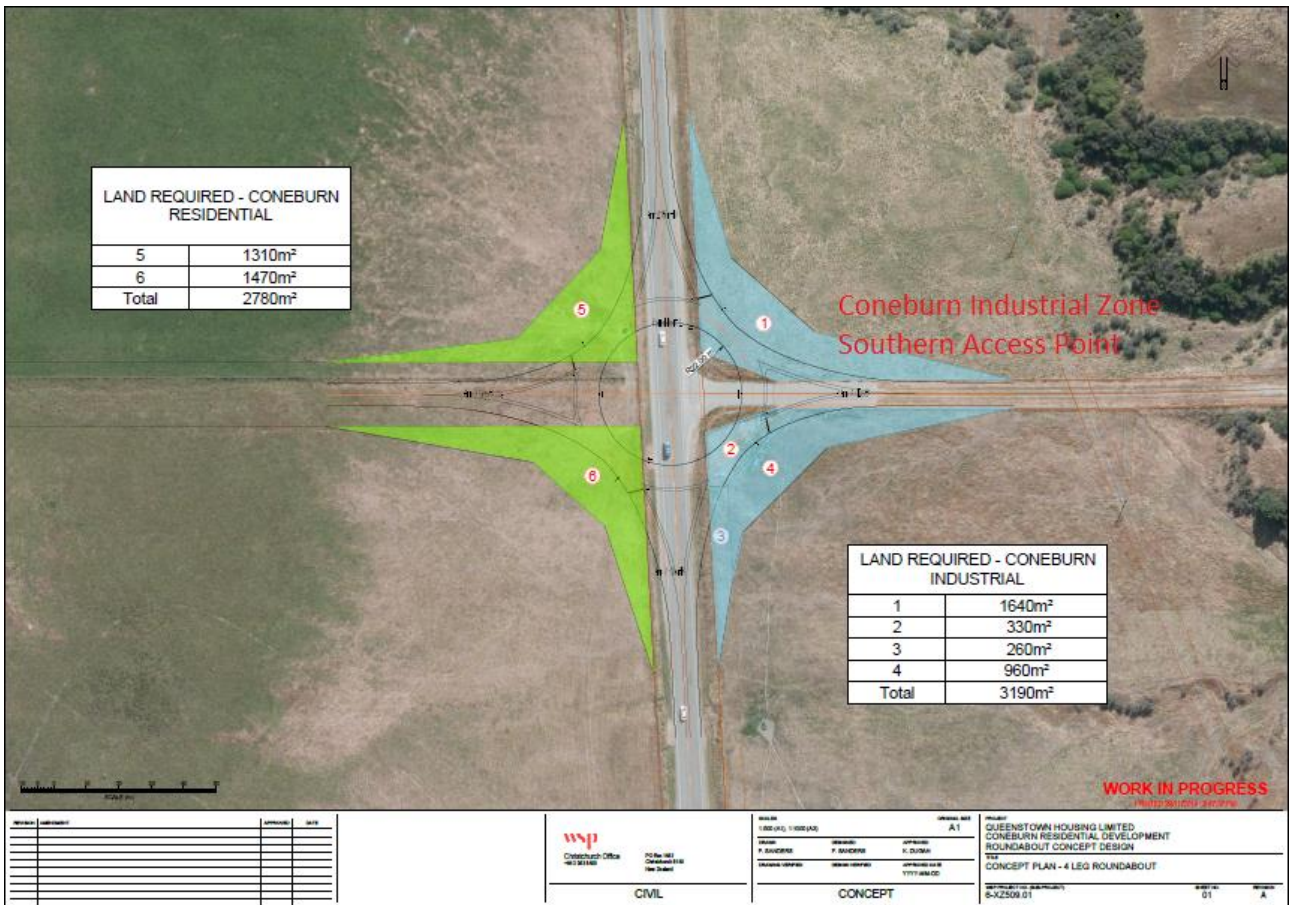


Figure 3: Proposed Four Leg Roundabout.

A cost share agreement as to the contribution from CIZ landowners towards the construction of the roundabout has been reached between CIZ landowners and Queenstown Housing Ltd.

Nick Geddes
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