



**DECISIONS OF THE QUEENSTOWN LAKES DISTRICT COUNCIL**  
**NOTIFICATION UNDER s95A AND s95B AND DETERMINATION UNDER s104**  
**OF THE RESOURCE MANAGEMENT ACT 1991**

<b>Applicant:</b>	APP 155 Limited
<b>RM reference:</b>	RM180844
<b>Application:</b>	Subdivision consent to create 29 allotments; 25 for residential purpose and four for access purposes; and  Land use consent for earthworks and transport related infringements
<b>Location:</b>	155 Arthurs Point Road, Arthurs Point
<b>Legal Description:</b>	Lot 3 Deposited Plan 331294 held in Record of Title (RT) 128811
<b>Operative District Plan Zoning:</b>	Rural Visitor
<b>Proposed District Plan Zoning:</b>	N/A
<b>Activity Status:</b>	<b>Restricted Discretionary</b>
<b>Date</b>	<b>12 June 2019</b>

**SUMMARY OF DECISIONS**

1. Pursuant to sections 95A-95F of the Resource Management Act 1991 (**RMA**) the application will be processed on a **non-notified** basis given the findings of Section 5 of this report. This decision is made by Andrew Woodford, Senior Planner, on 12 June 2019 under delegated authority pursuant to Section 34A of the RMA.
2. Pursuant to Section 104 of the RMA, consent is **GRANTED SUBJECT TO CONDITIONS** outlined in **Appendix 1** of this decision imposed pursuant to Section 108 of the RMA. This consent can only be implemented if the conditions in Appendix 1 are complied with by the consent holder. The decision to grant consent was considered (including the full and complete records available in Council's electronic file and responses to any queries) by Andrew Woodford, Senior Planner as delegate for the Council.

## 1. SUMMARY OF PROPOSAL AND SITE DESCRIPTION

Subdivision consent is sought to subdivide land which is legally described as Lot 3 DP 331294 at 155 Arthurs Point Road into 29 allotments. Lots 1 to 25 are proposed to be utilised for residential purposes. Lot 101 will function as a private road and be held in 25 undivided one-twenty fifth shares by the owners of Lots 1 to 25. Lots 201, 202 and 203 will function as access Lot.

Land use consent is also sought for earthworks and to construct a private road which has the potential to serve more than 12 units (noting that all future units will require a land use consent under the Operative District Plan).

It is noted that land use consent is **not** being sought for the establishment of residential units on the allotments in the future, with the applicant noting that future residential units will be subject to further land use consents. Notwithstanding this, the applicant is proposing some design and scale controls to be placed as consent notice requirements on the future lots. Any buildings and/or activities on the sites proposed allotments in the future will be required to comply with the requirements of the Operative District Plan, and Proposed District Plan (if applicable – noting that the Rural Visitor Zone has not yet undergone review).

The applicant has provided a detailed description of the proposal, the site and locality and the relevant site history in sections 1 – 4 of the report entitled *Resource Consent Application for a 25 Lot Residential Subdivision*, prepared by Amanda Leith of Southern Planning Group, and submitted as part of the application (hereon referred to as the applicant's AEE and attached as Appendix 2). This description is considered accurate and is adopted for the purpose of this report with the following additions:

- Initially the plans indicated that Lot 101 was to vest with Council as a road. This is no longer the case. Access to Lot 101 will be via an easement – as the vesting of this Lot to Council as a road would result in part of the Council roading network not being provided with a physical connection. All roads within the subdivision are proposed to remain private.
- The applicant has not triggered land use consent for earthworks rules. The subdivision chapter does not include the provision for earthworks on land which is located within Special Zones.
- The Operative District Plan (ODP) maps indicate that there is a Designation for a water reservoir on the northern portion of the site. This Designation has not been carried over within the PDP.

For ease of reference, the location of the subject site is shown in Figure 1 below:



Figure 1: Subject site (outlined in blue) and surrounding environment

## 2. ACTIVITY STATUS

The proposal requires consent for the following reasons:

### 2.1 THE DISTRICT PLAN

#### OPERATIVE DISTRICT PLAN (ODP)

The subject site is zoned Rural Visitor in the ODP and the proposed activity requires resource consent for the following reasons:

#### Subdivision

- A **controlled activity** resource consent pursuant to Rule 15.2.3.2 [b] for any subdivision or development in any zone which complies with all of the site and zone standards. Council's matter of control is listed with each controlled activity:
  - Rule 15.2.6.1 (lot sizes and dimensions);
  - Rule 15.2.7.1 (subdivision design);
  - Rule 15.2.8.1 (property access);
  - Rule 15.2.9.2 (esplanade provision);
  - Rule 15.2.10.1 (natural and other hazards);
  - Rule 15.2.11.1 (water supply);
  - Rule 15.2.12.1 (storm water disposal);
  - Rule 15.2.13.1 (sewage treatment and disposal);
  - Rule 15.2.14.1 (trade waste disposal);
  - Rule 15.2.15.1 (energy supply and telecommunications);
  - Rule 15.2.16.1 (open space and recreation);
  - Rule 15.2.17.1 (vegetation and landscaping);
  - Rule 15.2.18.1 (easements);

## Land Use

- A **restricted discretionary** activity pursuant to Rule 14.2.2.3 [ii] which states that any activity which does not comply with site standards shall be a discretionary activity with the exercise of the Council's discretion being restricted to the matter(s) specified in that standard. Site standard, 14.2.4.1 [vi] that provides that no private way or private vehicle access or shared access shall service sites with a potential to accommodate more than 12 units on the site and adjoining sites. Although no units are able to be built on the 25 lots proposed to be created as of right, it is intended that a residential unit be established on the sites in the future (subject to future land use consents). Therefore, it is assessed that the private road will be able to service in excess of 12 units. Council's discretion is restricted to this matter.
- A **restricted discretionary** activity pursuant to Rule 22.3.2.3 which provides that earthworks that are not listed as a permitted, controlled, discretionary, non-complying or prohibited activity and that do not comply with one or more of the Site Standards within Rule 22.3.3 shall be a Restricted Discretionary Activity. In this instance, site standard 22.3.3 [i] with regard to the total volume of earthworks is being breached. Within the Rural Visitor Zone, 1000m<sup>3</sup> of earthworks are permitted within one 12-month period per site. In this instance, 30,400m<sup>3</sup> of earthworks is proposed. Council's discretion is restricted to:
  - i. The nature and scale of the earthworks;
  - ii. Environmental protection measures;
  - iii. Remedial works and revegetation;
  - iv. The effects on landscape and visual amenity values;
  - v. The effects on land stability and flooding;
  - vi. The effects on water bodies;
  - vii. The effects on cultural and archaeological sites; and
  - viii. Noise.
- A **restricted discretionary** activity pursuant to Rule 22.3.2.3 which provides that earthworks that are not listed as a permitted, controlled, discretionary, non-complying or prohibited activity and that do not comply with one or more of the Site Standards within Rule 22.3.3 shall be a Restricted Discretionary Activity. In this instance, site standard 22.3.3 [ii (a (ii))] which states that all cuts and batters shall be laid back such their angle from the horizontal is no more than 65 degrees. In this instance, batters slopes of 1:1 (100% slope) are proposed. Council's discretion is restricted to:
  - i. The nature and scale of the earthworks;
  - ii. Environmental protection measures;
  - iii. Remedial works and revegetation;
  - iv. The effects on landscape and visual amenity values;
  - v. The effects on land stability and flooding;
  - vi. The effects on water bodies;
  - vii. The effects on cultural and archaeological sites; and
  - viii. Noise.

- A **restricted discretionary** activity pursuant to Rule 22.3.2.3 which provides that earthworks that are not listed as a permitted, controlled, discretionary, non-complying or prohibited activity and that do not comply with one or more of the Site Standards within Rule 22.3.3 shall be a Restricted Discretionary Activity. In this instance, site standard 22.3.3 [ii (a (iii))] which states that the maximum height of any fill shall not exceed 2 metres. In this instance, the maximum fill height is 5.2 metres. Council's discretion is restricted to:
  - i. The nature and scale of the earthworks;
  - ii. Environmental protection measures;
  - iii. Remedial works and revegetation;
  - iv. The effects on landscape and visual amenity values;
  - v. The effects on land stability and flooding;
  - vi. The effects on water bodies;
  - vii. The effects on cultural and archaeological sites; and
  - viii. Noise.

## **PROPOSED DISTRICT PLAN - STAGE 1 AND 2 DECISIONS**

Council notified its decisions on Stage 1 of the Proposed District Plan (**Stage 1 Decisions Version 2018**) on 7 May 2018 and Stage 2 (**Stage 2 Decisions Version 2019**) on 21 March 2019. The Rural Visitor Zone has not undergone review as of yet and therefore there are no rules within the PDP that require to be triggered.

### **2.2 NATIONAL ENVIRONMENTAL STANDARD FOR ASSESSING AND MANAGING CONTAMINANTS IN SOIL TO PROTECT HUMAN HEALTH**

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

## **3. SECTION 95A – PUBLIC NOTIFICATION**

Section 95A of the RMA requires a decision on whether or not to publicly notify an application. The following steps set out in this section, in the order given, are used to determine whether to publicly notify an application for a resource consent.

### **3.1 Step 1 – Mandatory public notification**

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

Public Notification is not required as a result of a refusal by the applicant to provide further information or refusal of the commissioning of a report under section 92(2)(b) of the RMA (s95A(3)(b)).

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

### **3.2 Step 2 – Public notification precluded**

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

The proposal is a restricted discretionary subdivision and land use consent and therefore precluded from public notification by s95A(b)(ii).

Therefore, no assessment in accordance with Step 3 is required.

### **3.3 Step 4 – Public Notification in Special Circumstances**

There are no special circumstances in relation to this application.

## **4. LIMITED NOTIFICATION (s95B)**

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

### **4.1 Step 1: certain affected groups and affected persons must be notified**

Limited notification is not required under Step 1 as the proposal does not affect customary rights groups, customary marine title groups nor is it on, adjacent to or may affect land subject to a statutory acknowledgement (s95B(2)-(4)).

### **4.2 Step 2: if not required by Step 1, limited notification precluded in certain circumstances**

Limited notification is not precluded under Step 2 as the proposal is not subject to a rule in the District Plan or is not subject to a NES that precludes notification (s95B(6)(a)).

Limited notification is not precluded under Step 2 as the proposal is not a controlled activity or a prescribed activity (s95B(6)(b)).

Therefore, an assessment in accordance with Step 3 is required.

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

If limited notification is not precluded by step 2, a consent authority must determine, in accordance with section 95E, whether the following are affected persons:

#### *Boundary activity / Prescribed activity*

The proposal is not a boundary activity where the owner of an infringed boundary has not provided their approval, and it is not a prescribed activity (s95B(7)).

#### *Any other activity*

If not a boundary activity or prescribed activity, the proposed activity falls into the 'any other activity' category (s95B(8)), and the effects of the proposed activity are to be assessed in accordance with section 95E (see the assessment below in section 4.3.3).

#### **4.3.1 Assessment Of Effects On Persons (s95E)**

##### **Effects That May Be Disregarded**

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

The consent authority **may** disregard an adverse effect of the activity on a person if a rule or national environmental standard permits an activity with that effect. In this case, all subdivisions require resource consent and therefore, the permitted baseline is not of relevance to this application.

#### **4.3.2 Persons who have provided written approval (s95E(3))**

No persons have provided approval for the application.

### 4.3.3 Assessment: Effects on Persons

The following outlines an assessment as to whether the activity will have or is likely to have adverse effects on persons that are minor or more than minor:

#### *Owners and Occupiers of 157 Arthurs Point Road (Lot 2 DP 331294)*

This property is owned by QRC Limited and operates as the Shotover Lodge which provides short term accommodation and long term rental accommodation.

Access to the proposed development is proposed to be via an existing right of way in favour of the subject site over Lot 2 DP 331294. The existing easement is to the south of Lot 2 and connect to the 'leg in' which is proposed to become Lot 101 – a private road which will provide access to the proposed allotments. The existing easement will 'fall' to all 29 lots proposed by way of this consent (inclusive of access lots). The subdivision, which will result in 25 lots proposed to be utilised for residential purposes, is largely controlled by the Operative District Plan (as there are no minimum lot sizes). The right of way to the south of Lot 2 DP 331294 will require physical work – however it has always been the intent that this this right of way be formed and utilised. The subject site, and easement, was created by subdivision resource consent RM030691. There was a formed access within this location at this time (where access to the Shotover Lodge is now) and the application for RM030691 provided that "*it is intended to use the existing access point to physically access Lots 2 and 3, with an easement being registered on the Title for Lot 1 (now Lot 2 DP 331294) ensuring the continuation in perpetuity of this access*". It is further noted that a condition of this consent required that the right of ways be formed prior to s224c. However, this formation was never completed.

With specific regard to the use of the right of way – the applicants are seeking consent to establish 25 lots with the intent that these lots will be used for residential purposes (subject to future land use consents). These lot sizes are anticipated as a controlled activity within the Rural Visitor Zone.

Taking the above into consideration, it has always been anticipated that this right of way be formed and therefore with regard to the effects of the formation on the owners and occupiers of Lot 2 331294, effects are assessed as being less than minor. The use of the right of way to service this many allotments within this zone is anticipated by the controlled activity status of the subdivision itself. The use of private infrastructure in this instance will be managed by a management organisation that future lot owners will be required to join. This will ensure that the private infrastructure, including the private roads, will be able to be appropriately maintained.

All future land use activities on the Lots will be subject to the requirements of the Operative District Plan (and Proposed Distract Plan should an activity be proposed once this site has undergone the District Plan review).

Earthworks to construct the internal roading and install infrastructure will have a discernible effect. However, hours will restrict these earthworks to take place during daytime hours with no earthworks to be undertaken on Sundays and public holidays. While rock breaking is expected, no rock blasting is anticipated. Further, earthworks will be relatively temporary in nature. With regard to earthworks, the effects on the owners and occupiers of this property is assessed as less than minor.

Overall, it is assessed that the effects arising from this proposal on the owners and occupiers of Lot 2 DP 331294 will be less than minor.

#### *Owners and Occupiers of 201 Arthurs Point Road (Lot 1 DP 515200)*

Earthworks to install internal roading and infrastructure will take place in proximity to this boundary with built form being subject to District Plan requirements. While earthworks will be discernible, they will take place during daytime hours and no rock blasting is anticipated.

Overall it is assessed that the effects arising from this proposal on the owners and occupiers of Lot 1 DP 525200 will be less than minor.

### *Owners of Occupiers of Properties to the west of the subject site within the Bullendale Development*

The access is proposed to run adjacent to the east of properties which are located within the Bullendale Development (SH160143). As denoted in Figure 2 below, there are three residential units located in very close proximity to the access leg in, which “block 4” being somewhat offset from access location.



*Figure 2: Eastern portion of the ‘Bullendale’ Development. Access to the development proposed herein is proposed to be to the east of this development where the leg-in is denoted.*

Vehicles utilising this access will be discernible for the owners and occupiers of properties located to the east of this development, especially properties located directly adjacent to the boundary, however the scale of the subdivision is somewhat anticipated as a controlled activity within the Rural Visitor Zone. The use of the future lots will be subject to District Plan requirements.

Earthworks to construct the internal roading and install infrastructure will have a discernible effect. However, hours will restrict these earthworks to take place during daytime hours with no earthworks to be undertaken on Sundays and public holidays. While rock breaking is expected, no rock blasting is anticipated. Further, earthworks will be relatively temporary in nature. With regard to earthworks, the effects on the owners and occupiers of this property is assessed as less than minor.

Overall, it is assessed that the effect on the owners and occupiers of any building within the Bullendale development will be less than minor.

#### *Others*

No other persons are considered to be potentially affected by the proposal. The property to the north has a common owner (Adam Smith). The effect on any other persons is assessed as less than minor.

#### 4.3.4 Decision: Effects on Persons (s95B(1))

In terms of section 95E of the RMA, no person is considered to be adversely affected.

#### **4.4 Step 4 – Further Limited Notification in Special Circumstances (s95B(10))**

Special circumstances do not apply that require limited notification.

### **5. OVERALL NOTIFICATION DETERMINATION**

In reliance on the assessment undertaken in sections 3 and 4 above, the application is to be processed on a non-notified basis.

### **6. S104 ASSESSMENT**

#### **6.1 EFFECTS ON THE ENVIRONMENT (s104(1)(a))**

Effects on specific persons have been assessed within section 4 of this report. The following assessment is made with regard to effects on the environment under s104.

The relevant assessment matters in Section 14 (Transport), 15 (Subdivision, Development and Financial Contributions) and 22 (Earthworks) of the ODP have been considered in the assessment below.

#### **Transport**

##### *Private Roads*

As largely detailed in section 4 above, an existing right of way over Lot 2 DP 331294 is proposed to be utilised. It is noted that Lot 101 will not vest as a road with Council, as initially detailed within the AEE and scheme plans. This is because Lot 101 could not physically connect with Arthurs Point Road, as the location of the leg in (where it adjoins Arthurs Point Road) would be too close to the Bullendale access to the west – resulting in unacceptable traffic safety outcomes. Generally, Council does not allow for private roads where there are more than 12 units. This is due to management structures often not functioning appropriately, resulting in roading that is not maintained. The applicant was encouraged to see whether the land where the existing right of way easement is located could be included as part of the subdivision; this would allow the main trunk road to vest with Council. As Mr Hewland notes with regard to this matter:

*“To mitigate concerns over any future maintenance burden on Council associated with a private road of that scale, and to ensure future property owners are aware of their obligations the applicant has offered a range of mechanisms as follows;*

- *All lot owners will own an undivided share in the Road (Lot 101).*
- *Register an easement over the Road to establish and clarify usage rights and maintenance obligations. Those provisions can be quite comprehensive and could require owners to contribute to a communal fund on an annual basis.*
- *Register an encumbrance on all lots in favour of QLDC which:*
  - o *Acknowledges that the Road is privately owned, and QLDC has no maintenance obligations in respect to the Road; and*
  - o *Requires the lot owners to maintain the Road to the standard required by QLDC.”*

Mr Hewland’s findings are largely accepted – however it is assessed that a consent notice instrument or covenant in gross are more appropriate instruments to record this requirement and to ensure that future lot owners are aware of their requirements. Nevertheless, it is assessed that sufficient protection has been provided to ensure that the private road does not become a maintenance burden for Council in the future.

Taking into account the above, it is assessed that not requiring Lot 101 to vest will have acceptable effects on the environment.

## Subdivision

### Lot Sizes

The 25 lots proposed to be utilised for residential purposes in the future (once again noting that these will be subject to further land use consents) range in net area size between 610m<sup>2</sup> and 1240m<sup>2</sup>. There is no minimum lot size within the Rural Visitor Zone.

Overall, these lot sizes are assessed as being appropriate for this zone and effect on the environment are considered acceptable.

### Subdivision Design

The subdivision has a fairly basic and uniform design with one main trunk road providing access to the majority of the allotments which are intended to be utilised for residential purposes in the future, with three smaller access lots providing access to the remaining allotments. A footpath will be provided from Arthurs point road into the proposed development. It is noted that footpath will only be provided on one side of the private road, as opposed to two. Mr Hewland has assessed this as being appropriate. This is accepted.

Rubbish will be collected from Arthurs Point Road, as is the case with other developments along this road. This is considered to be acceptable. The location alongside Arthurs Point Road for rubbish bins to be stored is at a sufficient distance from inhabited buildings. The specific location of this collection area will be approved through the Engineering Acceptance stage.

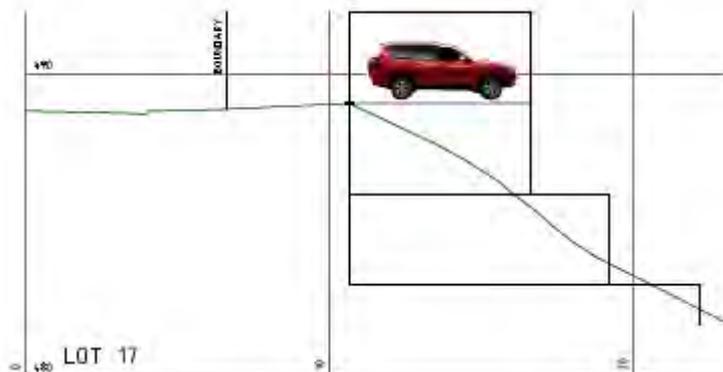
Overall, the design of the subdivision is assessed as being appropriate and effects on the environment are considered acceptable.

### Property Access

As detailed previously in this report, access to the subdivision is proposed from Arthurs Point Road via an existing right of way easement which will connect to the leg in on the subject site. It is assessed that the effects on the wider environment as a result of utilising this right of way are acceptable.

The application does not include the provision to form vehicle crossings from the private access ways to the individual allotments. With regard to this, Mr Hewland has commented:

*“Due to the sites moderately steep topography and proposed lot layout many of the dwelling design options are constrained. An analysis of each lot access has been provided that confirms feasibility for each, noting many lots will require structures that provide garaging at road level, eg;*



*Due to the complexities associated with this I believe it is best for the future lot owner to construct their own access so as not to constrain their options. The details of these crossings will be assessed under a "Connection to Council Services" application at the time of the lot development. Stantec recommend that Lots 23 and 25 are only accessed from Road ACC 003, and that Lots 2-6, and 10-15, are only accessed from the respective upper road formation and a related consent notice is recommended."*

Overall, it is considered that there is appropriate access to the subdivision itself and that future lots can feasibly achieve access and are not necessary to be formed now to achieve good subdivision design. Effects on the environment with regard to property access are therefore considered acceptable.

#### Esplanade Provision

There are no water bodies within the subject site that warrant the requirement of esplanades. Effects in this regard on the environment are considered nil.

#### Natural and Other Hazards

Records held at Council show that the liquefaction risk to the site is considered to be nil-low risk. The application has included a geotechnical report provided by Bell Geoconsulting Limited which includes an assessment of a "dormant pre-existing schist debris landslide" which is a 1,000,000,000m<sup>3</sup> landslide. Mr Hewland accepts that the author of this geotechnical report is an expert with regard to this landslide having considerable published papers on the subject.

#### Servicing

The site is not currently serviced, however there are reticulated services and stormwater disposal options available within Arthurs Point Road.

Because the development is accessed over a private right of way that does not provide Council maintenance staff or contractors with a right of access, all servicing infrastructure within the development is to be privately owned. Councils Property and Infrastructure department has provided the following comment with regard to private infrastructure, which Mr Hewland has incorporated into his report:

*"There shall be a clear demarcation point for each of the services to show where QLDC responsibility ends and private responsibility starts. The physical demarcation point would be a maintenance structure or similar feature as follows:*

- *Water – Isolation valve on the water main feeding the development. This shall include a bulk flow meter and back flow prevention.*
- *Wastewater – A manhole on QLDC main at or near the boundary.*
- *Stormwater – A manhole on QLDC main at or near the boundary.*
- *Roading – A threshold at the Arthurs Point road intersection along with road name blades with 'Private' and 'no exit' signage.*

*For roading run-off, sumps shall be constructed to Code of Practice which shall trap all grit and prevent it from reaching the QLDC reticulation network.*

*A legal entity shall be established that legally binds all the lot owners to their maintenance responsibilities such as keeping sumps cleaned etc. The maintenance shall be outlined in an O & M manual for the private infrastructure.*

*There shall be a consent notice requirement so that QLDC can have legal ability to enforce the responsible body to complete maintenance."*

Mr Hewland has accepted these requirements as relevant conditions for engineering review and acceptable. The consent holder will be responsible for establishing a suitable management organisation which will be responsible for implementing and maintaining the on-going maintenance of the private access ways and servicing infrastructure associated with the subdivision, including a Fire and Emergency New Zealand (FENZ) approved maintenance regime for the private hydrant network. All documentation associated with the establishment of the management company will be checked by Council's solicitors prior to the s224c certificate being issued. Such a condition is assessed as being appropriate and will ensure an appropriate legal management structure is in place with regard to the private infrastructure and servicing.

Overall, with regard to the private infrastructure proposed, effects on the wider environment are assessed as being acceptable.

#### *Potable Water*

Modelling has been undertaken, based on 25 lots. It has been confirmed that this modelling was based on two independent units being constructed on each site – hence a consent notice condition is proposed providing that there shall be a maximum of two independent units on each site (should further land use resource consent be granted in the future). The two units could comprise of two principle residential units with no residential flats, or a residential unit with a residential flat. If two residential units are constructed, no residential flats are to be constructed. Council's Chief Engineer, Mr Ulrich Glasnor, confirmed no network upgrades are necessary if the developer utilises their own pump station. As such, Mr Hewland has provided the following comment:

*“Accordingly, I recommend that details of the potable supply and firefighting pump stations are included with the reticulation design, for review and acceptance. This design needs to allow for a period of no electricity to ensure a continuation of supply, this could be in the form of a backup generator or a header tank within the development to provide a gravity feed. The design shall also include an isolation valve on the water main feeding the development with back flow prevention and a bulk flow meter”*

The above is accepted and related conditions are recommended.

Overall, with regard to potable water, as efficient supply can be made to the lots, effects on the wider environment are assessed as being acceptable.

#### *Fire-fighting*

Mr Hewland has identified that hydrants will be required to be installed within the road network with a pump to boost the pressure to achieve minimum pressure for all proposed lots. FENZ have provided initial comment on the application regarding the private hydrant network. They are satisfied that the private hydrant network is appropriate, subject to final locations and their maintenance regime being approved by FENZ and requiring the private roads to meet the minimum Code of Practice requirements – which Mr Hewland notes that they do. The maintenance of these hydrants will be included as part of the management entity, which has been previously discussed within this report.

Overall, with regard to fire-fighting water supply, this is able to be supplied and managed appropriately and therefore effects on the wider environment are assessed as being acceptable.

#### *Wastewater*

The applicant seeks to connect to Council's 150mm reticulated wastewater within Arthurs Point Road. To this effect, Mr Hewland has commented:

*“Modelling of the available capacity in the network for the proposed 25 lots has been undertaken. This concluded that the downstream pump station has the capacity to take the extra flows. It is also understood that upgrades to the sewer upstream of the pump station is being considered by Council. Accordingly, I recommend that details of the wastewater reticulation is provided for review and acceptance, this shall include details demonstrating a clear demarcation point to show where QLDC responsibility ends and private responsibility starts.”*

This is accepted. Overall, as it has been demonstrated that capacity is available for additional wastewater flows, it is assessed that effects on the wider environment are acceptable.

#### *Stormwater*

Mr Hewland notes that the subject site sits below a reasonably sized catchment. Flows will be intercepted, managed and discharged downstream of the site. The geotechnical report, submitted as part of the application provides that *“The need to control spring discharges near the upper property boundary is considered a key requirement for development of some of the upper lots”*. With regard to this matter, Mr Hewland has noted that further details of how this will be achieved will need to be provided for review and acceptance. This is accepted.

Mr Hewland further comments:

*“It is proposed to connect the development to the 600mm culvert constructed beneath Arthurs Point Road. Details and calculations demonstrating the feasibility of this have been provided with the application. This will need to be confirmed along with the capacity of all downstream reticulation and culverts. Because of the size of the receiving water there is no need to detain or attenuate the flows prior to discharge.*

*Because the water will discharge directly into the Shotover River I recommend that stormwater treatment is carried out to prevent any hydrocarbons or intercept-able solids from polluting the river.*

*I recommend that final design details of the primary and secondary stormwater systems are submitted for review and acceptance. This shall include details demonstrating a clear demarcation point to show where QLDC responsibility ends and private responsibility starts.”*

Mr Hewland’s comments are accepted. The application has demonstrated that stormwater effects can be adequately remediated and mitigated.

Taking the above into consideration, it is assessed that effects on the wider environment arising from stormwater from the development are acceptable.

#### Vegetation and Landscaping

Landscaping plans have been provided as part of the application which shows rather extensive landscaping alongside the private roads throughout the development. The majority of the leg-in is proposed to be planted alongside both boundaries with Mountain beeches with several smaller species such as flax also proposed.

All the private roads will be landscaped – in total, the applicant is proposing to plant several thousand plants of differing heights. The vegetation proposed utilises species which are common throughout the District and are considered to be appropriate. As the roads are not vesting with Council, the maintenance of this vegetation will also form part of the management entity which is required to be established.

It is noted that the landscaping plans submitted with the application are based on the initial design which includes an intersection at the end of the leg in on the subject site with Arthurs Point Road. It is therefore suggested that amended landscape plans be provided to detail changes proposed as a result of this access change. The applicant has accepted this condition. All other landscaping is to remain in general accordance with the plans as submitted. To ensure landscaping is carried out in a timely fashion and to an appropriate standard, a condition requiring it be established prior to s224c certification is also recommended.

Overall, it is considered that the landscaping is appropriate and the effects on the wider environment as a result of the proposed vegetation and landscaping is acceptable.

### Easements

Any easements required will be private as no infrastructure is being vested with Council. It has been established in this report that access is able to be obtained to all allotments and servicing is able to be put in place. Easements will be provided for as necessary.

Overall with regard to the establishment of new easements, effects on the wider environment are assessed as acceptable.

### **Earthworks**

Earthworks are required to form the private roads and install infrastructure within the subdivision. Due to the topography of the site, relatively deep cuts are required, especially alongside the northern boundary. Batter slopes of 1:1 or shallower are proposed throughout – and the geotechnical report submitted with the application has confirmed this as appropriate, which Mr Hewland has agreed with. Mr Hewland has subsequently recommended a condition that the earthworks take place in accordance with the plans submitted within the application. This is accepted. While landscaping which such cuts and batters has the potential to detract from landscape values, landscaping required will ensure that such effects will be temporary and can be successfully mitigated.

Rock breaking is likely to be required, however no rock blasting is required. Construction sound and vibration management standards are required to be complied with – which anticipates greater noise levels during construction works. With 30,400m<sup>3</sup> of earthworks required over an area of 3000m<sup>2</sup>, earthworks will be discernible within the surrounding environment. However, with the imposition of conditions relating to hours of that earthworks can take place, potential effects are assessed as being acceptable.

Mr Hewland has recommended that a construction site management plan be submitted for approval as part of the Engineering Acceptance process, which is to detail dust control, stormwater, silt and sediment control and roading maintenance throughout earthworks. The implementation of this site management plan will ensure earthworks can be carried out in such a way that the surrounding environment is not adversely affected.

Temporary effects associated with earthworks taking place on a site which is highly visible is considered to be acceptable, taking into consideration the zoning.

As the earthworks form part of the land use component of the consent, the applicant has agreed to a condition that earthworks are only to be undertaken in accordance with the subdivision consent conditions – as the subdivision contains conditions regarding Engineering Acceptance and the requirement for a site management plan, as previously mentioned.

Overall with regard to earthworks, is assessed that effects on the wider environment are acceptable.

### **Conclusion**

It has been established above that effects are appropriate and will be successfully avoided, remedied or mitigated, subject to the recommended conditions which can be imposed under s108 of the RMA.

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

### Operative District Plan

The relevant operative objectives and policies are contained within Parts 12 (Rural Visitor), 14 (Transport), 15 (Subdivision, Development and Financial Contributions) and 22 (Earthworks) of the ODP. The applicant's assessment at section 9.1 of the AEE is comprehensive, considered largely accurate and is therefore adopted for the purpose of this report with the following further comments and assessment.

The applicant's assessment notes that the internal roads of the subdivision will vest with Council. This is no longer the case. Notwithstanding this point, the roads, which will be private, are proposed to be formed to a standard that complies with Table 3.2 of the Land Development and Subdivision Code of Practice. The standard of roading is therefore assessed as appropriate. With regard to the maintenance of the private roads, a management organisation is required to be established. The management organisation will set out the obligations and responsibility of lot owners with regard to the up keep of the private infrastructure, including the roads. The objectives and policies contained within Chapter 14 seek to ensure new roading infrastructure is designed in a way that is safe, efficient and is appropriate for the surrounding environment. Building on this, the objectives and policies within Chapter 15 seek to ensure that the cost of installing infrastructure is borne by the developer and that infrastructure is designed to an appropriate standard. All necessary infrastructure will be installed by the consent holder. While individual vehicle crossing points are not proposed to be installed by the consent holder, this is deemed to be appropriate in this circumstance as the steep topography of the site will result in crossing points being specifically designed to accommodate future land use activities. It is satisfied that the specific location of the vehicle crossing points is not necessary to the subdivision design of this specific site. It is also noted that an Outstanding Natural Landscape (ONL) is located to the rear of the site – however as mentioned, all future land use activities are required to comply with District Plan requirements. Therefore, potential effects on the ONL are assessed as being acceptable.

As such, it has been satisfied that the proposal is consistent with the objectives and policies contained within Chapter 15.

The objectives and policies of Chapter 22 (Earthworks) seek to ensure that earthworks are undertaken in a way that minimises adverse environmental effects. In this instance, a site management plan is required to be certified by Council prior to works commencing. Further, hours of operation will limit potential nuisance effects. Taking these matters into consideration, it is assessed that the earthworks proposed are consistent with the objectives and pia comprehensive Environmental Management Plan is required to be approved by Council prior to earthworks on the site starting. Such a plan will ensure that earthworks are carried out in such a way that any potential environmental disruption is avoided.

Overall with regard to the private infrastructure and the development as a whole, it is assessed that the proposal is consistent with the relevant objectives and policies contained within the Operative District Plan.

#### Proposed District Plan (Stage 1 – Decisions Version 2018)

Although the Rural Visitor Zone has not yet been subject to the District Plan review, Chapters 3 – 6 o the PDP apply across the entire district. In this instance, Chapter 3 (Strategic Direction) seeks to ensure that urban type developments take place within the Urban Growth Boundary. In this instance, the site is located within the Urban Growth Boundary. Therefore, allotments of this size are deemed to be appropriate.

It is noted that several of the objective and policies within Chapters 3 – 6 are under Appeal. Notwithstanding this, it is assessed that the proposal is consistent with the higher level district wide policies.

#### Proposed District Plan (Stage 2 Decisions Version 2019)

Council notified its decisions on Stage 2 of the Proposed District Plan 21 March 2019. There are no relevant objectives and policies that have immediate legal effect.

#### Weighting between Operative District Plan and Proposed District Plan (Stage 1 Decisions Version 2018 and Stage 2 Notified Version)

In this case, as the conclusions reached in the above assessment lead to the same conclusion under both the ODP and PDP, no weighting assessment is required.

#### **6.4 OTHER MATTERS – SUBDIVISION (s106)**

A consent authority may refuse to grant a subdivision consent, or may grant a subdivision consent subject to conditions, if it considers that the land is or is likely to be subject to, or is likely to accelerate material damage from natural hazards, or where sufficient provision for legal and physical access to each allotment has not been made.

In this case, the granting of consent will not accelerate material damage from natural hazards. Further, sufficient provision has been made for legal and physical access to each allotment.

#### **6.5 PART 2 OF THE RMA**

This proposal is considered to appropriately avoid, remedy and mitigate any adverse effects on the environment while also providing for sustainable management. As such, it can be considered that this proposal is in accordance with Part 2 of the RMA.

#### **6.6 DECISION ON RESOURCE CONSENT PURSUANT TO SECTION 104 OF THE RMA**

Consent is **granted** to subdivide land legally described Lot 3 DP 331294 into 29 allotments (25 for residential purposes) subject to the conditions outlined in *Appendix 1 (Decision A)* of this decision report imposed pursuant to Section 220 of the RMA.

#### **6.7 DECISION ON RESOURCE CONSENT PURSUANT TO SECTION 104 OF THE RMA**

Consent is **granted** to undertake earthworks and for traffic relates breaches subject to the conditions outlined in *Appendix 1 (Decision B)* of this decision report imposed pursuant to Section 108 of the RMA.

### **7.0 DEVELOPMENT CONTRIBUTIONS AND ADMINISTRATIVE MATTERS**

#### *Local Government Act 2002: Development Contributions*

In granting this resource consent, pursuant to the Local Government Act 2002 and the Council's Policy on Development Contributions the Council has identified that a Development Contribution is required. Payment will be due prior to any application for certification pursuant to section 224(c) of the RMA.

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

#### *Administrative Matters*

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

The Council will contact you in due course to arrange the required monitoring. It is suggested that you contact the Council if you intend to delay implementation of this consent or if all conditions have been met.

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

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

If you have any enquiries please contact Alex Dunn on phone (03) 443 0126 or email alex.dunn@qldc.govt.nz.

Report prepared by

Decision made by



Alex Dunn  
**SENIOR PLANNER**

Andrew Woodford  
**SENIOR PLANNER**

**APPENDIX 1 – Consent Conditions**  
**APPENDIX 2 – Applicant's AEE**

## **APPENDIX 1 – DECISION A: SUBDIVISION CONSENT CONDITIONS**

### General Conditions

1. That the development must be undertaken/carried out in accordance with the plans:
  - ‘APP 155 Limited Residential Development – All Stages – Boundary Dimensions’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 012. Dated 04.18. Revision -.
  - ‘APP 155 Limited Residential Development – All Stages – Boundary Dimensions’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 013. Dated 04.18. Revision E.
  - ‘APP 155 Limited Residential Development – All Stages – Road Layout’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 004. Dated 04.18. Revision E.
  - ‘APP 155 Limited Residential Development – All Stages – Road Layout’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 005. Dated 04.18. Revision E.
  - ‘APP 155 Limited Residential Development – All Stages – Cut/Fill Depths’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 006. Dated 04.18. Revision E.
  - ‘APP 155 Limited Residential Development – All Stages – Cut/Fill Depths’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 007. Dated 04.18. Revision E.
  - ‘APP 155 Limited Residential Development – All Stages – Road Typical Cross Sections’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 008. Dated 04.18. Revision C.
  - ‘APP 155 Limited Residential Development – All Stages – Road Typical Cross Sections’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 009. Dated 04.18. Revision C.
  - ‘APP 155 Limited Residential Development – All Stages – Road Typical Cross Sections’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 010. Dated 04.18. Revision C.
  - ‘APP 155 Limited Residential Development – All Stages – Road Longsections’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 011. Dated 04.18. Revision E.
  - ‘APP 155 Limited Residential Development – All Stages – Swept Paths – Road 001/Arthur’s Point Road Intersection – Design Vehicle’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 014. Dated 04.18. Revision E.
  - ‘APP 155 Limited Residential Development – All Stages – Swept Paths – Road 001/Arthur’s Point Road Intersection – Checking Vehicle’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 014A. Dated 04.18. Revision E.
  - ‘APP 155 Limited Residential Development – Swept Paths – Internal Intersections and Turning Areas – Design Vehicle Left Turns’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 015. Dated 04.18. Revision E.
  - ‘APP 155 Limited Residential Development – Swept Paths – Internal Intersections and Turning Areas – Design Vehicle Left Turns’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 015A. Dated 04.18. Revision E.
  - ‘APP 155 Limited Residential Development – Swept Paths – Internal Intersections and Turning Areas – Design Vehicle Right Turns’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 016. Dated 04.18. Revision E.
  - ‘APP 155 Limited Residential Development – All Stages – Swept Paths – Internal Roads – Checking Vehicle Left Turns’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 017. Dated 04.18. Revision E.
  - ‘APP 155 Limited Residential Development – All Stages – Swept Paths – Internal Roads – Checking Vehicle Right Turns’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 018. Dated 04.18. Revision E.
  - ‘APP 155 Limited Residential Development – All Stages – Swept Paths – Internal Roads – Fire Appliance In’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 019. Dated 04.18. Revision E.
  - ‘APP 155 Limited Residential Development – All Stages – Swept Paths – Internal Roads – Fire Appliance Out’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 020. Dated 04.18. Revision E.

- ‘APP 155 Limited Residential Development – All Stages – Arthur’s Point Road Intersection Road Marking and Signage’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 021. Dated 04.18. Revision E.

**stamped as approved on 11 June 2019**

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

2. This consent shall not be exercised and no work or activity associated with it may be commenced or continued until the following charges have been paid in full: all charges fixed in accordance with section 36(1) of the Resource Management Act 1991 and any finalised, additional charges under section 36(3) of the Act.

*General*

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

*Note: The current standards are available on Council’s website via the following link:*

<http://www qldc.govt.nz>

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

4. The owner of the land being developed shall provide a letter to the Manager of Resource Management Engineering at Council advising who their representative is for the design and execution of the engineering works and construction works required in association with this development and shall confirm that these representatives will be responsible for all aspects of the works covered under Sections 1.7 & 1.8 of QLDC’s Land Development and Subdivision Code of Practice, in relation to this development.
5. At least 7 days prior to commencing excavations, the consent holder shall provide the Manager of Resource Management Engineering at Council with the name of a suitably qualified professional as defined in Section 1.7 of QLDC’s Land Development and Subdivision Code of Practice who is familiar with the Bell Consulting Ltd report dated 01 June 2018, reference 1872/01, and who shall supervise the excavation procedure, stormwater management during construction, and retaining wall construction and ensure compliance with the recommendations of this report and ensure compliance with NZS 4431:1989 plus submit a Schedule 2A and geotechnical Completion report to Council on completion of earthworks for each lot/stage. This engineer shall continually assess the condition of the excavation and shall be responsible for ensuring that temporary retaining is installed wherever necessary to avoid any potential erosion or instability.
6. Prior to commencing works on site, the consent holder shall obtain and implement an approved traffic management plan approved by Council prior to undertaking any works within or adjacent to Council’s road reserve that affects the normal operating conditions of the road reserve through disruption, inconvenience or delay. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor (STMS). All contractors obligated to implement temporary traffic management plans shall employ a qualified STMS to manage the site in accordance with the requirements of the NZTA’s “*Traffic Control Devices Manual Part 8: Code of practice for temporary traffic management*”. The STMS shall implement the Traffic Management Plan. A copy of the approved plan shall be submitted to the Manager of Resource Management Engineering at Council prior to works commencing.

7. Prior to commencing works on the site, the consent holder shall obtain 'Engineering Review and Acceptance' from the Queenstown Lakes District Council for development works to be undertaken and information requirements specified below. The application shall include all development items listed below unless a 'partial' review approach has been approved in writing by the Manager of Resource Management Engineering at Council. The 'Engineering Review and Acceptance' application(s) shall be submitted to the Manager of Resource Management Engineering at Council for review, prior to acceptance being issued. At Council's discretion, specific designs may be subject to a Peer Review, organised by the Council at the applicant's cost. The 'Engineering Review and Acceptance' application(s) shall include copies of all specifications, calculations, design plans and Schedule 1A design certificates as is considered by Council to be both necessary and adequate, in accordance with Condition (3), to detail the following requirements:
- a) The provision of a water supply to Lots 1-25 in terms of Council's standards and connection policy. This shall include a pump station to achieve Council's standards for all residential lots in accordance with Appendix H of QLDC's Land Development and Subdivision Code of Practice. The water system shall ensure a water supply in the event of a power outage, either by storage or by backup generator to the pump station. The design shall also include an isolation valve on the water main feeding the development with back flow prevention and a bulk flow meter.
  - b) The provision of fire hydrants with adequate pressure and flow to service the development with a minimum Class FW2 firefighting water supply in accordance with the NZ Fire Service Code of Practice for Firefighting Water Supplies SNZ PAS 4509:2008 (or superseding standard). This shall include a pump station in accordance with Appendix H of QLDC's Land Development and Subdivision Code of Practice to achieve FW2 for all residential lots. The firefighting system shall ensure firefighting supply in the event of a power outage, either by storage or by backup generator to the pump station. The hydrant locations shall be in accordance with the QLDC Code of Practice and approved in writing by the Area Manager for the Central North Otago branch of the New Zealand Fire Service.
  - c) The provision of a foul sewer connection from Lots 1-25 to Council's reticulated sewerage system in accordance with Council's standards and connection policy, which shall be able to drain the buildable area within each lot. This shall include details demonstrating a clear demarcation point and manhole to show where QLDC responsibility ends and private responsibility starts.
  - d) The provision of a stormwater collection and disposal system which shall provide both primary and secondary protection for future development within Lots 1-25 in accordance with Council's standards and connection policy. This shall include:
    - i) A reticulated primary system to collect and dispose of stormwater from all potential impervious areas within the whole development. All impervious areas must be catered for to prevent any slope instability from discharge to ground. The individual lateral connections shall be designed to provide gravity drainage for the entire area within each lot.
    - ii) The system shall be designed to make provision for the interception of settleable solids and floatable debris prior to discharge to receiving waters. From any area of the site where motor vehicles are stationary, as a minimum, the system shall include proprietary devices and/or swales that prevent gross pollutants, hydrocarbons and grit reaching the Shotover River.
    - iii) Reticulation to an approved outfall discharging to the Shotover River, including details confirming all existing downstream reticulation and culvert sizing has the necessary capacity. This shall include details demonstrating a clear demarcation point and manhole to show where QLDC responsibility ends and private responsibility starts. Sumps shall be provided which shall trap all road grit and prevent it from reaching the QLDC reticulation network.
    - iv) A secondary protection system consisting of secondary flow paths to cater for the 1% AEP storm event and/or setting of appropriate building floor levels to ensure that there is no inundation of any buildable areas within the lots, and no increase in run-off onto land beyond the site from the pre-development situation.

- v) Details of how spring discharges throughout the development will be drained, controlled and integrated into the stormwater system, as identified in the geotechnical assessment from Bell Consulting Ltd, dated 01 June 2018, reference 1872/01.
- e) The consent holder shall engage an independent and suitably qualified and experienced traffic engineer to carry out a detailed design safety audit of all detailed roading and intersection designs in general accordance with the NZTA Manual "Road Safety Audit Procedures For Projects" and section 3.2.7 of QLDC's Land Development and Subdivision Code of Practice. This shall include confirmation that appropriate traffic signs and road marking have been provisioned in accordance with the New Zealand Transport Agency's Manual of Traffic Signs and Markings (MOTSAM). The consent holder shall demonstrate that safety matters raised by the safety audit have been suitably addressed at their own cost. A copy of this report shall be submitted to Council for review and acceptance.
- f) An intersection with Arthurs Point Road, in general accordance with CFMA drawing E004, sheet 001, dated 10.18 as submitted with the application. This shall include but not be limited to the following:
  - i) Details demonstrating the provisions of compliant footpaths including a connection from the new access road 'Road 001' to the Arthurs Point Road reserve.
  - ii) Demonstrate compliant vehicle sight lines at the new intersection including the identification of clear zones, if any, along Arthurs point Road to ensure that sight lines are achieved. This shall also include details of inter-visibility sight lines between opposing lanes on Road 001 that demonstrate approaching drivers can adequately see each other. Sight line consideration shall include all proposed landscaping and cuts / fills on the access road along with any other permanent obstructions.
  - iii) Tracking curves that demonstrate safe separated tracking for two passing vehicles throughout the intersection throat hairpin areas of Road 001. Minor breaches may be acceptable at the discretion of Council engineers.
  - iv) Demonstrate that the footpath linkages terminate at appropriate safe location(s) to cross the Road 001 and/or Arthurs Point Road and integrate into the wider footpath network(s). This shall include pedestrian refuge areas where needed for safe passage.
  - v) Details demonstrating safe cycle movements along Arthurs Point Road across the Road 001 intersection.
  - vi) A threshold at the Arthurs Point road intersection including road name blades with 'Private' and 'no exit' signage.

The designs shall be subject to review and acceptance by Councils traffic experts at Councils discretion with any associated costs met by the consent holder.

- g) The formation of roads Road 001, Road 002, ACC 002 and ACC 003 in general accordance with the drawings submitted with the application. This shall include but not be limited to the following:
  - i) Footpaths as shown on application plans including on Arthurs Point Road as shown on CFMA drawing E004, sheet 001, dated 10/2018 to the eastern side of the RoW access...
  - ii) A road safety barrier assessment and provision of barriers where identified in the assessment, in accordance with Clause 3.3.4 of QLDC's Land Development and Subdivision Code of Practice and Safety in Design principles. This shall include guardrails and/or other safety protection, to the satisfaction of Council engineers, to restrain an errant vehicle coming off the development road at approximately chainage CH50 to CH120 on Road 001.
  - iii) The provision of measures to counter the effect of southwest bound headlights from Road 001 on the northeast bound Arthurs Point Road lane.
  - iv) The provision of no-stopping road markings.
  - v) A high friction surface in the location of the hair pin bend on Road 001.
  - vi) Signage and marking in accordance with MOTSAM and the TCD Manual.

- vii) Road lighting in accordance with Council's road lighting policies and standards, including the Southern Light lighting strategy. Any road lighting installed on private roads/rights of way/access lots shall be privately maintained and all operating costs shall be the responsibility of the lots serviced by such access roads. Any lights installed on private roads/rights of way/access lots shall be isolated from the Council's lighting network circuits.
- viii) Provision of rubbish bin collection areas for the private access ways.

The designs shall be subject to review and acceptance by Councils traffic experts at Councils discretion with any associated costs met by the consent holder.

- h) A detailed geotechnical assessment and any relevant design from an appropriately experienced and qualified geotechnical engineer, this shall include details on;
  - i) Management of ground water/springs/seepages/slope drainage during construction and post development.
  - ii) Management of overland flows and preventing infiltration both during subdivision construction and post development.
  - iii) Certification that the stormwater management, retaining, and roading designs appropriately take into account geotechnical advice regarding the potential landslide hazard to prevent any slope instability.
- i) A construction Site Management Plan that shall detail measures to control and or mitigate any dust, silt run-off and sedimentation that may occur, in accordance with (but not limited to) the QLDC's Land Development and Subdivision Code of Practice. In addition the measures shall include, but not be limited to, the following:

#### *Dust Control*

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

#### *Stormwater, Silt and Sediment Control*

- Prevention of infiltration of water into the slope to prevent slope instability.
- Management of all springs and seepages.
- Silt traps (in the form of fabric filter dams or straw bales) shall be in place prior to the commencement of works on site to trap stormwater sediments before stormwater enters the QLDC stormwater reticulation system.
- Site drainage paths shall be constructed and utilised to keep any silt laden materials on site and to direct the flows to the silt traps.
- Stormwater flows into the site from neighbouring lots shall be managed during earthworks.
- Silt traps shall be replaced or maintained as necessary to assure that they are effective in their purpose.
- The principal contractor shall take proactive measures in stopping all sediment laden stormwater from entering the QLDC reticulated stormwater system. The principal contractor shall recognise that this may be above and beyond conditions outlined in this consent.

#### *Roading Maintenance*

- The consent holder shall ensure tyres remain free of mud and debris by utilising wheel washing equipment, constructing a gravel hardstand area of sufficient depth, or other similar measures.
- The principal contractor shall ensure that the entrance to the site shall be swept regularly with stiff brooms.

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

- j) The provision of Design Certificates for all engineering works associated with this subdivision/development submitted by a suitably qualified design professional (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of the QLDC's Land Development and Subdivision Code of Practice Schedule 1A Certificate.
  - k) The provision of a Design Certificate submitted by a suitably qualified design professional for the Water booster Pump Station(s) required for the water reticulation and firefighting. The certificates shall be in the format of IPENZ Producer Statement PS1 or the QLDC's Land Development and Subdivision Code of Practice Schedule 1A Certificate.
  - l) The provision of an IPENZ Producer Statement PS1 shall be submitted for any permanent retaining walls within the lot which exceed 1.5m in height or are subject to additional surcharge loads. This shall be accompanied by certification from an appropriately experienced and qualified geotechnical engineer that the proposed retaining designs are suitable to prevent any slope instability.
8. With the exception of works required to implement the site and stormwater management plans accepted in Condition (7i), no earthworks shall commence on site without the authorisation of the Engineer specified in Condition (4). This engineer shall confirm in writing to the Manager of Resource Management Engineering at Council that all of the certified erosion and sedimentation and stormwater control measures have been properly installed.

*To be monitored throughout earthworks*

- 9. No permanent batter slope within the site shall be formed at a gradient that exceeds 1(V):1(H).
- 10. The site management shall be undertaken in accordance with the accepted plan provided under Condition (7i) to ensure that neighbouring sites remain unaffected from earthworks. These measures shall remain in place for the duration of the project, until all exposed areas of earth are permanently stabilised.
- 11. The consent holder shall implement suitable measures to prevent deposition of any debris on surrounding roads by vehicles moving to and from the site. In the event that any material is deposited on any roads, the consent holder shall take immediate action, at his/her expense, to clean the roads. The loading and stockpiling of earth and other materials shall be confined to the subject site.
- 12. No earthworks, temporary or permanent, are to breach the boundaries of the site with the exception of approved works within the Right of Way and Arthurs Point Road.
- 13. If at any time Council, or its elected representatives, receive justifiable complaints about or proof of effects from vibration sourced from the earthworks activities approved by this resource consent, the consent holder at the request of the Council shall cease all earthworks activities and shall engage a suitably qualified professional who shall prepare a report, which assesses vibration caused by earthworks associated with this consent and what adverse effect (if any) these works are having on any other land and buildings beyond this site. Depending on the outcome of this report a peer review may be required to be undertaken by another suitably qualified professional at the consent holder's expense. This report must take into consideration the standard BS 5228:1992 or a similar internationally accepted standard. Both the report and peer review (if required) shall be submitted to Council for acceptance and review.
- 14. Hours of operation for earthworks, shall be:
  - Monday to Saturday (inclusive): 8.00am to 6.00pm.
  - Sundays and Public Holidays: No Activity

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

*To be completed before Council approval of the Survey Plan*

15. Prior to the Council signing the Survey Plan pursuant to Section 223 of the Resource Management Act 1991, the consent holder shall complete the following:
- a) All necessary easements shall be shown in the Memorandum of Easements attached to the Survey Plan and shall be duly granted or reserved. This shall include easements as necessary to establish and clarify the lot owners shared usage rights and maintenance obligations for the roading network and serving infrastructure, this shall include a requirement for all lot owners to annually contribute to a long term maintenance fund.
  - b) No right of way easements shall be created over Lot 101 in favour of land to the north of the subdivided areas.  
*[Note: This condition relates solely for the s223 approval for RM180844 and does not preclude additional right of ways being applied for in the future]*
  - c) The names of all roads, private roads & private ways which require naming in accordance with Council's road naming policy shall be shown on the survey plan.  
*[Note: the road naming application should be submitted to Council prior to the application for the section 223 certificate]*

*Amalgamation Condition*

16. The following shall be registered with Land Information New Zealand (CSN **XXXXXX**):
- That Lot 101 RM180844 be held as to 25 undivided one-twenty eighth shares by the owners of Lots 1-25 hereon as tenants in common in the said shares and that individual Computer Registers be issued in accordance therewith.
  - That Access Lot 201 RM180844 be held as to 5 undivided one-fifth shares by the owners of Lots 1 – 4 & 7 hereon as tenants in common in the said shares and that individual Computer Registers be issued in accordance therewith.
  - That Access Lot 202 RM180844 be held as to 3 undivided one-third shares by the owners of Lots 9 - 11 hereon as tenants in common in the said shares and that individual Computer Registers be issued in accordance therewith.
  - That Access Lot 203 RM180844 be held as to 4 undivided one-quarter shares by the owners of Lots 22 - 25 hereon as tenants in common in the said shares and that individual Computer Registers be issued in accordance therewith.

Alternatively, access is able to be held via right of way easements or another legal mechanism that must be approved by Council (including its Solicitors) prior to the signing of the s223 certificate.

*Note: The purpose of this condition is to ensure that a robust and appropriate legal arrangement is agreed upon with Council prior to the s223 being signed.*

*To be completed before issue of the s224(c) certificate*

17. Prior to certification pursuant to section 224(c) of the Resource Management Act 1991, the consent holder shall complete the following:
- a) The submission of 'as-built' plans and information required to detail all engineering works completed in relation to or in association with this subdivision/development at the consent holder's cost. This information shall be formatted in accordance with Council's 'as-built' standards and shall include all Roads (including right of ways and access lots), Water, Wastewater and Stormwater reticulation (including private laterals and toby positions).
  - b) The completion and implementation of all works detailed in Condition **(7)** above.

- c) All earthworks, retaining, geotechnical investigations and fill certification shall be carried out under the guidance of suitably qualified and experienced geotechnical professional as described in Section 2 of the Queenstown Lakes District Council's Land Development and Subdivision Code of Practice. At the completion of onsite earthworks the geo-professional shall incorporate the results of ground bearing test results for each residential allotment within the subdivision regardless of whether affected by development cut and fill earthworks and include the issue of a Geotechnical Completion Report (GCR) and Schedule 2A certificate covering all lots within the subdivision and demonstrating compliance with NZS4431:1989. The Schedule 2A certification shall include a statement under Clause 3(e) covering Section 106 of the Resource Management Act 1991. The Schedule 2A certification shall also include a statement that the roading and retaining within the development is geotechnically appropriate to prevent any long term slope instability. Any specific foundation requirements or constraints shall be identified for each lot (such as the potential for pole foundations only on lots at the toe of the slope). In the event the Schedule 2A includes limitations or remedial works against any lot(s) the Schedule 2A shall include a geotechnical summary table identifying requirements against each relevant lot in the subdivision for reference by future lot owners. Any remedial works outlined on the Schedule 2A that requires works across lot boundaries shall be undertaken by the consent holder prior to 224(c) certification being issued.
- d) All vehicle access, manoeuvring and parking areas associated with the development shall be subject to a post construction safety audit by an independent traffic engineer in accordance with the NZTA Manual "Road Safety Audit Procedures For Projects" at the consent holders cost. Should the review recommend any further works to achieve a safe traffic environment, the consent holder shall have these works approved by Council and implemented prior to 224c.
- e) An engineer's IPENZ Producer Statement PS4 shall be submitted for any permanent retaining walls within the development which exceed 1.5m in height or are subject to additional surcharge loads.
- f) Written confirmation shall be provided from the electricity network supplier responsible for the area, that provision of an underground electricity supply has been made available (minimum supply of single phase 15kva capacity) to the boundary of all saleable lots created and that all the network supplier's requirements for making such means of supply available have been met.
- g) Written confirmation shall be provided from the telecommunications network supplier responsible for the area, that provision of underground telephone services has been made available to the boundary of all saleable lots created and that all the network supplier's requirements for making such means of supply available have been met.
- h) All signage shall be installed in accordance with Council's signage specifications and all necessary road markings completed on all public roads created by this subdivision.
- i) Road naming shall be carried out, and signs installed, in accordance with Council's road naming policy.
- j) All earth worked and/or exposed areas created as part of the subdivision shall be top-soiled and grassed, revegetated, or otherwise stabilised.
- k) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.
- l) The consent holder shall establish a suitable management organisation which shall be responsible for implementing and maintaining the on-going maintenance of the private access ways and servicing infrastructure associated with the subdivision, including a FENZ approved maintenance regime for the private hydrant network. The legal documents that are used to set up or that are used to engage the management organisation are to be checked and approved by the Council's solicitors at the consent holder's expense to ensure that all of the Council's interests and liabilities are adequately protected.

- m) The consent holder shall provide the Subdivision Planner at Council with a copy of the operation and maintenance manuals for the private roading and servicing infrastructure including all reticulation, pump stations, FENZ approved maintenance regime for the private hydrant, and all other maintenance as necessary on road sumps to prevent grit and hydrocarbons from entering Councils stormwater reticulation. The consent holder shall provide evidence that this has been made available to the management company.
- n) The submission of Completion Certificates from the Contractor and the Engineer advised in Condition (4) for all engineering works completed in relation to or in association with this subdivision/development (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of a Producer Statement, or the QLDC's Land Development and Subdivision Code of Practice Schedule 1B and 1C Certificate.
- o) The submission of Completion Certificates from both the Contractor and Approved Certifier for the Water booster Pump Station/s. The certificates shall be in the format of IPENZ Producer Statement PS3 and PS4 or the QLDC's Land Development and Subdivision Code of Practice Schedule 1B and 1C Certificates.
- p) Amended landscaping plans shall be submitted to Council. These landscape plans shall be based on the Stephen Riddle Landscape Design plans submitted as part of the application, and held on file at Council (Project Id 1017, Sheets L01, L02 and L03, Dated 25/04/2018). These amended landscaping plans shall detail the change to the landscaping to the south of the subject site as a result of the amended access arrangement via the right of way on the adjoining property shown on the plans approved by condition one (1) of this consent. Landscaping within this area shall be similar to what was proposed by the initial plans referenced by this condition. All other landscaping shall remain in general accordance with these approved plans – which denote the name of species, quantity of these species and grade that they are to be planted.
- q) All landscaping as approved by Condition (16p) shall be implemented.

#### *Ongoing Conditions/Consent Notices*

18. *The following conditions of the consent shall be complied with in perpetuity and shall be registered on the relevant Titles by way of Consent Notice pursuant to s.221 of the Act.*
- a) In the event that the Schedule 2A certificate and Geotechnical Completion Report (GCR) issued under Condition (17c) contains limitations or remedial works required, then a consent notice shall be registered on the relevant Computer Freehold Registers detailing requirements for the lot owner(s).
  - b) Specific engineering design (SED) of the buildings foundations shall be undertaken with consideration of the geotechnical assessment of slope stability identified in the Bell Geoconsulting Limited report dated 01 June 2001 reference 1872/01 and the geotechnical sign off detailed above.
  - c) A consent notice condition shall be registered on the Record of Titles for the relevant lots detailing that all roading and servicing infrastructure is privately owned by the lot owners and that QLDC has no maintenance obligations now or in the future in respect of this infrastructure. All private infrastructure shall be constructed and maintained to Council's standards.
  - d) A consent notice condition pursuant to s.221 of the Resource Management Act 1991 shall be registered on the Record of Titles for the relevant lots providing for the performance of any ongoing requirements for protection of secondary flow paths or minimum floor levels for buildings, where deemed necessary by Council to satisfy Condition 7(d)(iv) above. The final wording of the consent notice instrument shall be checked and approved by the Council's solicitors at the consent holder's expense prior to registration to ensure that all of the Council's interests and liabilities are adequately protected.

- e) At the time a residential unit is constructed the owner for the time being shall construct a sealed vehicle crossing to the site to Council's standards. Access to Lots 2-6 and 10-15 shall be from the upper road formation only. Access to Lot 23 and 25 shall be from the private access way only. The design of the vehicle crossing shall be subject to approval by Council under a 'Connection to Council Service Application'. The approval should be obtained and construction of the crossing approved by a Council Inspector prior to occupation of the residential unit.
  - f) To prevent slope instability associated with the dormant Coronet Peak Landslide feature no lot shall dispose of any waters including stormwater to ground. All impermeable surfaces including driveways shall be reticulated to the piped stormwater network. At the time a building is erected on the lot, the owner for the time being shall engage a suitably qualified professional as defined in Section 1.7 of QLDC's Land Development and Subdivision Code of Practice to design a stormwater disposal system that is to provide stormwater disposal from all impervious areas within the site. The proposed stormwater system shall be subject to the review Council prior to implementation and shall be installed prior to occupation of the residential unit. In some cases, this will require pumping of the stormwater to the reticulation within the roads, where this is necessary emergency storage shall be provided to prevent overflow discharges to land in the event of a power or pump failure.
  - g) Relevant owners are required to be part of the management entity as required by Condition (17) of RM180844. This management entity shall be established and maintained at all times and ensure implementation and maintenance of the private roading and servicing and fire hydrant infrastructure associated with the development.
  - h) In the absence of a management entity, or in the event that the management entity established is unable to undertake, or fails to undertake, its obligations and responsibilities stated above, then the relevant lot owners shall be responsible for establishing a replacement management entity and, in the interim, the relevant lot owners shall be responsible for undertaking all necessary functions.
  - i) It has been assessed as part of RM180844 that the servicing for each site is capable of servicing two dwelling unit equivalents. Therefore, there shall be a maximum of two residential units located on each allotment or one residential unit and one residential flat. If two residential units are established on the site, there shall be no residential flats.
  - j) At the time resource consent RM180844 was granted, the subject site was zoned as Rural Visitor Zone and no land use consent for any future buildings has been granted. The relevant District Plan provisions as at the time of construction will apply to this site. Notwithstanding this, all buildings shall be setback a minimum of 2 metres from any boundary.
  - k) In addition to condition (18j), any building located within 20 metres of the Outstanding Natural Landscape (ONL) line to the north shall have a maximum height of no more than 8 metres above ground level.
19. In the event that the Engineering Acceptance issued under Condition (7) contains ongoing conditions or requirements associated with the installation, ownership, monitoring and/or maintenance of any infrastructure subject to Engineering Acceptance, then at Council's discretion, a consent notice (or other alternative legal instrument acceptable to Council) shall be registered on the relevant Computer Freehold Registers detailing these requirements for the lot owner(s). The final form and wording of the document shall be checked and approved by Council's solicitors at the consent holder's expense prior to registration to ensure that all of the Council's interests and liabilities are adequately protected. The applicant shall liaise with the Subdivision Planner and/or Manager of Resource Management Engineering at Council in respect of the above. All costs, including costs that relate to the checking of the legal instrument by Council's solicitors and registration of the document, shall be borne by the applicant.
- [Note: This condition is intended to provide for the imposition of a legal instrument for the performance of any ongoing requirements associated with the ownership, monitoring and maintenance of any infrastructure within this development that have arisen through the detailed engineering design and acceptance process, to avoid the need for a consent variation pursuant to s.127 of the Resource Management Act].*

### *Covenant in Gross*

20. A covenant in gross shall be registered on all relevant Titles in favour of Council confirming that the all roading and servicing infrastructure is privately owned by the lot owners and that QLDC has no maintenance obligations now or in the future in respect of this infrastructure. All private infrastructure shall be constructed and maintained to Council's standards. The Covenant shall be prepared by the consent holder and submitted to QLDC prior to s224c being signed. The cost of Council's solicitors checking the documentation shall be borne by the Consent holder.

### Advice Notes

1. This consent triggers a requirement for Development Contributions, please see the attached information sheet for more details on when a development contribution is triggered and when it is payable. For further information please contact the DCN Officer at QLDC.

The applicant is advised that any development exceeding 25 lots intended for residential purposes will require further assessment of the capacity of the internal roading network.

2. The consent holder is advised that any retaining walls, including stacked stone and gabion walls, proposed in this development which exceeds 1.5m in height or walls of any height bearing additional surcharge loads will require Building Consent, as they are not exempt under Schedule 1 of the Building Act 2004.
3. Prior approval via a Connection to Council Services for a Temporary Water Take is required if Council's water supply is to be utilised for dust suppression during earthworks. This shall include the use of a backflow prevention device to prevent contamination of Council's potable water supply.
4. The consent holder is advised to undertake a pre-construction condition survey, including photographs, to record the existing condition of all neighbouring buildings, landscaping and roads that lie within proximity of the proposed works. The extent of the pre-construction survey is related to the site and its surrounds and the associated potential risks. The existing condition of roading, landscaping and structures needs to be documented by way of photos, focusing on any damage that is already apparent. Items such as minor cracking in plaster will be very difficult to identify, and in these cases other methods would need to be employed to determine if they were formed as a result of the consented works. The survey will never cover everything but it aims to provide a record that can be reviewed in the event of a complaint or issue being raised.

## **APPENDIX 1 – DECISION B: LAND USE CONSENT CONDITIONS**

### General Conditions

1. That the development must be undertaken/carried out in accordance with the plans:
  - ‘APP 155 Limited Residential Development – All Stages – Road Layout’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 004. Dated 04.18. Revision E.
  - ‘APP 155 Limited Residential Development – All Stages – Road Layout’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 005. Dated 04.18. Revision E.
  - ‘APP 155 Limited Residential Development – All Stages – Cut/Fill Depths’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 006. Dated 04.18. Revision E.
  - ‘APP 155 Limited Residential Development – All Stages – Cut/Fill Depths’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 007. Dated 04.18. Revision E.
  - ‘APP 155 Limited Residential Development – All Stages – Road Typical Cross Sections’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 008. Dated 04.18. Revision C.
  - ‘APP 155 Limited Residential Development – All Stages – Road Typical Cross Sections’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 009. Dated 04.18. Revision C.
  - ‘APP 155 Limited Residential Development – All Stages – Road Typical Cross Sections’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 010. Dated 04.18. Revision C.
  - ‘APP 155 Limited Residential Development – All Stages – Road Longsections’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 011. Dated 04.18. Revision E.
  - ‘APP 155 Limited Residential Development – All Stages – Swept Paths – Road 001/Arthur’s Point Road Intersection – Design Vehicle’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 014. Dated 04.18. Revision E.
  - ‘APP 155 Limited Residential Development – All Stages – Swept Paths – Road 001/Arthur’s Point Road Intersection – Checking Vehicle’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 014A. Dated 04.18. Revision E.
  - ‘APP 155 Limited Residential Development – Swept Paths – Internal Intersections and Turning Areas – Design Vehicle Left Turns’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 015. Dated 04.18. Revision E.
  - ‘APP 155 Limited Residential Development – Swept Paths – Internal Intersections and Turning Areas – Design Vehicle Left Turns’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 015A. Dated 04.18. Revision E.
  - ‘APP 155 Limited Residential Development – Swept Paths – Internal Intersections and Turning Areas – Design Vehicle Right Turns’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 016. Dated 04.18. Revision E.
  - ‘APP 155 Limited Residential Development – All Stages – Swept Paths – Internal Roads – Checking Vehicle Left Turns’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 017. Dated 04.18. Revision E.
  - ‘APP 155 Limited Residential Development – All Stages – Swept Paths – Internal Roads – Checking Vehicle Right Turns’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 018. Dated 04.18. Revision E.
  - ‘APP 155 Limited Residential Development – All Stages – Swept Paths – Internal Roads – Fire Appliance In’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 019. Dated 04.18. Revision E.
  - ‘APP 155 Limited Residential Development – All Stages – Swept Paths – Internal Roads – Fire Appliance Out’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 020. Dated 04.18. Revision E.
  - ‘APP 155 Limited Residential Development – All Stages – Arthur’s Point Road Intersection Road Marking and Signage’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 021. Dated 04.18. Revision E.

**stamped as approved on 11 June 2019**

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

2. This consent shall not be exercised and no work or activity associated with it may be commenced or continued until the following charges have been paid in full: all charges fixed in accordance with section 36(1) of the Resource Management Act 1991 and any finalised, additional charges under section 36(3) of the Act.
3. The consent holder is liable for costs associated with the monitoring of this resource consent under Section 35 of the Resource Management Act 1991.
4. All earthworks associated with the land use component of the consent shall be undertaken in accordance with the conditions detailed within Decision A of RM180844.

**APPENDIX 2 – APPLICANT’S AEE**

# RESOURCE CONSENT APPLICATION FOR A 25 LOT RESIDENTIAL SUBDIVISION

**APP 155 Limited**

155 Arthurs Point Road, Arthurs Point

June 2018



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## 1.0 THE APPLICANT AND PROPERTY DETAILS

<b>Site Address</b>	155 Arthurs Point Road, Arthurs Point
<b>Applicants Name:</b>	APP 155 Limited
<b>Address for Service</b>	APP 155 Limited C/- Southern Planning Group PO BOX 1081 QUEENSTOWN 9348  Attention: Amanda Leith
<b>Site Legal Description:</b>	Lot 3 Deposited Plan 331294
<b>Site Area:</b>	3.2513 hectares
<b>Operative District Plan Zoning:</b>	Rural Visitor Zone
<b>Brief Description of Proposal:</b>	To undertake a 25 lot residential subdivision
<b>Summary of Reasons for Consent:</b>	Resource consent is required for all subdivision under the provisions of the Operative District Plan.

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

**List of Information Attached:**

- Appendix A            Certificate of Title
- Appendix B            Consent Notice
- Appendix C            Subdivision and Earthworks Plans
- Appendix D            Transport Report
- Appendix E            Geotechnical report
- Appendix F            Servicing report
- Appendix G            Lighting plans and report
- Appendix H            Landscaping plans



.....  
**Amanda Leith**

21 June 2018

## 2.0 SITE DESCRIPTION AND RECEIVING ENVIRONMENT

### 2.1 Site Description

155 Arthurs Point Road is a rear site as can be seen in Figure 1 below. The site is vacant of built form however there are currently numerous trees established across the land area.



*Figure 1: Aerial view of the subject site*

The site is accessed via Arthurs Point Road and the access leg (which is part of the site area) is approximately 26m wide and 225m long. From the top of the access leg the site opens up and is orientated to the northeast of the access.

The topography of the site is sloping, with land within the access leg being gradually sloping to the north. The remainder of the site is steeply sloping in parts and is undulating so that there is not a constant gradient.

Trees are established across the subject site and a farm track also exists which provides access to part of the land.

### 2.2 Legal Encumbrances

The site is legally described as Lot 3 Deposited Plan 331294 and is 3.2513 hectares in area. The Certificate of Title is contained within **Appendix A**.

There are a number of legal encumbrances on the Certificate of Title including a fencing restriction and easements. Consent Notice 6122676.1 (see **Appendix B**) is also registered on the Certificate of Title.

Consent notice 6122676.1 was applied as a result of resource consent RM030691. A summary of the requirements of the consent notice are provided below:

- a. A stormwater system is to be designed by a suitably qualified engineer and installed prior to the occupation of the dwellings. Stormwater is not to be disposed of to ground without the approval of Council.
- b. All construction is to be contained within the lot boundaries and access to the lot shall be via the vehicle crossing constructed at the time of subdivision. Any damage is to be repaired.
- c. If there is more than one residential unit constructed on the lot, headworks fees will be payable to QLDC.
- d. The building foundations are to be designed and certified taking into account the geological assessment prepared by Halliday O’Laughlin and Taylor Limited, dated 18 March 1988.
- e. If QLDC establish a reservoir on the site as per the designation in the District Plan, an easement shall be created in favour of the Council for a ROW to establish an access road to the reservoir. No construction on the lot is to preclude the establishment of a feasible ROW easement for the access road.
- f. Any boundary fencing adjoining Arthurs Point Road is to be a maximum of 1.2m in height above ground level.
- g. Any boundary planting (within 2m of the boundary) shall be restricted to a maximum height of 1.2m along 40% of the Arthurs Point Road boundary.
- h. Fencing types for boundaries adjoining the Arthurs Point Road boundary are to be restricted to post and wire or post and rail only.

The proposed development will satisfy the consent notice conditions which are of relevance at subdivision stage. Matter (e) above is addressed further below.

### **2.3 Designation 242**

Under the ODP, designation 242 is identified over an area of the subject site as shown in Figure 2 below. QLDC are the Requiring Authority for the designation and the purpose is for ‘water storage & supply purposes – Arthurs Point’.



Figure 2: Location of Designation 242 under the ODP

However, Designation 242 has not been rolled over into the PDP. The notified and decision version of PDP Chapter 37: Designations do not include Designation 242. It is however still identified over the subject site on PDP Map 37. It is understood that the Applicant's legal representative has lodged a request with QLDC seeking that this mapping error be remedied. This application is therefore lodged on the basis that Designation 242 no longer applies to the subject site.

## 2.4 Receiving Environment

### *157 Arthurs Point Road*

The subject site is located to the north of the Shotover Lodge located at 157 Arthurs Point Road. This site contains a three storey building used for residential and visitor accommodation purposes.

The access to this property is approximately 44m from the boundary of the subject site. A parking area is established to the western side of the building and adjoins the access leg to the site. Planting has been established along the western boundary of this site where it adjoins the access leg of the subject site.

The building is located at the toe of Mt Dewar, with an area of the slope being excavated to allow for the construction of the rear part of the building. In the northern part of the site, the level of the land appears to be the original level and reasonably dense vegetation is growing in this area.

### *161 Arthurs Point Road*

The subject site is also located to the direct north of 161 Arthurs Point Road which contains the Swiss-Belresort Coronet Peak. This site contains single – two storey buildings used for visitor accommodation purposes. The buildings are located at the toe of the slopes of Mt Dewar.

The car parking on this site is located adjacent to Arthurs Point Road and to the west of the buildings. The outdoor areas are located to the north of the buildings.

The northern part of the site as it adjoins the subject site appears to be greatly undisturbed as it slopes steeply up to the north at this point. Dense planting is established in this area of the site.

#### *201 Arthurs Point Road*

The lot to the immediate east of the subject site is vacant and are currently in the same ownership as the land further to the east which contains a residential dwellings including a heritage building.

#### *153 Arthurs Point Road*

The land to the immediate west of the subject site is under development for a Special Housing Area called Bullendale. This development was approved under the Housing Accords and Special Housing Areas Act 2013 (via reference SH160143) for land use and subdivision consent to undertake an 88 unit residential development including associated earthworks, access and subdivision. Construction is underway on the site and a number of the units have been completed and are occupied.

The construction access to Bullendale is immediately adjacent and partially across the access leg to the subject site. Bullendale Road has also been constructed and has been vested in QLDC and is located 34m (measured centreline to centreline) from the access leg to the subject site. This will be addressed further below.

An extension to the Special Housing Area was granted by Council at its 3 May 2018 meeting in which the development will be extended further to the west.

#### *Wider Area*

Across Arthurs Point Road are a number of sites of which the best description of their use would be 'mixed use'. Nugget Point hotel is located directly across the road from the subject site. There is also an art gallery and picture framer at 158 Arthurs Point Road, with an office behind. Further to the south are the Onsen Hot Pools. Residential units are under construction at 154 and 174 Arthurs Point Road with the ones at 154 being apartments and the units at 174 being of townhouse design.

To the north of the subject site is Mount Dewar. This land is steeply sloping and is accessed via Coronet Peak Road to the east.

## **3.0 BACKGROUND**

### **3.1 Resource management background for the subject site**

#### *RM030691*

The subject site was created via RM030691 which was approved on 29 October 2003 for a three lot subdivision. A variation to this consent was granted on 29 July 2004 to delete condition 6(i) relating to a requirement for a landscape management plan.

The conditions of this consent gave rise to Consent Notice 6122676.1 which is registered on the Certificate of Title for the subject site.

#### *RM081111*

On 5 August 2008, Council granted an extension to the lapse period of Designation 242 for a further ten years.

#### *RM100363*

Consent was granted on 17 November 2010 to subdivide the subject site to create 15 residential allotments and to undertake 13,678m<sup>3</sup> of earthworks.

An extension of time was approved on 6 August 2015 for RM100363 to extend the lapse date by one year to 17 November 2016. According to Council's edocs system, no s223 plan has been lodged with QLDC therefore RM100363 appears to have lapsed.

### **3.2 Relevant resource management background for 153 Arthurs Point Road**

Under SH160143, Bullendale Drive was approved in its current location which is 34m (measured centreline to centreline) from Lot 3.

As part of the assessment of SH160143 the previous owner of the subject site (Lot 3) raised concerns relating to the location of the proposed access point to Bullendale in relation to the access leg location of the subject site. The SH160143 decision<sup>1</sup> records the following assessment of the location of Bullendale Drive in relation to the subject site:

*"Under a previous consent (RM100363) the adjoining site (Lot 3) leg in was to be used as a joint access to that site and the application site. This access arrangement was initially proposed and later changed by the applicant to the present site configuration. The owner of Lot 3 has raised concerns with respect to general traffic safety and people accessing Lot 3 in the future. Neither Mr Wardill nor MWH have identified any owner, occupier or other persons accessing Lot 3 as being specifically affected by the additional access point. These assessments have broadly identified potential safety effects given potential traffic volumes on the arterial road and that the originally proposed urban auxiliary left and urban channelized right turning treatment is a safe intersection layout for the operational speed environment. A condition requiring this treatment is considered suitable to address potential traffic safety effects including on any person accessing the adjoining site. Further, as Arthurs Point Road is not a State Highway, an access at the Lot 3 juncture is not precluded by the proposed additional access to Arthurs Point Road. On this basis it is considered the potential adverse safety effects on this person will be less than minor."*

It is requested that this background is taken into account in the assessment of the access to the proposed subdivision.

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<sup>1</sup> Paragraph 1, page 10

## 4.0 THE PROPOSED DEVELOPMENT

### 4.1 Overview

The applicant seeks resource consent to undertake a 25 lot residential subdivision of the subject site. Also proposed are the earthworks associated with the construction of the proposed roads.

The details of the overall proposal are addressed below.

### 4.2 Subdivision Design

The proposed subdivision design is shown in the subdivision drawings attached as **Appendix C**. The following residential lots are proposed:

Lot number	Lot size	Lot number	Lot size
Lot 1	1225m <sup>2</sup>	Lot 15	990m <sup>2</sup>
Lot 2	780m <sup>2</sup>	Lot 16	900m <sup>2</sup>
Lot 3	725m <sup>2</sup>	Lot 17	730m <sup>2</sup>
Lot 4	665m <sup>2</sup>	Lot 18	680m <sup>2</sup>
Lot 5	600m <sup>2</sup>	Lot 19	650m <sup>2</sup>
Lot 6	700m <sup>2</sup>	Lot 20	760m <sup>2</sup> gross 740m <sup>2</sup> net
Lot 7	1140m <sup>2</sup>	Lot 21	630m <sup>2</sup> gross 610m <sup>2</sup> net
Lot 8	750m <sup>2</sup>	Lot 22	635m <sup>2</sup>
Lot 9	960m <sup>2</sup>	Lot 23	670m <sup>2</sup>
Lot 10	720m <sup>2</sup>	Lot 24	780m <sup>2</sup>
Lot 11	840m <sup>2</sup>	Lot 25	1240m <sup>2</sup>
Lot 12	990m <sup>2</sup>	Access Lot 201	290m <sup>2</sup>
Lot 13	1020m <sup>2</sup>	Access Lot 202	390m <sup>2</sup>
Lot 14	870m <sup>2</sup>	Access Lot 203	450m <sup>2</sup>

For the purposes of servicing and access, a maximum of one residential unit and one residential flat being constructed on each site has been assumed.

### 4.3 Access

Access to the subdivision is to be provided via Arthurs Point Road as can be seen on the plans in **Appendix C** and is described in the transportation report prepared by Carriageway Consultants in **Appendix D**.

Roads 001 and 002 are proposed to be vested in Council as part of the proposed subdivision. A manoeuvring area is proposed along the top of Road 001 and Road 002.

Three access lots are also proposed, these are to be constructed as part of the subdivision and the ongoing maintenance requirements are to be met by the properties which are to have ownership rights over the access lot.

A footpath is proposed along one side of both Roads 001 and 002.

#### 4.4 Earthworks

Earthworks are proposed to allow for the construction of the roads and access lots. Earthworks plans are provided within **Appendix C**.

A total of 33,400m<sup>3</sup> of earthworks are proposed across the site which includes the following:

Strip topsoil	3,000m <sup>3</sup>
Cut	28,000m <sup>3</sup>
Fill	2,400m <sup>3</sup>

As a result, 25,600m<sup>3</sup> of excess material will require deposition off-site. This will be taken to an approved cleanfill facility if appropriate.

The main areas of fill are along the access leg and to the south of the proposed Roads 001 and 002. The maximum height of fill is 5.2m along the western side of the access leg.

The main areas of cut are to be along the proposed Roads 001 and 002 and the access lots. The maximum height of cut is 6.4m and is within Road 001 adjacent to the northern boundary.

A geotechnical report prepared by Bell Geoconsulting Limited assessing the feasibility of the proposed earthworks and eventual residential development is included in **Appendix E**.

#### 4.5 Servicing

The servicing of the proposed development is addressed in the report attached as **Appendix F** to this application prepared by Clark Fortune McDonald & Associates. The proposed methods of servicing the development are summarised below.

##### *Wastewater*

Connection to Council's wastewater network is proposed via the existing 150mm diameter foul sewer in Arthurs Point Road. Each lot is to be provided with a wastewater connection at the boundary.

##### *Water supply*

It is proposed to connect to Council's reticulated water supply along Arthurs Point Road immediately adjacent to the property. The majority of the subject site are anticipated to have an appropriate level of service however a new booster pump station may be required to service those lots at the top of the slope.

*Stormwater disposal*

It is proposed to connect the development to the culvert constructed beneath Arthurs Point Road. The stormwater system connecting to this culvert will be designed by a suitably qualified engineer as details will be provided to Council prior to s223 certification and installed prior to s224c approval in accordance with Condition (a) of Consent Notice 6122676.1.

*Street lighting*

Street lighting is proposed along Roads 001 and 002 as identified in **Appendix G**.

#### **4.6 Landscaping**

The landscaping proposed as part of the subdivision is shown on the landscaping plans in **Appendix H**.

Along both sides of the access leg it is proposed to plant rows of Mountain Beech trees with low mulched verge planting underneath.

Clusters of Mountain Beech are also proposed along the sides of Roads 001 and 002 as well as the access lots. Low mulched verge planting is also proposed adjacent to the footpaths and road verges.

The cut faces resulting from the excavation to align and construct the southern portion of the proposed Road 001 and Road 002 are also proposed to be planted with taller revegetation planting. Lower level planting is also proposed along the cut faces of the northern extent of Road 001.

## **5.0 DESCRIPTION OF PERMITTED ACTIVITIES**

The consent authority **may** disregard an adverse effect of the activity if a rule or national environmental standard permits an activity with that effect. In this instance the permitted baseline does not apply as all subdivision requires resource consent under the ODP.

## **6.0 STATUTORY CONSIDERATIONS**

### **6.1 Operative District Plan**

The subject site is zoned Special Zone – Rural Visitor (Arthurs Point) and the proposal requires the following resource consents under the Operative District Plan:

- **Controlled activity** consent pursuant to Rules 15.2.3.2(b) (Subdivision Activities), 15.2.6.1 (Lot Sizes and Dimensions), 15.2.7.1 (Subdivision Design), 15.2.8.1 (Property Access), 15.2.10.1 (Natural and Other Hazards), 15.2.11.1 (Water Supply), 15.2.12.1 (Stormwater Disposal), 15.2.13.1 (Sewage Treatment and Disposal), 15.2.15.1 (Energy

Supply and Telecommunications), 15.2.16.1 (Open Space and Recreation), 15.2.17.1 (Vegetation and Landscape), 15.2.18.1 (Easements) and 15.2.21.1 (Earthworks).

- **Restricted Discretionary activity** consent pursuant to Rule 14.2.4.2(vi) in relation to the Minimum Distance of Vehicle Crossings from Intersections. The proposed intersection of Road 001 and Arthurs Point Road is less than the required 40m from the intersection of Arthurs Point Road and Bullendale Drive (34m). Council's discretion is restricted to this matter.
- **Restricted Discretionary activity** consent pursuant to Rule 14.2.4.2(iv) in relation to Minimum Sight Distances from Vehicle Access as the 45m sight distance cannot be achieved for Lots 10 and 11.
- **Restricted Discretionary activity** consent pursuant to Rule 14.2.4.1(vi) in relation to Parking Area and Access Design as Road 001 does not comply with the QLDC Subdivision Code of Practice as it provides only one footpath and the movement lane is wider than anticipated. Council's discretion is restricted to this matter.

## 6.2 Proposed District Plan

The Rural Visitor Zone has not been included within the District Plan review to date. Therefore the PDP is not applicable to the proposal in terms of its zoning.

Designations were however included within Stage 1 of the District Plan review and Designation #242 is identified on the PDP map over the subject site. This is addressed in Section 2.3 above.

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

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

## 6.4 Overall Activity Status

The overall activity status of the proposed subdivision is **Restricted Discretionary**.

## 7.0 ASSESSMENT OF ENVIRONMENTAL EFFECTS

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

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

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

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

Introduction

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

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

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

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

Lot Sizes, Averages and Dimensions

There is no prescribed minimum or average lot size for subdivision within the Rural Visitor zone, however Council has reserved its control over the lot sizes and dimensions of subdivisions within the zone. The relevant assessment matters seek to ensure that lots are of

sufficient area, dimensions and slope to effectively fulfil the intended purpose or land use, having regard to the relevant standards for land uses in the zone and the relationship of the proposed lots and their compatibility with the pattern of the adjoining area.

The lots range in size from 600m<sup>2</sup> to 1240m<sup>2</sup>. These lot sizes are similar to that which has been established within the Arthurs Point Low Density Residential zone to the southwest of the subject site and are significantly larger than the lots which have been created on the neighbouring Bullendale site (177 – 208m<sup>2</sup>).

The site and zone standards in terms of the built form within the Rural Visitor zone only prescribe a minimum setback from roads and neighbours (10m from the zone boundary for Residential Accommodation) and a height limit (8m for Residential Activities). The proposed lot sizes are considered to take into account their intended purpose for residential development as well as these site and zone standards. It is acknowledged that the future owners of the lots adjoining the northern and western boundaries may want their buildings to be located within the 10m of the zone boundary, however it is noted that the Rural Visitor chapter is up for review as part of the PDP in the first quarter of 2019 and therefore it is anticipated that the setback rules may change prior to the construction of buildings on the lots (taking into account the likely subdivision construction timeframe).

The proposed lot sizes are also considered to account for the slope of the land being of sufficient size to allow for the construction of a dwelling along with allowing for additional land area for retaining, on-site vehicle manoeuvring and the like.

Overall, the proposed lot sizes and dimensions are not anticipated to result in any adverse effects which are more than minor.

### Subdivision Design

The matters of relevance to the proposed subdivision which Council has reserved its control are in relation to pedestrian access, the orientation of lots to optimise solar gain, the effect of potential development on views from surrounding properties and the scale and nature of earthworks and the disposal of excess material.

The proposed footpath locations are identified on the landscape plan in **Appendix G** and will be sealed in accordance with Council standards. As can be seen on this plan, a footpath is shown on the eastern side of Road 001 as it extends to the north from Arthurs Point Road and a footpath is provided on one side of the remainder of Road 001 as well as along one side of Road 002. It is noted that only having one footpath along Road 001 does not comply with the QLDC Subdivision Code of Practice, however it is considered that this would be adequate for the expected demand given the location and number of lots proposed.

The subject site is a south facing slope and therefore the proposed lots will have little access to morning sun, however in the afternoons, particularly in the summer months the lots will have good access to sunlight.

In terms of effects on views, the subject site is located on the middle flank of the southern side of Mount Dewar and therefore will be located above the existing developments within Arthurs Point. Mount Dewar itself is not considered to be a prized view from developments within the immediate surrounding area, with the predominant views being to the south over the Shotover River and Queenstown Hill.

The proposed earthworks are addressed below.

Overall, the effects of the proposed subdivision design, subject to the standard and volunteered conditions of consent are considered to be less than minor.

### Property Access

The relevant matters of control in relation to property access are listed in Rule 15.2.8.1 of the ODP.

As outlined in Section 5.1, the proposed roading and access layout complies with Section 14 of the ODP with the exception of the design of Road 001 and in relation to minimum sight distances from vehicle access points.

As detailed in the transportation report in **Appendix D**, the design of Road 1 will be similar to the Road Type E12 design applicable for subdivisions of 1 to 200 residences with the exception of the movement lane being wider than required and a footpath only being proposed on one side rather than both. Carriageway Consulting consider that the road will function as a 5.7m width for movement lanes plus an additional 2.3m for parking thereby achieving the outcome sought by the E12 design.

As stated above, the singular footpath along the extent of Road 001 is considered to be adequate given the low number of lots proposed.

The minimum sight distance from vehicle access points will not be able to be achieved by Lots 10 and 11 but will for all other lots. These lots are to be located at the end of Road 001 and accessed via an access lot and therefore vehicle speeds will be low and the potential safety effects will be mitigated.

With respect to the separation distance of the proposed Road 001 and Arthurs Point Road intersection from the Bullendale Drive – Arthurs Point intersection, it is noted that it is less than the separation distance required by the ODP. However, as outlined in Section 3.2 above, the location of the Bullendale Drive / Arthurs Point Road intersection was approved by QLDC (via SH160143) notwithstanding the concerns which were raised regarding the separation distance by the previous owner of the subject site. In this regard the SH160143 decision states that the approval of the Bullendale access does not preclude access to the subject site and therefore this assessment is relied upon for this application. Any alternative requirement (eg requiring the proposed subdivision to be accessed via the Bullendale development) should have been addressed by QLDC at the time of the approval of SH160143 (eg an access easement in favour of Lot 3) however this did not occur.

The entirety of the subject site is zoned Rural Visitor and both subdivision and the construction of buildings can be undertaken as controlled activities. Therefore the development of the land is anticipated by the ODP. Furthermore, given the lack of density controls and the relatively permissive height limits, the scale of development which could feasibly be undertaken as a controlled activity could be significant.

The configuration of Lot 3 allows for only one possible access point location on to Arthurs Point Road and this access point is proposed to be utilised for the proposed subdivision. The proposed subdivision is for 25 residential lots (with an assumption of one residential unit and one residential flat on each lot) which is considered to be of modest density compared to that which the District Plan allows (eg 3 storey hotel or a townhouse development akin to that approved for Bullendale of around 200m<sup>2</sup> for each lot). Consequently, the proposed density of development is considered to result in less traffic movements than could be anticipated for the site.

Carriageway Consultants consider that the intersection of Road 001 and Arthurs Point Road will be able to provide the required sight distances set out within the Austroads Guide Design Part 4A. Furthermore, they state that the proposed intersection would provide an excellent level of service with low queues and delays.

Roads 001 and 002 are proposed to be vested in Council and will be constructed to Council's standards. The width and extent of the land to be vested is identified on the subdivision plan in **Appendix C**. The naming of the roads and access ways will be undertaken in accordance with Council's road naming policy.

Street lighting is also proposed through the subdivision as identified in **Appendix G**. This will enhance the safety of the subdivision.

As shown in **Appendix H**, tree planting is proposed within Roads 001 and 002. These are to be clusters of Mountain Beech trees which will provide amenity to the roads, along the footpaths as well as for the future occupants of the proposed lots. The use of native species will encourage native wildlife.

The need or requirement to widen or upgrade Arthurs Point Road is not known and it is noted that the carriageway as it relates to the subject site is already of wide formation and therefore this is not anticipated.

The proposed subdivision design does not allow for access for future subdivision on adjoining land as both adjoining sites are not considered to be constrained. The upper area of the Bullendale land is zoned Rural General and therefore further development on this land is not anticipated by the ODP. Further, 201 Arthurs Point Road is not currently developed and therefore access could be provided to the upper areas of this land within that site.

Overall, taking into account the Carriageway Consulting report in Appendix D as well as the above matters, the potential transportation effects as a result of the proposal are anticipated to be no more than minor.

### Natural Hazards

The geotechnical report attached as **Appendix E** identifies that the subject site is located on the lower part of the Coronet Peak landslide and identifies that the landslide area can be regarded for practical engineering purposes as a 'dormant feature'.

The geotech report identifies that the potential for construction of up to 25 dwellings is realistic subject to site-specific foundation design. It is expected that a combination of pole foundations and excavated building platforms will be utilised in the future construction of buildings on the lots. The requirement for site specific foundation design is already covered by consent notice 6122676.1 which requires that building foundations are certified taking into account the geological assessment prepared by Halliday O'Laughlin and Taylor Limited dated 18 March 1988.

The geotech report also identifies that there are existing springs on proposed Lots 10 and 11. These are proposed to be drained and managed and a number of options are still being investigated. A condition of consent is therefore volunteered that prior to s223 certification that the methods of drainage and management of the springs across Lots 10 and 11 will be submitted to Council for approval.

On the basis of the geotechnical report submitted with the application, the existing consent notice condition and the volunteered condition of consent, the potential natural hazard effects are considered to be no more than minor.

### Servicing

#### *Water Supply*

Clarke Fortune McDonald & Associates' (CFMA) report in **Appendix F** anticipates there to be sufficient water supply capacity within the Arthurs Point network to service the proposed subdivision.

The slope of the land however poses a problem above RL467m in servicing the top lots according to the report. Consequently, a booster pump station would be required. Details of this will be provided prior to s223 certification and a condition of consent is volunteered to this effect.

#### *Stormwater*

The CFMA report details that the existing culverts under Arthurs Point Road have sufficient capacity to handle the stormwater flows from the proposed development as well as the catchment from Mt Dewer to the north. An internal gravity stormwater network is proposed

and no upgrades to the Council's network are anticipated. Detailed design of the network will be provided prior to s223 certification.

### *Wastewater Disposal*

CFMA anticipate that there is sufficient capacity in both the existing pipework and at the Arthurs Point pump station to handle the increase in flows resulting from the proposed subdivision and do not anticipate a need for any upgrades.

### *Energy Supply and Telecommunications*

Aurora Energy and Chorus infrastructure is located within Arthurs Point Road and CFMA do not anticipate that there will be any supply or capacity issues in this regard.

### *Summary*

Based upon the information provided by CFMA, the proposed subdivision will be able to connect to Council's services and network without any upgrades being necessary. Energy and telecommunications supply are also available to the proposed subdivision. As such, it is considered that the effects in relation to servicing will be less than minor.

### Vegetation and Landscape

The subject site is currently covered by a mixture of plantings including a number of weed species. It is proposed to remove all of the existing vegetation and to incorporate native plantings into the subdivision design. As can be seen on the landscape plan in **Appendix H**, a mixture of ground and tree plantings are proposed within the road reserves and part of the lots where excavation is proposed to provide for the construction of the roads. This will enhance the amenity of the subdivision and surrounding area and accordingly, the effects in this regard are considered to be less than minor.

### Easements

There is an existing easement 'G' which extends into the subject site. The Applicant is in discussions with the dominant tenement of this easement and they have agreed to surrender the easement. The documentation is currently being executed. Once this has been finalised, updated documentation will be submitted to Council.

### Earthworks

The proposed earthworks are for the construction of the roads only and are consistent with the earthworks that have been undertaken on other sloping sites as part of subdivisions. The temporary nuisance effects associated with the proposed earthworks will be addressed via the use of site management methods, the details of which will be provided to Council prior to works commencing on the site.

The visual effects of the earthworks will also be temporary as following their completion the cut faces will be remediated with planting and the roading will be sealed. The visual effects of the retaining along the sides of Road 001 will also be mitigated by the proposed planting of low level plants as well as two rows of Mountain Beech trees.

Noise effects are anticipated as a result of the proposed earthworks activity and the excess soil will require transportation away from the site which will also result in potential noise effects. These effects will be temporary and the hours of operation of the vehicles are volunteered to be restricted to 8am – 6pm Monday to Saturday with no earthworks to occur on Sundays or public holidays. This is considered to mitigate the potential adverse effects upon the amenity of the adjoining residential and visitor accommodation occupants.

Submission of a traffic management plan prior to works commencing is also volunteered to manage the effects upon the functioning of Arthurs Point Road.

### Conclusion

Overall, taking into account the above assessment, the effects of the proposed subdivision are anticipated to be no more than minor subject to the conditions of consent which have been volunteered.

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

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

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

- 1. The nature of the discharge and the sensitivity of the proposed receiving environment to adverse effects; and**
- 2. Any possible alternative methods of discharge, including discharge into any other receiving environment.**

There will be no discharge of any contaminant on site.

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

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

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

The consideration of effects on people, including the adjoining properties is incorporated into the above assessment in Section 7.2.

Given that Designation #242 is no longer applicable to the subject site under the PDP, QLDC approval under Section 176(1)(b) is not considered necessary.

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

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

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

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

## **8.0 SECTION 95 NOTIFICATION**

A consent authority must publicly notify an application if it decides under s95D that the activity will have or is likely to have adverse effects on the environment that are more than minor (s95A(2)(a)). Section 95B also sets out whether limited notification of an application is required which includes assessment as to whether there are any affected persons (under s95E) in relation to the activity.

As outlined above, the proposed activity is not likely to have adverse effects on the environment that are minor or more than minor and no persons are considered adversely affected.

Additionally, the applicant has not requested public notification of the application (s95A(3)(a)), there is no proposal to exchange recreation reserve land (s95A(3)(c), there is no rule or national environmental standard requiring public notification of the application (s95A(8)(a)) and there are no special circumstances that exist in relation to the application that would require public notification (s95A(9)).

Given the foregoing the application should proceed on a non-notified basis.

## 9.0 SECTION 104 (1)(b) ASSESSMENT

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

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

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

### 9.1 Operative District Plan

The objectives and policies relevant to this proposal are found in Part 14 – Transport and Part 15 – Subdivision and Development of the Operative District Plan.

#### Part 14

Objective 1 is in relation to the efficient use of the District's existing and future transportation resource and of fossil fuel usage. The proposal is consistent with this objective and its associated policies in that the proposed Roads 001 and 002 are to be vested as local roads and are accessed via Arthurs Point Road which is an arterial road.

The proposal further consolidates the Arthurs Point Rural Visitor zone through development of currently vacant land. The required off-road parking for the future development within the proposed lots will be addressed as they are developed, however the sites are considered to be of sufficient size to allow for the required provision of on-site parking bays. The site also has access to public transport services as there is a bus service which stops outside Nugget Point which travels to Queenstown.

As detailed in Section 7.2 above and in the Carriageway Consulting report in **Appendix D**, access to the property will ensure safety and efficiency of road functioning both within the proposed roading network and on to Arthurs Point Road.

Objective 2 is in relation to safety and accessibility in relation to both pedestrians and vehicles. Access to and within the proposed subdivision has been designed in accordance with the Council's Land Development Code of Practice with the exception of the road width and provision of a singular footpath along Road 001 rather than two. These are addressed in Section 7.2 above.

As detailed above, footpaths are provided within the proposed subdivision which will enhance connectivity within the site.

Policy 2.6 seeks to ensure that intersections and accessways are designed and located so that good visibility is provided, so that they can accommodate vehicle manoeuvres, they prevent reverse manoeuvres on to arterial roads and are separated so as not to adversely affect the free flow of traffic on arterial roads. As outlined in the traffic report in **Appendix D**, Lots 10 and 11 do not satisfy the District Plan requirements in relation to sightlines however these lots are located at the end of Road 001 and the access lot and therefore vehicle speeds in the vicinity will be low and therefore this will be safe in use. The proposed access ways will also not result in any reversing on to any arterial road. The proposed intersection of Road 001 and Arthurs Point Road does not provide the required 40m separation distance from the Bullendale Drive intersection being 34m, however for the reasons outlined in Section 7.2 above this is considered acceptable.

Objective 3 is in relation to the environmental effects of transportation. The proposal is considered to be consistent with the two relevant policies 3.4 and 3.6 as the proposed roading will require substantial earthworks cuts of which the visual effect upon the landscape will be mitigated through the planting of native plants on the cut faces. Furthermore, the planting of both low level plants and Mountain Beech trees within the road reserves will provide amenity along the roads.

Objective 6 and its associated policies seek to encourage and provide for the safe movement of cyclists and pedestrians. As mentioned above, footpaths are proposed along both Roads 001 and 002 which will also support access to Arthurs Point Road and the bus stops.

#### Part 15

Objective 1 of Part 15 relates to the servicing of the proposed subdivision and seeks to ensure that the necessary services are provided.

Vehicular and pedestrian access is assessed in detail above, however it is considered that the subdivision roading will integrate with the existing road network in an efficient manner and each lot will be provided with a safe access point.

As detailed above in Section 7.2, it is anticipated that the proposed subdivision can be supplied with potable and fire fighting water from Council reticulation. Furthermore, there is anticipated to be capacity for the subdivision to dispose of stormwater and wastewater via Council's network. Electricity and telecommunications connections are available along Arthurs Point Road and street lighting is proposed along Roads 001 and 002.

The proposal is also considered to be consistent with Objective 2 and its associated policies as the developer of the subdivision will provide for all roading and access and all service connections to the lots.

In terms of Objective 5 – Amenity Protection, as detailed in Section 7.2 above, the proposed lots are considered to be of sufficient size and dimensions to provide for the anticipated residential development.

Overall, the proposed subdivision is considered to be consistent with all of the relevant objectives and policies within the ODP.

## **9.2 Proposed District Plan**

The zoning of the subject site has not been included within the PDP to date and therefore is not of relevance to the proposed development.

## **10.0 AN ASSESSMENT OF THE ACTIVITY AGAINST MATTERS IN PART 2**

### **10.1 Section 5**

The purpose of the Act is “to promote the sustainable management of natural and physical resources”. Section 5(2) of the Act defines “sustainable management” as:

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

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

It is considered that the overall impact of the proposal in the context of the surrounding environment will not be adverse. The proposal reflects the on-going importance in continuing to meet people’s expectations about those values, and consequential “well-being”, both now and in the future, is acceptable.

### **10.2 Sections 6 and 7 of the Act**

In relation to Section 6 of the Act, it is considered that there are no matters of national importance requiring assessment.

In relation to Section 7 of the Act, of relevance are the maintenance and enhancement of amenity values (section 7(c)) and the maintenance and enhancement of the quality of the environment (section 7(f)). It is considered that there will be no significant adverse effect on amenity values or on the quality of the environment, either in their physical sense or in the subjective sense when the volunteered conditions of consent are taken into account.

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

## **11 CONCLUSION**

Resource consent is sought to undertake a 25 lot residential subdivision of 155 Arthurs Point Road, Arthurs Point.

The overall planning status of the proposal is that of a Restricted Discretionary Activity.

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

The proposed development is not considered to be contrary to the relevant objectives and policies of the operative and proposed District Plans and meets the purpose and principles of the Resource Management Act 1991.

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

**QUEENSTOWN LAKES DISTRICT COUNCIL**

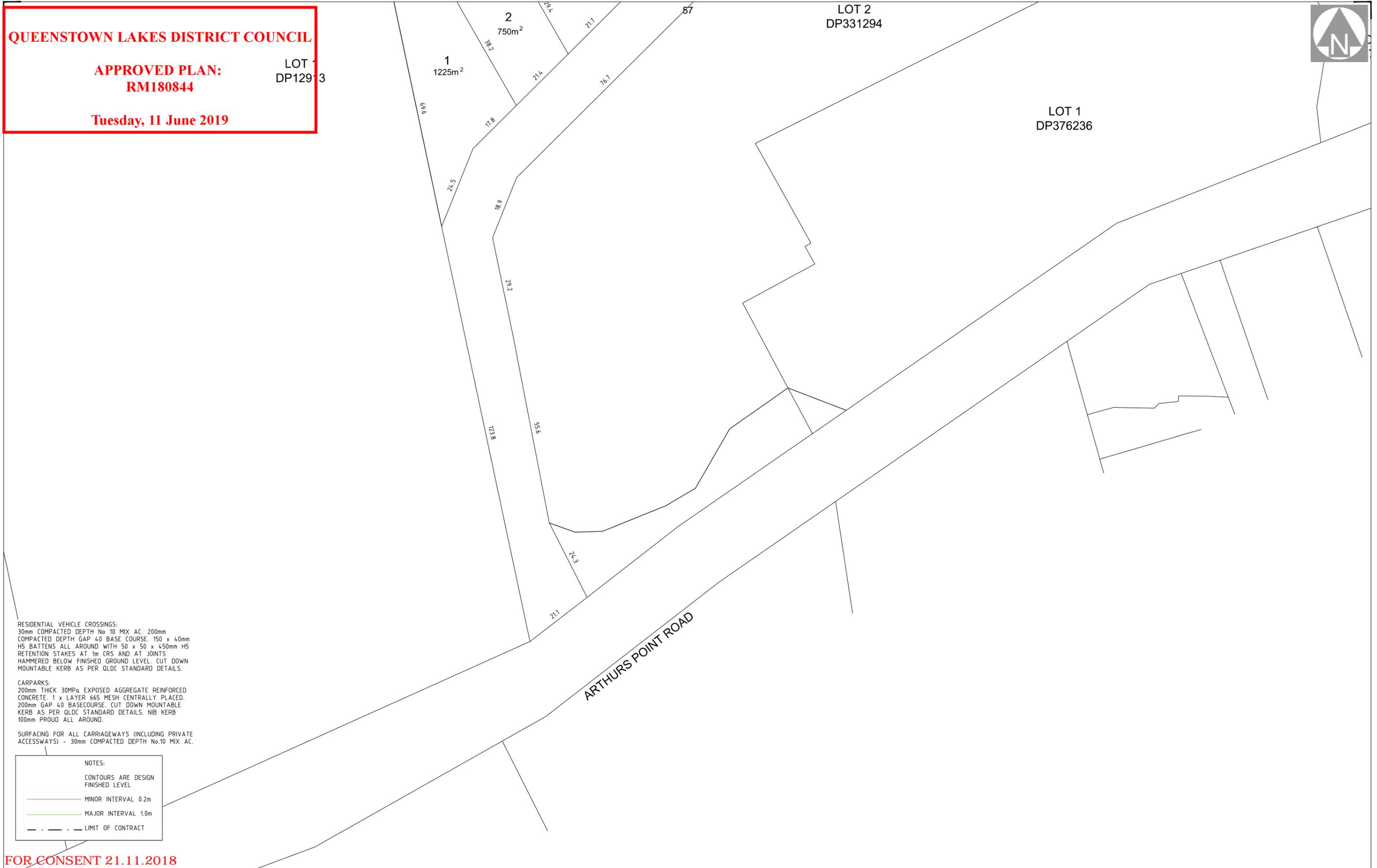
**APPROVED PLAN:  
RM180844**

**Tuesday, 11 June 2019**

LOT 1  
DP1293

LOT 2  
DP331294

LOT 1  
DP376236



RESIDENTIAL VEHICLE CROSSINGS:  
30mm COMPACTED DEPTH No 10 MIX AC. 200mm  
COMPACTED DEPTH GAP 40 BASE COURSE. 150 x 40mm  
H5 BATTENS ALL AROUND WITH 50 x 50 x 450mm H5  
RETENTION STAKES AT 1m CRS AND AT JOINTS  
HAMMERED BELOW FINISHED GROUND LEVEL. CUT DOWN  
MOUNTABLE KERB AS PER QLDC STANDARD DETAILS.

CARPARKS:  
200mm THICK 30MPa EXPOSED AGGREGATE REINFORCED  
CONCRETE. 1 x LAYER 665 MESH CENTRALLY PLACED.  
200mm GAP 40 BASECOURSE. CUT DOWN MOUNTABLE  
KERB AS PER QLDC STANDARD DETAILS. NIB KERB  
100mm PROUD ALL AROUND.

SURFACING FOR ALL CARRIAGEWAYS (INCLUDING PRIVATE  
ACCESSWAYS) - 30mm COMPACTED DEPTH No.10 MIX AC.

NOTES:  
CONTOURS ARE DESIGN  
FINISHED LEVEL

— MINOR INTERVAL 0.2m

— MAJOR INTERVAL 1.0m

- . - . - . LIMIT OF CONTRACT

**FOR CONSENT 21.11.2018**

**Clark Fortune McDonald & Associates**  
Licensed Cadastral Surveyors - Land Development - Planning Consultants

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Rev.	Date	Revision Details	By
-	-	-	-

**AP 155 LIMITED RESIDENTIAL DEVELOPMENT  
ALL STAGES  
BOUNDARY DIMENSIONS**

Client	AP 155 LIMITED			Surveyed	Signed	Date	Job No.	Drawing No.
							13361	E001
Notes:	All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions.			Drawn	Signed	Date	Scale	
	TPS					04, 18	1:500 @ A1 1:1,000 @ A3	
	Designed	Signed	Date	Datum & Level	Rev.			
	TPS		04, 18	MSL	-			

**QUEENSTOWN LAKES DISTRICT COUNCIL**

PROPOSED AMALGAMATION CONDITIONS

THAT LOT 201 HEREON (LEGAL ACCESS) BE HELD AS TO FOUR UNDIVIDED ONE QUARTER SHARES BY THE OWNERS OF LOTS 1-15 HEREON AS TENANTS IN COMMON OF THE SAID SHARES AND THAT INDIVIDUAL COMPUTER FREEHOLD REGISTERS BE ISSUED IN ACCORDANCE THEREWITH.

**RM180844**

THAT LOT 202 HEREON (LEGAL ACCESS) BE HELD AS TO THREE UNDIVIDED ONE THIRD SHARES BY THE OWNERS OF LOTS 9 -11 HEREON AS TENANTS IN COMMON OF THE SAID SHARES AND THAT INDIVIDUAL COMPUTER FREEHOLD REGISTERS BE ISSUED IN ACCORDANCE THEREWITH.

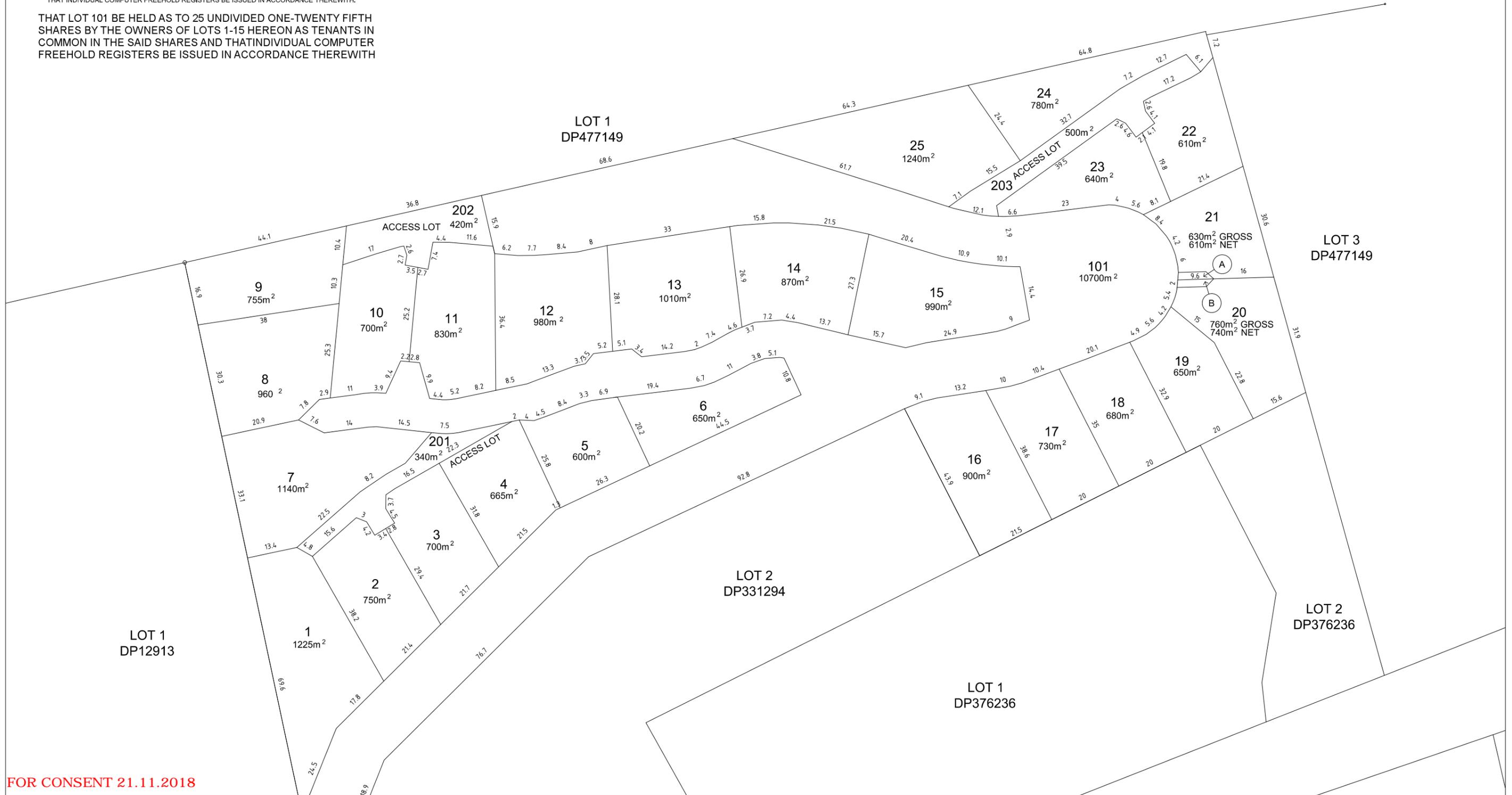
**Tuesday, 11 June 2019**

THAT LOT 203 HEREON (LEGAL ACCESS) BE HELD AS TO THREE UNDIVIDED ONE THIRD SHARES BY THE OWNERS OF LOTS 22, 24 AND 25 HEREON AS TENANTS IN COMMON OF THE SAID SHARES AND THAT INDIVIDUAL COMPUTER FREEHOLD REGISTERS BE ISSUED IN ACCORDANCE THEREWITH.

THAT LOT 101 BE HELD AS TO 25 UNDIVIDED ONE-TWENTY FIFTH SHARES BY THE OWNERS OF LOTS 1-15 HEREON AS TENANTS IN COMMON IN THE SAID SHARES AND THAT INDIVIDUAL COMPUTER FREEHOLD REGISTERS BE ISSUED IN ACCORDANCE THEREWITH



PROPOSED RIGHTS OF WAY			
PURPOSE	SHOWN	DOMINANT TENEMENT	SERVIENT TENEMENT
R.O.W.	A	LOT 20	LOT 21
R.O.W.	B	LOT 21	LOT 20



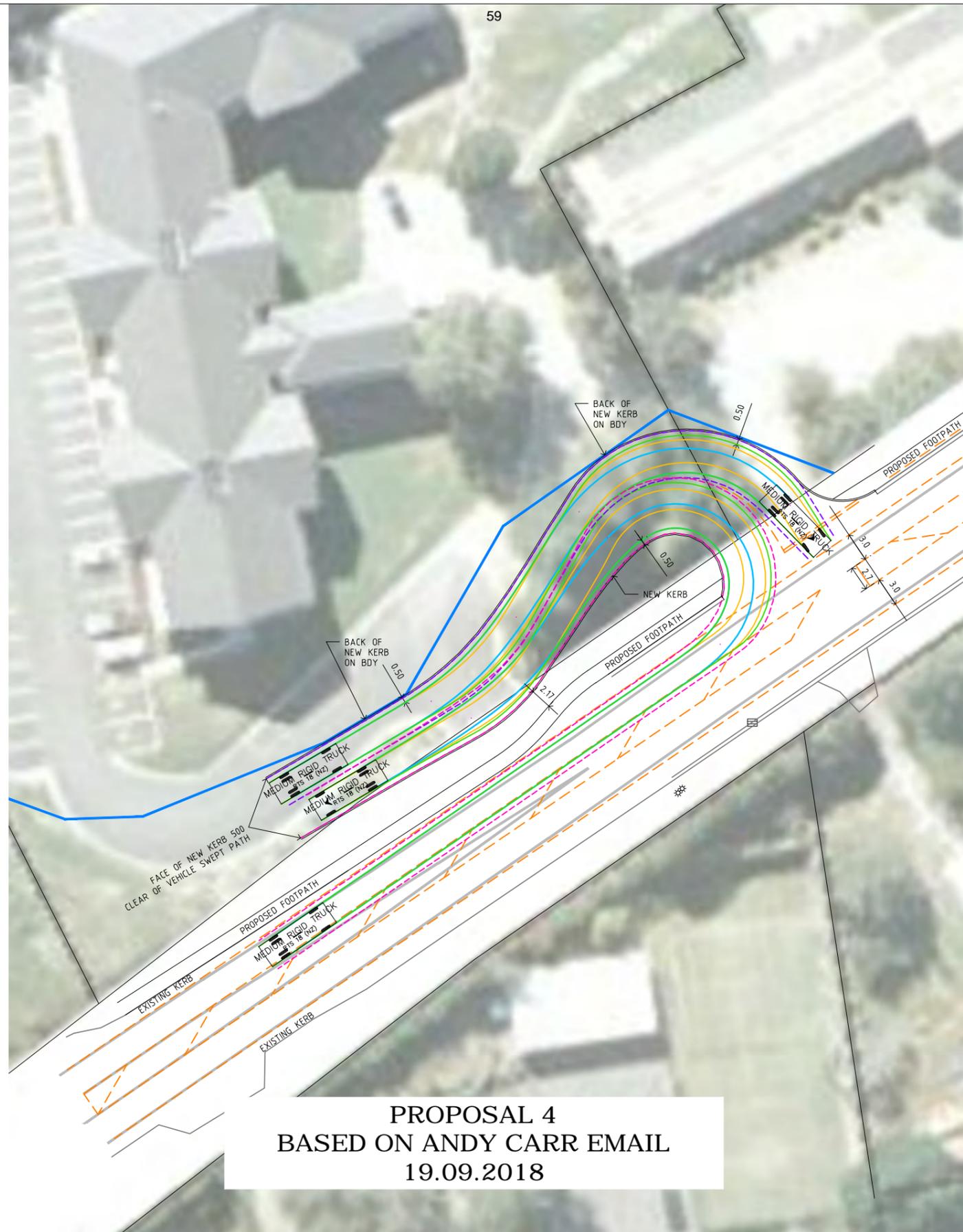
FOR CONSENT 21.11.2018

**Clark Fortune McDonald & Associates**  
 Licensed Cadastral Surveyors - Land Development - Planning Consultants  
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Rev.	Date	Revision Details	By
C	02.05.2018	WEST CORNER OF LOT 23, TURNING LOTS 10, 11	TS
D	31.05.2018	Amend lots 8 & 9	CH
E	20.11.2018	AMEND FOR TURNING AREAS AND PARKING	TS

**AP 155 LIMITED RESIDENTIAL DEVELOPMENT  
 ALL STAGES  
 BOUNDARY DIMENSIONS**

Client	Surveyed	Signed	Date	Job No.	Drawing No.
AP 155 LIMITED				13361	E001
Notes: All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.	Drawn TPS	Signed	Date 04.18	Scale 1:500 @ A1 1:1,000 @ A3	SHEET 013
	Designed TPS	Signed	Date 04.18	Datum & Level MSL	Rev. E



LEGEND

- SURVEYED KERB LINES
- SURVEYED ROAD MARKING LINES
- - - PROPOSED ROAD MARKING
- - - 500mm CLEARANCE AROUND INBOUND TRUCK
- - - 500mm CLEARANCE AROUND OUTBOUND TRUCK
- PROPERTY BOUNDARY
- RIGHT OF WAY BOUNDARY

PROPOSAL 4  
BASED ON ANDY CARR EMAIL  
19.09.2018

ISSUED FOR REVIEW 2/10/2018

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Rev.	Date	Revision Details	By
D	02/10/2018	AMEND SW PATHS, ADD SURVEYED KERBS, MARKING TS	

AUGUST PROPERTIES  
ARTHUR'S POINT DEVELOPMENT  
PROPOSED ALTERNATIVE ACCESS

Client	155 AP LIMITED	Surveyed	Signed	Date	1/6/2018	Job No.	13361	Drawing No.	E002 SHEET 001
Notes:	All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.								
Drawn	TS	Signed		Date	1/6/2018	Scale	1:250 @ A1 1:500 @ A3		
Designed	TS	Signed		Date	1/6/2018	Datum & Level	MT NIC 2000	Rev.	D

**QUEENSTOWN LAKES DISTRICT COUNCIL**

**APPROVED PLAN:  
RM180844**

**Tuesday, 11 June 2019**

LOT  
DP129 3

LOT 2  
DP331294

LOT 1  
DP376236



**NOTES:**

CONTOURS ARE DESIGN FINISHED LEVEL

- MINOR INTERVAL 1m
- MAJOR INTERVAL 5m

**FOR CONSENT 21.11.2018**

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Rev.	Date	Revision Details	By
C	05.02.2018	LABEL TYPICAL CROSS SECTIONS	TS
E	20.11.2018	ROAD DETAILS - UP TO CH 150 ETC	TS

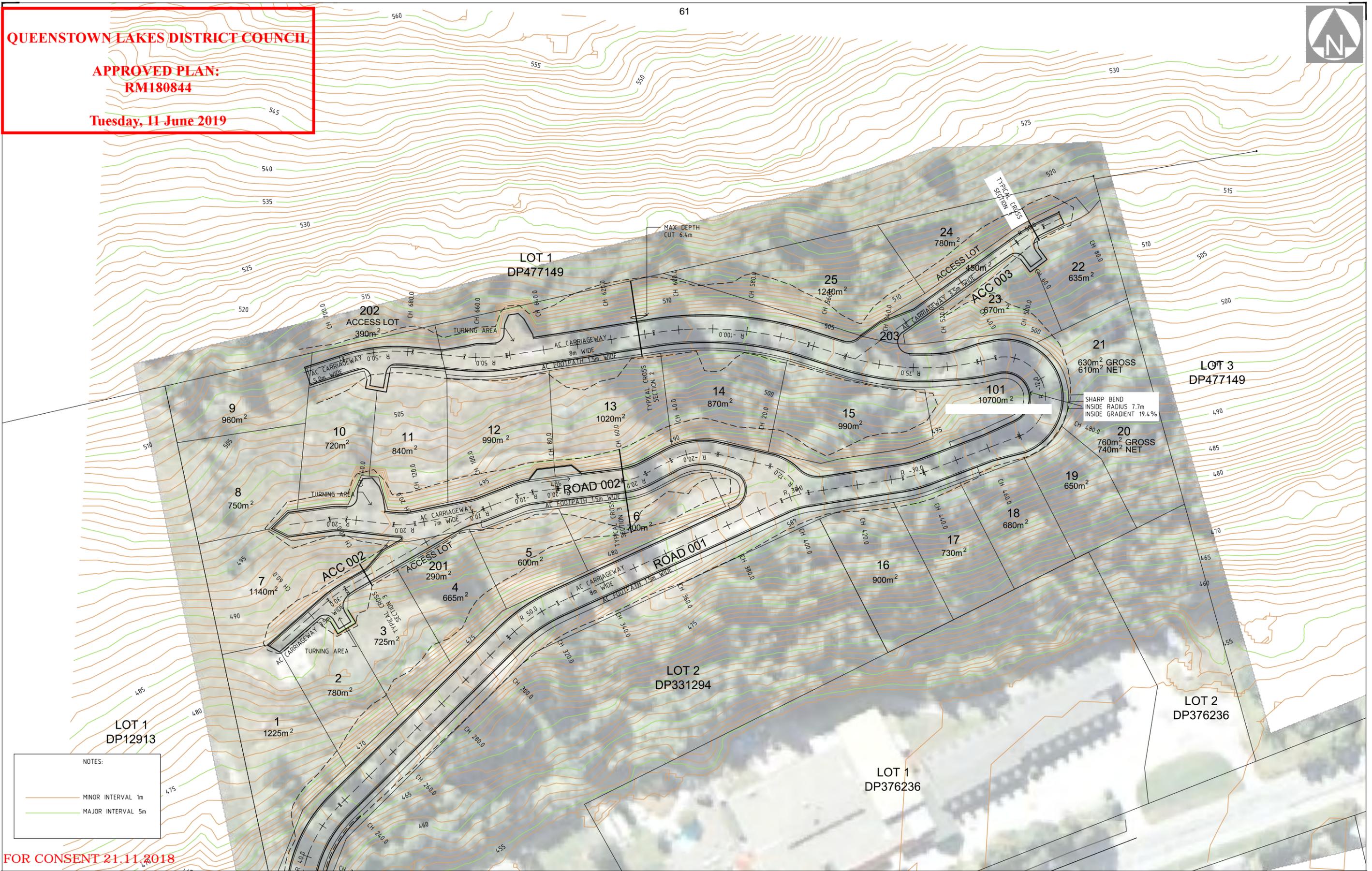
**AP 155 LIMITED RESIDENTIAL DEVELOPMENT  
ALL STAGES  
ROAD LAYOUT**

Client	Surveyed	Signed	Date	Job No.	Drawing No.
AP 155 LIMITED				13361	E001 SHEET 004
Notes: All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.	Drawn TPS	Signed	Date 04.18	Scale 1:500 @ A1 1:1,000 @ A3	Rev. E
	Designed TPS	Signed	Date 04.18	Datum & Level MSL	

**QUEENSTOWN LAKES DISTRICT COUNCIL**

**APPROVED PLAN:  
RM180844**

**Tuesday, 11 June 2019**



NOTES:  
 — MINOR INTERVAL 1m  
 — MAJOR INTERVAL 5m

**FOR CONSENT 21.11.2018**

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Rev.	Date	Revision Details	By
C	05.02.2018	LABEL TYPICAL CROSS SECTIONS	TS
E	20.11.2018	EXTRA TURNING HEADS, REGEN LINEWORK ETC	TS

**AP 155 LIMITED RESIDENTIAL DEVELOPMENT  
ALL STAGES  
ROAD LAYOUT**

Client	Surveyed	Signed	Date	Job No.	Drawing No.
AP 155 LIMITED	TPS	Signed	04.18	13361	E001 SHEET 005
Notes: All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.	Drawn	Signed	Date	Scale	Rev.
	TPS	Signed	04.18	1:500 @ A1 1:1,000 @ A3	E
	Designed	Signed	Date	Datum & Level	
	TPS	Signed	04.18	MSL	

**QUEENSTOWN LAKES DISTRICT COUNCIL**

**APPROVED PLAN:  
RM180844**

**Tuesday, 11 June 2019**



EARTHWORKS QUANTITIES:  
 STRIP TOPSOIL: 3,000m<sup>3</sup>  
 CUT: 28,000m<sup>3</sup>  
 FILL: 2,400m<sup>3</sup>  
 DISPOSE OFFSITE: 25,600m<sup>3</sup>

MAX DEPTH  
FILL 5.2m

**LEGEND**

	FILL 5.0m - 6.0m
	FILL 4.0m - 5.0m
	FILL 3.0m - 4.0m
	FILL 2.0m - 3.0m
	FILL 1.0m - 2.0m
	FILL 0.0m - 1.0m
	CUT 0.0m - 1.0m
	CUT 1.0m - 2.0m
	CUT 2.0m - 3.0m
	CUT 3.0m - 4.0m
	CUT 4.0m - 5.0m
	CUT 5.0m - 6.0m
	CUT 6.0m - 7.0m

**FOR CONSENT 21.11.2018**

Shotover Design Limited trading as  
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Rev.	Date	Revision Details	By
E	20.11.2018	REGEN DEPTH SHADING	TS

**AP 155 LIMITED RESIDENTIAL DEVELOPMENT  
ALL STAGES  
CUT / FILL DEPTHS**

Client	AP 155 LIMITED	Surveyed	Signed	Date	04, 18	Job No.	13361	Drawing No.	E001 SHEET 006
Notes:	All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.								
Drawn	TPS	Signed	Signed	Date	04, 18	Scale	1:500 @ A1 1:1,000 @ A3	Datum & Level	MSL
Designed	TPS	Signed	Signed	Date	04, 18	Rev.	E		



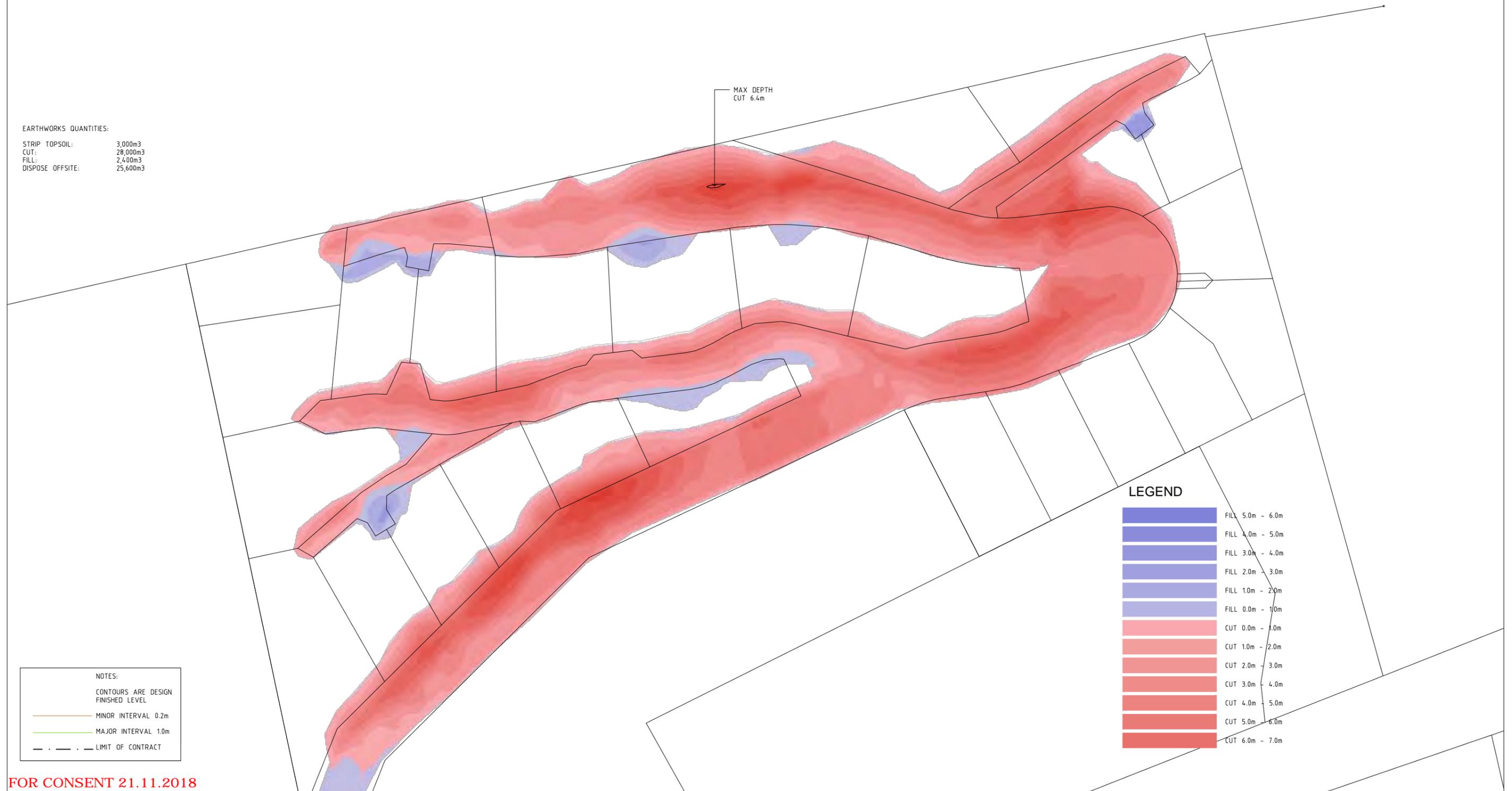
**QUEENSTOWN LAKES DISTRICT COUNCIL**

**APPROVED PLAN:  
RM180844**

**Tuesday, 11 June 2019**

EARTHWORKS QUANTITIES:  
STRIP TOPSOIL: 3,000m<sup>3</sup>  
CUT: 28,000m<sup>3</sup>  
FILL: 2,400m<sup>3</sup>  
DISPOSE OFFSITE: 25,600m<sup>3</sup>

MAX DEPTH CUT 6.4m



**LEGEND**

[Blue Swatch]	FILL 5.0m - 6.0m
[Blue Swatch]	FILL 4.0m - 5.0m
[Blue Swatch]	FILL 3.0m - 4.0m
[Blue Swatch]	FILL 2.0m - 3.0m
[Blue Swatch]	FILL 1.0m - 2.0m
[Blue Swatch]	FILL 0.0m - 1.0m
[Red Swatch]	CUT 0.0m - 1.0m
[Red Swatch]	CUT 1.0m - 2.0m
[Red Swatch]	CUT 2.0m - 3.0m
[Red Swatch]	CUT 3.0m - 4.0m
[Red Swatch]	CUT 4.0m - 5.0m
[Red Swatch]	CUT 5.0m - 6.0m
[Red Swatch]	CUT 6.0m - 7.0m

NOTES:  
 CONTOURS ARE DESIGN FINISHED LEVEL  
 MINOR INTERVAL 0.2m  
 MAJOR INTERVAL 1.0m  
 LIMIT OF CONTRACT

**FOR CONSENT 21.11.2018**

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Rev.	Date	Revision Details	By
E	20.11.2018	REGEN DEPTH SHADING	TS

**AP 155 LIMITED RESIDENTIAL DEVELOPMENT  
 ALL STAGES  
 CUT / FILL DEPTHS**

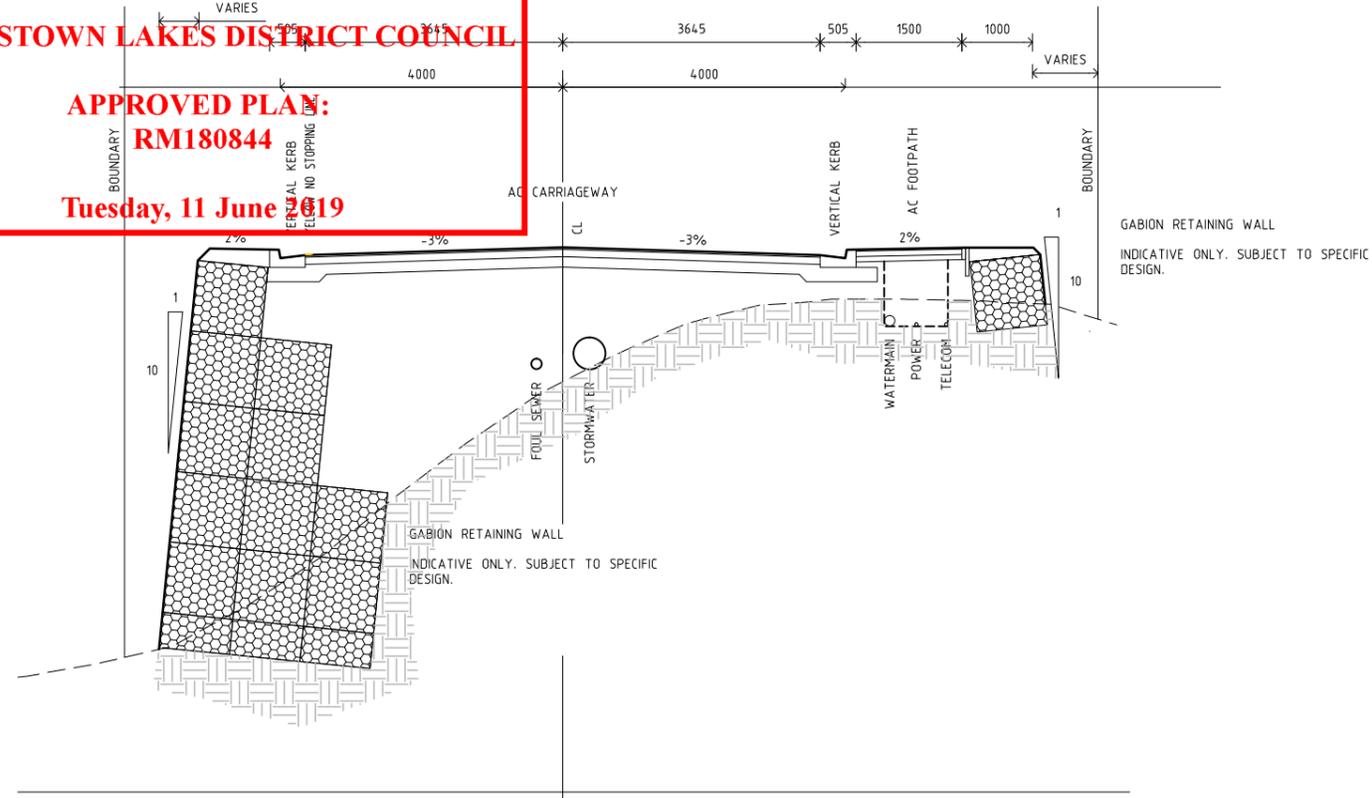
Client	AP 155 LIMITED	Surveyed	Signed	Date	04.18	Job No.	13361	Drawing No.	E001 SHEET 007
Notes:	All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.								
Drawn	TPS	Signed	Signed	Date	04.18	Scale	1:500 @ A1 1:1,000 @ A3	Datum & Level	MSL
Designed	TPS	Signed	Signed	Date	04.18	Rev.	E		

**QUEENSTOWN LAKES DISTRICT COUNCIL**

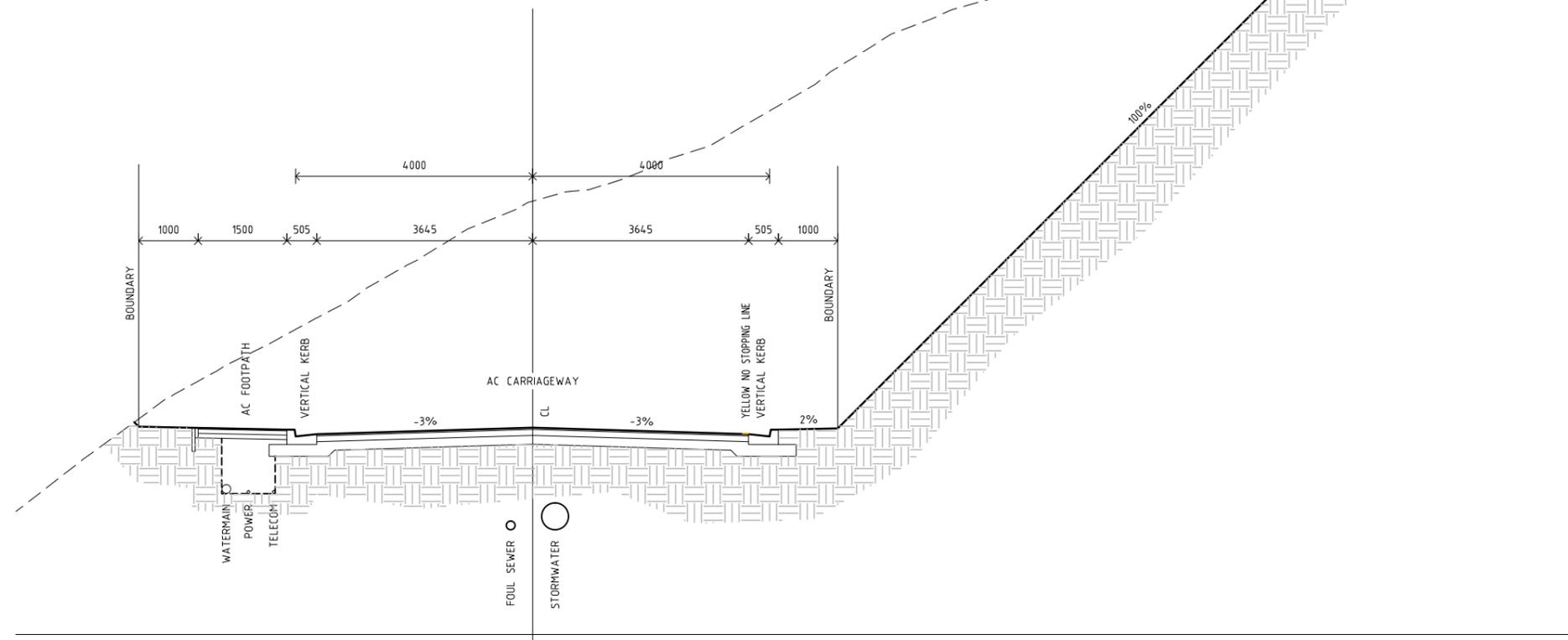
**APPROVED PLAN:**

**RM180844**

**Tuesday, 11 June 2019**



THROUGH MAX DEPTH FILL  
TYPICAL CROSS SECTION 1



THROUGH MAX DEPTH CUT  
TYPICAL CROSS SECTION 2

ROAD 001

FOR CONSENT 21.11.2018

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Rev.	Date	Revision Details	By
C	05.02.2018	LABEL TYP X SECTS, YELLOW NO STOPPING LINES	TS

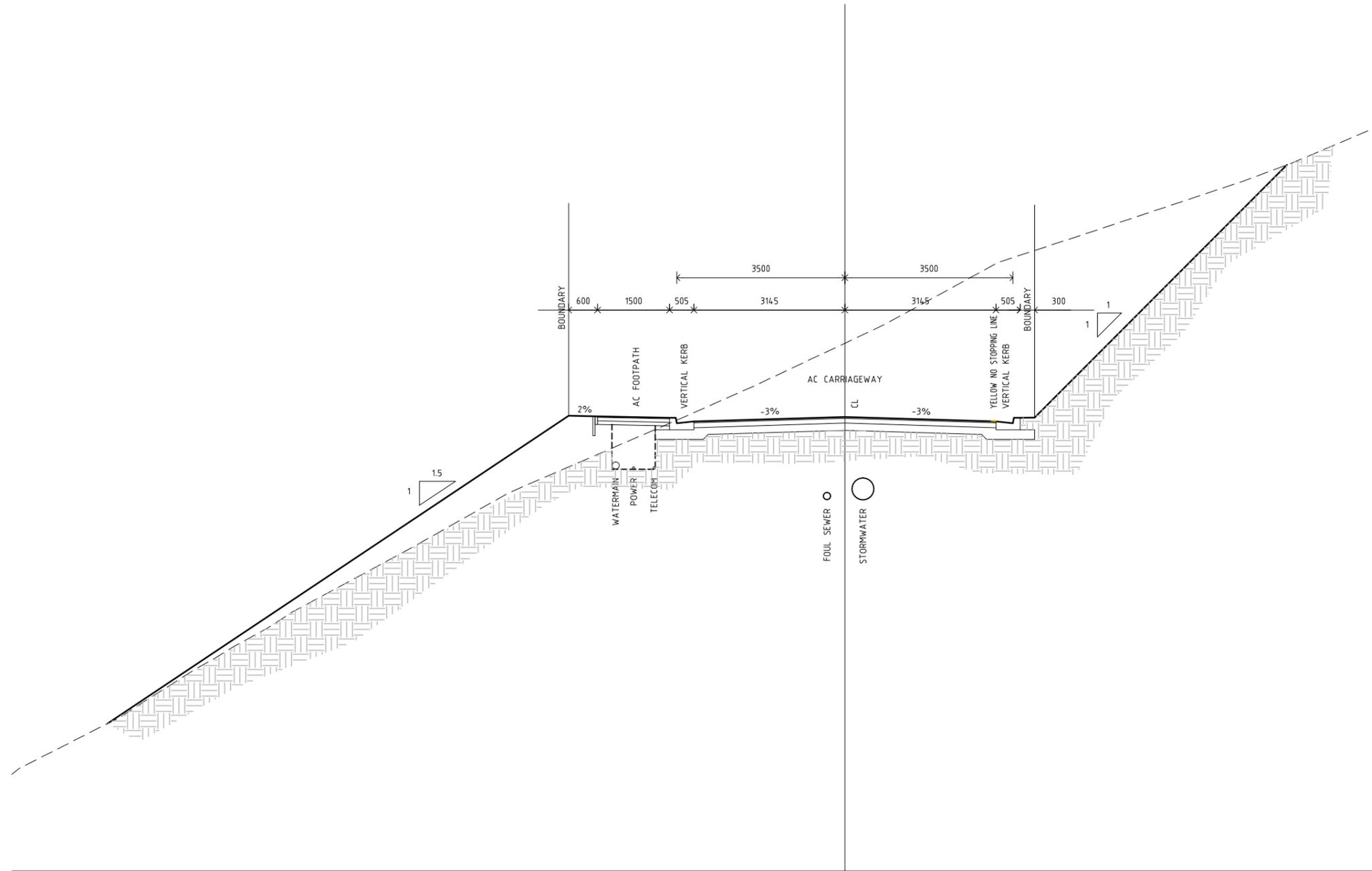
**AP 155 LIMITED RESIDENTIAL DEVELOPMENT  
ALL STAGES  
ROAD TYPICAL CROSS SECTIONS**

Client	<b>AP 155 LIMITED</b>		Surveyed	Signed	Date	Job No.	Drawing No.
			TPS		04, 18	<b>13361</b>	<b>E001</b> SHEET 008
Notes: All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.	Drawn	Signed	Date	Scale			
	TPS		04, 18	<b>1:50 @ A1</b> <b>1:100 @ A3</b>			
	Designed	Signed	Date	Datum & Level	Rev.		
	TPS		04, 18	<b>MSL</b>	<b>C</b>		

**QUEENSTOWN LAKES DISTRICT COUNCIL**

**APPROVED PLAN:  
RM180844**

**Tuesday, 11 June 2019**



CH 60  
TYPICAL CROSS SECTION 3

ROAD 002

**FOR CONSENT 21.11.2018**

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Rev.	Date	Revision Details	By
C	05.02.2018	LABEL TYP X SECTS, YELLOW NO STOPPING LINES	TS

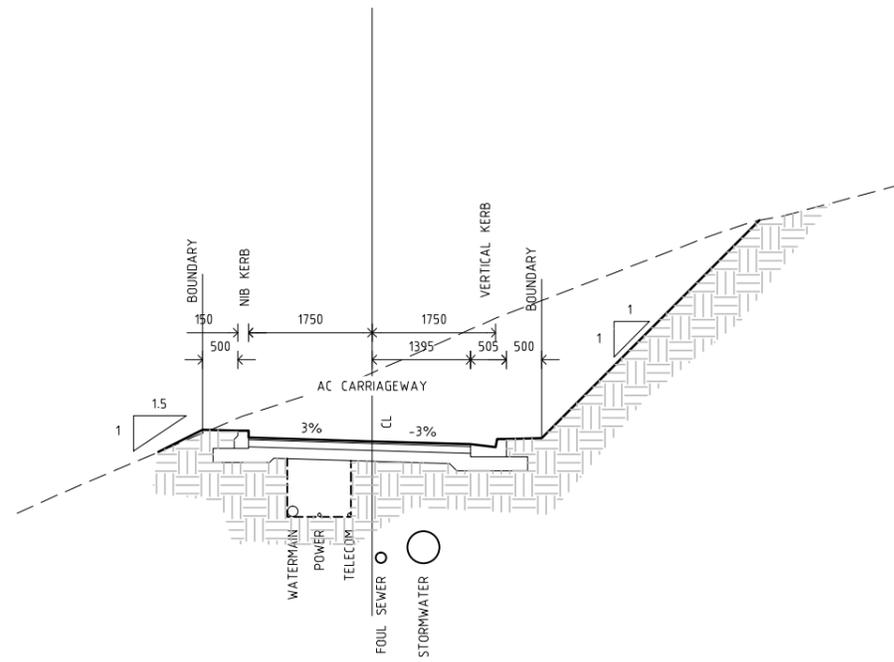
**AP 155 LIMITED RESIDENTIAL DEVELOPMENT  
ALL STAGES  
ROAD TYPICAL CROSS SECTIONS**

Client	Surveyed	Signed	Date	Job No.	Drawing No.
AP 155 LIMITED				13361	E001 SHEET 009
Notes: All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.	Drawn TPS	Signed	Date 04.18	Scale 1:50 @ A1 1:100 @ A3	Rev. C
	Designed TPS	Signed	Date 04.18	Datum & Level MSL	

**QUEENSTOWN LAKES DISTRICT COUNCIL**

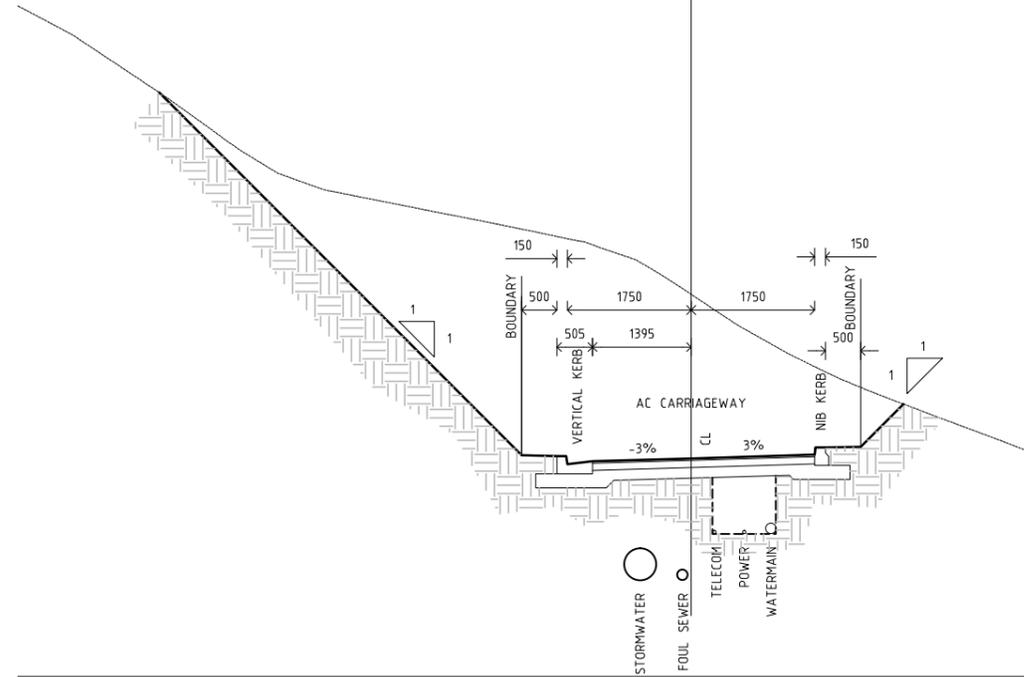
**APPROVED PLAN:  
RM180844**

**Tuesday, 11 June 2019**



CH 40  
TYPICAL CROSS SECTION 4

ACC 002



CH 66  
TYPICAL CROSS SECTION 5

ACC 003

FOR CONSENT 21.11.2018

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Rev.	Date	Revision Details	By
C	05.02.2018	LABEL TYPICAL CROSS SECTIONS	TS

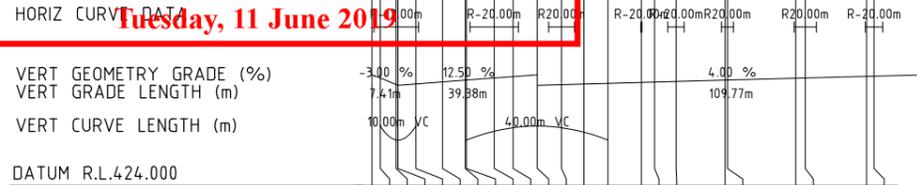
**AP 155 LIMITED RESIDENTIAL DEVELOPMENT  
ALL STAGES  
ROAD TYPICAL CROSS SECTIONS**

Client	AP 155 LIMITED	Surveyed	Signed	Date	Job No.	Drawing No.
					13361	E001
Notes:	All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.			Date	Scale	Rev.
Drawn	TPS	Signed		04, 18	1:50 @ A1 1:100 @ A3	
Designed	TPS	Signed		04, 18	Datum & Level	MSL

**QUEENSTOWN LAKES DISTRICT COUNCIL**

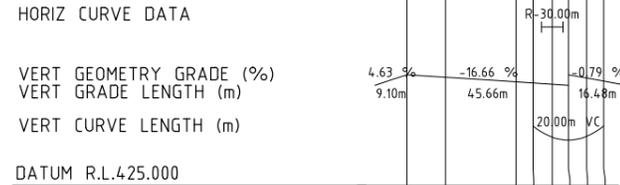
**APPROVED PLAN:  
RM180844**

**Tuesday, 11 June 2019**



DEPTH	C.L. FINISHED LEVEL	EXISTING G.L.	CHAINAGE
0.00	487.037	485.11	-1.93
2.41	487.000	485.04	-1.96
6.89	487.137	485.06	-2.08
7.41	487.134	485.08	-2.05
12.41	487.104	485.51	-1.59
20.00	487.108	486.46	-0.65
26.39	488.053	487.26	-0.79
26.79	488.138	487.31	-0.83
34.60	489.906	488.22	-1.69
40.00	490.796	488.78	-2.02
46.79	491.575	489.38	-2.19
53.67	491.802	489.90	-1.90
60.00	492.284	490.29	-2.00
66.79	492.155	490.61	-1.53
76.28	492.170	490.99	-1.18
80.00	492.438	491.14	-1.30
86.10	493.089	491.38	-1.71
100.00	495.272	491.94	-3.33
100.68	495.437	491.96	-3.47
120.00	495.638	492.74	-2.90
122.66	495.261	492.84	-2.42
140.00	495.641	493.54	-2.10
142.18	495.616	493.62	-1.99

**LONGSECTION - CL ROAD 002**  
 A1 HORIZ SCALE 1 : 1000  
 A1 VERT SCALE 1 : 1000



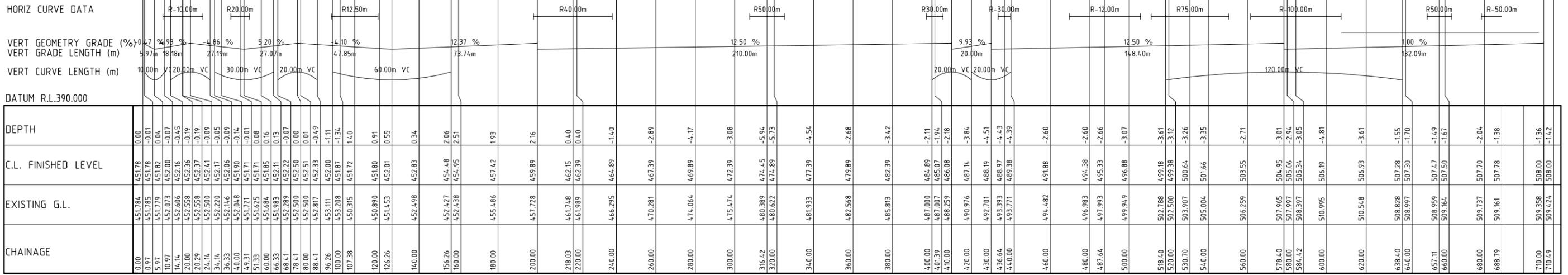
DEPTH	C.L. FINISHED LEVEL	EXISTING G.L.	CHAINAGE
0.00	494.905	494.905	0.00
9.13	494.555	492.80	-1.75
20.00	493.244	490.99	-2.25
40.00	488.246	487.66	-0.59
44.78	487.055	486.86	-0.19
50.23	485.679	486.07	0.39
54.78	486.176	485.59	-0.59
60.00	486.573	485.24	-1.33
64.78	485.837	485.11	-0.72

**LONGSECTION - CL ACC 002**  
 A1 HORIZ SCALE 1 : 1000  
 A1 VERT SCALE 1 : 1000



DEPTH	C.L. FINISHED LEVEL	EXISTING G.L.	CHAINAGE
0.00	504.957	504.957	0.00
7.00	506.408	502.52	-3.89
20.00	508.171	504.69	-3.48
40.00	512.129	508.02	-4.11
54.40	513.600	510.42	-3.18
60.00	514.215	511.29	-2.93
61.90	514.391	511.56	-2.84
64.61	514.398	511.91	-2.49
69.40	514.768	512.47	-2.30
73.94	515.023	512.95	-2.07
80.00	515.099	513.67	-1.43
81.44	515.034	513.86	-1.17
88.94	516.306	515.00	-1.30
93.95	518.016	515.84	-2.18
100.00	520.232	516.85	-3.39
120.00	523.323	520.18	-3.14
123.09	523.969	520.69	-3.28
140.00	526.335	523.51	-2.82
160.00	528.919	526.84	-2.07
170.62	529.774	528.61	-1.16

**LONGSECTION - CL ACC 003**  
 A1 HORIZ SCALE 1 : 1000  
 A1 VERT SCALE 1 : 1000



DEPTH	C.L. FINISHED LEVEL	EXISTING G.L.	CHAINAGE
0.00	451.784	451.78	0.00
0.97	451.785	451.78	-0.01
5.97	451.779	451.82	0.04
10.97	452.073	452.00	-0.07
14.14	452.606	452.16	-0.45
20.00	452.558	452.36	-0.19
20.29	452.558	452.37	-0.19
24.14	452.500	452.41	-0.09
34.14	452.220	452.17	-0.05
36.33	452.146	452.06	-0.09
40.00	452.048	451.90	-0.14
49.31	451.721	451.71	-0.01
60.00	451.625	451.71	0.08
66.33	451.684	451.85	0.16
68.41	451.983	452.11	0.13
78.41	452.289	452.22	-0.07
80.00	452.500	452.51	0.01
88.41	452.817	452.33	-0.49
96.26	453.111	452.00	-1.11
100.00	453.208	451.87	-1.34
107.38	450.315	451.72	1.40
120.00	450.890	451.80	0.91
126.26	451.453	452.01	0.55
140.00	452.498	452.83	0.34
156.26	452.427	454.48	2.06
160.00	452.438	454.95	2.51
180.00	455.486	457.42	1.93
200.00	457.728	459.89	2.16
218.03	461.748	462.15	0.40
220.00	461.989	462.39	0.40
240.00	466.295	464.89	-1.40
260.00	470.281	467.39	-2.89
280.00	474.064	469.89	-4.17
300.00	475.474	472.39	-3.08
316.42	480.389	474.45	-5.94
320.00	480.622	474.89	-5.73
340.00	481.933	477.39	-4.54
360.00	482.568	479.89	-2.68
380.00	485.813	482.39	-3.42
400.00	487.000	484.89	-2.11
407.39	487.007	485.07	-1.94
410.00	488.259	486.08	-2.18
420.00	490.976	487.14	-3.84
430.00	492.701	488.19	-4.51
436.64	493.393	488.97	-4.43
440.00	493.771	489.38	-4.39
460.00	494.482	491.88	-2.60
480.00	496.983	494.38	-2.60
487.64	497.993	495.33	-2.66
500.00	499.949	496.88	-3.07
518.40	502.788	499.18	-3.61
520.00	502.500	499.38	-3.12
530.70	503.907	500.64	-3.26
540.00	505.004	501.66	-3.35
560.00	506.259	503.55	-2.71
578.40	507.965	504.95	-3.01
580.00	507.997	505.06	-2.94
584.42	508.397	505.34	-3.05
600.00	510.995	506.19	-4.81
620.00	510.548	506.93	-3.61
638.40	508.828	507.28	-1.55
640.00	508.997	507.30	-1.70
657.11	508.959	507.47	-1.49
660.00	509.164	507.50	-1.67
680.00	509.737	507.70	-2.04
688.79	509.161	507.78	-1.38
710.00	509.358	508.00	-1.36
710.49	509.424	508.00	-1.42

**LONGSECTION - CL ROAD 001**  
 A1 HORIZ SCALE 1 : 1000  
 A1 VERT SCALE 1 : 1000

**FOR CONSENT 21.11.2018**

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Rev.	Date	Revision Details	By
E	20.11.2018	REGEN ROAD LONGSECTIONS	TS

**AP 155 LIMITED RESIDENTIAL DEVELOPMENT**  
**ALL STAGES**  
**ROAD LONGSECTIONS**

Client	AP 155 LIMITED	Surveyed	Signed	Date	04.18	Job No.	13361	Drawing No.	E001
Notes:	All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.								
Drawn	TPS	Signed	Signed	Date	04.18	Scale	AS SHOWN	Rev.	E
Designed	TPS	Signed	Signed	Date	04.18	Datum & Level	MSL	Rev.	E

**QUEENSTOWN LAKES DISTRICT COUNCIL**

**APPROVED PLAN:  
RM180844**

**Tuesday, 11 June 2019**

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DESIGN VEHICLE AT CARPARK ENTRANCE  
RIGHT TURN IN  
LEFT TURN OUT

DESIGN VEHICLE AT ENTRANCE  
LEFT TURN IN  
LEFT TURN OUT

DESIGN VEHICLE AT CORNER  
BOTH DIRECTIONS

DESIGN VEHICLE AT ENTRANCE  
RIGHT TURN IN  
RIGHT TURN OUT

**FOR CONSENT 21.11.2018**

Shotover Design Limited trading as  

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Rev.	Date	Revision Details	By
C	07.05.2018	ADD SWEEP PATHS	TS
E	21.11.2018	REVISED ENTRANCE LAYOUT	TS

**AP 155 LIMITED RESIDENTIAL DEVELOPMENT  
ALL STAGES  
SWEPT PATHS - ROAD 001 / ARTHUR'S POINT ROAD  
INTERSECTION - DESIGN VEHICLE**

Client	AP 155 LIMITED	Surveyed	Signed	Date	04, 18	Job No.	13361	Drawing No.	E001 SHEET 014
Notes:	All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.								
Drawn	TPS	Signed		Date	04, 18	Scale	1:250 @ A1 1:500 @ A3		
Designed	TPS	Signed		Date	04, 18	Datum & Level	MSL	Rev.	E

**QUEENSTOWN LAKES DISTRICT COUNCIL**

**APPROVED PLAN:  
RM180844**

**Tuesday, 11 June 2019**



CHECKING VEHICLE AT CORNER  
BOTH DIRECTIONS

CHECKING VEHICLE AT ENTRANCE  
LEFT TURN IN  
LEFT TURN OUT

CHECKING VEHICLE AT ENTRANCE  
RIGHT TURN IN  
RIGHT TURN OUT

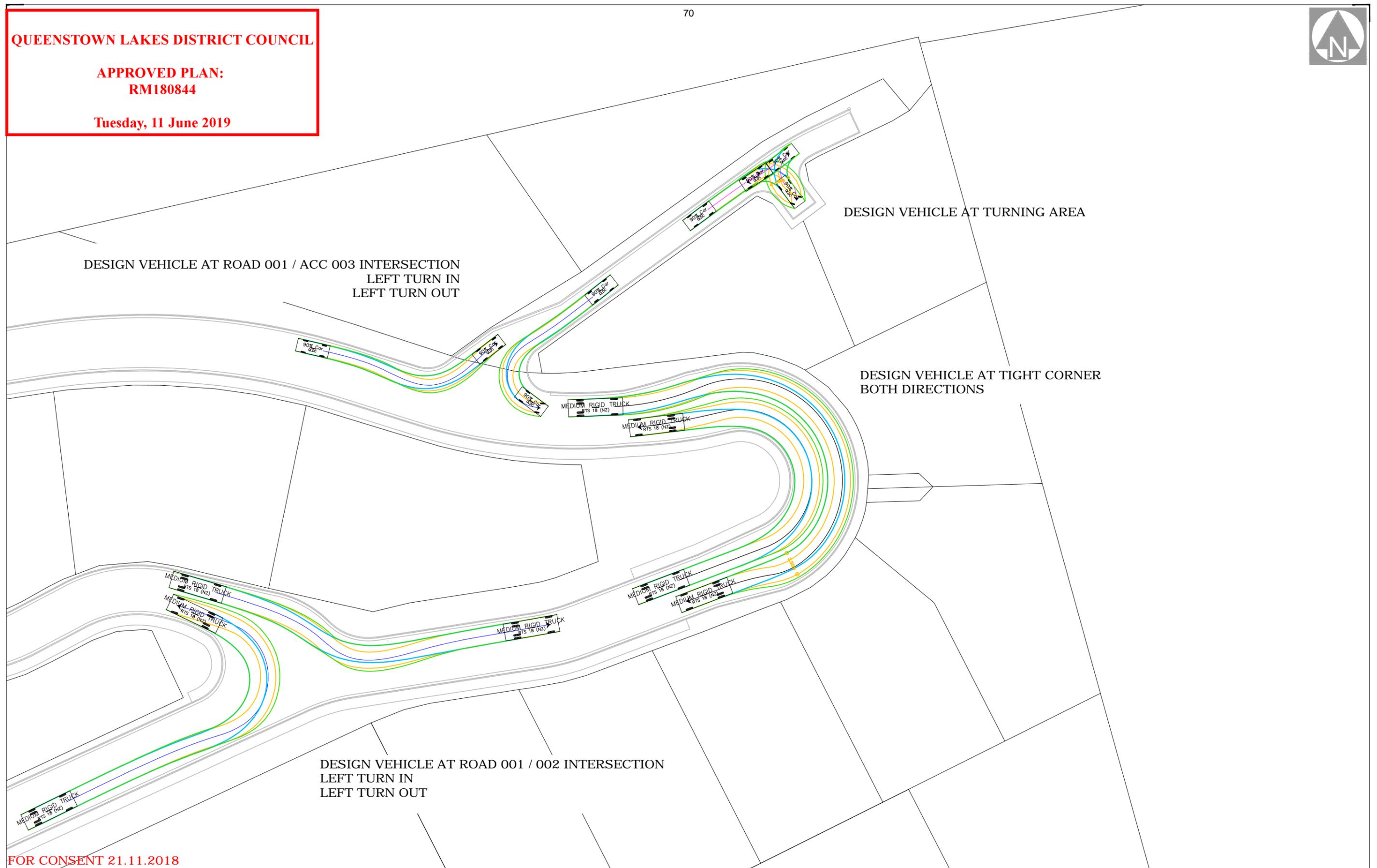
**FOR CONSENT 21.11.2018**

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Rev.	Date	Revision Details	By
C	07.05.2018	ADD SWEEP PATHS	TS
E	21.11.2018	REVISED ENTRANCE LAYOUT	TS

**AP 155 LIMITED RESIDENTIAL DEVELOPMENT  
ALL STAGES  
SWEPT PATHS - ROAD 001 / ARTHUR'S POINT ROAD  
INTERSECTION - CHECKING VEHICLE**

Client	Surveyed	Signed	Date	Job No.	Drawing No.
AP 155 LIMITED	TPS	Signed	04, 18	13361	E001 SHEET 014A
Notes: All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.	Designed	Signed	Date	Datum & Level	Rev.
	TPS	Signed	04, 18	MSL	E



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Rev.	Date	Revision Details	By
C	07.05.2018	ADD SWEEP PATHS	TS
E	21.11.2018	ADD S.PATH AT TIGHT CORNER REGEN LINEWORK ETC	TS

**AP 155 LIMITED RESIDENTIAL DEVELOPMENT  
 SWEEP PATHS - INTERNAL INTERSECTIONS AND  
 TURNING AREAS  
 DESIGN VEHICLE LEFT TURNS**

Client	Surveyed	Signed	Date	Job No.	Drawing No.
AP 155 LIMITED				13361	E001 SHEET 015
Notes: All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.	Drawn TPS	Signed	Date 04.18	Scale 1:250 @ A1 1:500 @ A3	Rev. E
	Designed TPS	Signed	Date 04.18	Datum & Level MSL	



DESIGN VEHICLE AT TURNING AREA

DESIGN VEHICLE AT TURNING AREA

DESIGN VEHICLE AT TURNING AREA

DESIGN VEHICLE AT ROAD 002 / ACC 002 INTERSECTION  
LEFT TURN IN

DESIGN VEHICLE AT TURNING AREA

FOR CONSENT 21.11.2018

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Rev.	Date	Revision Details	By
C	07.05.2018	ADD SWEEP PATHS	TS
E	21.11.2018	NEW SHEET REGEN LINEWORK ETC	TS

AP 155 LIMITED RESIDENTIAL DEVELOPMENT  
 SWEEP PATHS - INTERNAL INTERSECTIONS AND  
 TURNING AREAS  
 DESIGN VEHICLE LEFT TURNS

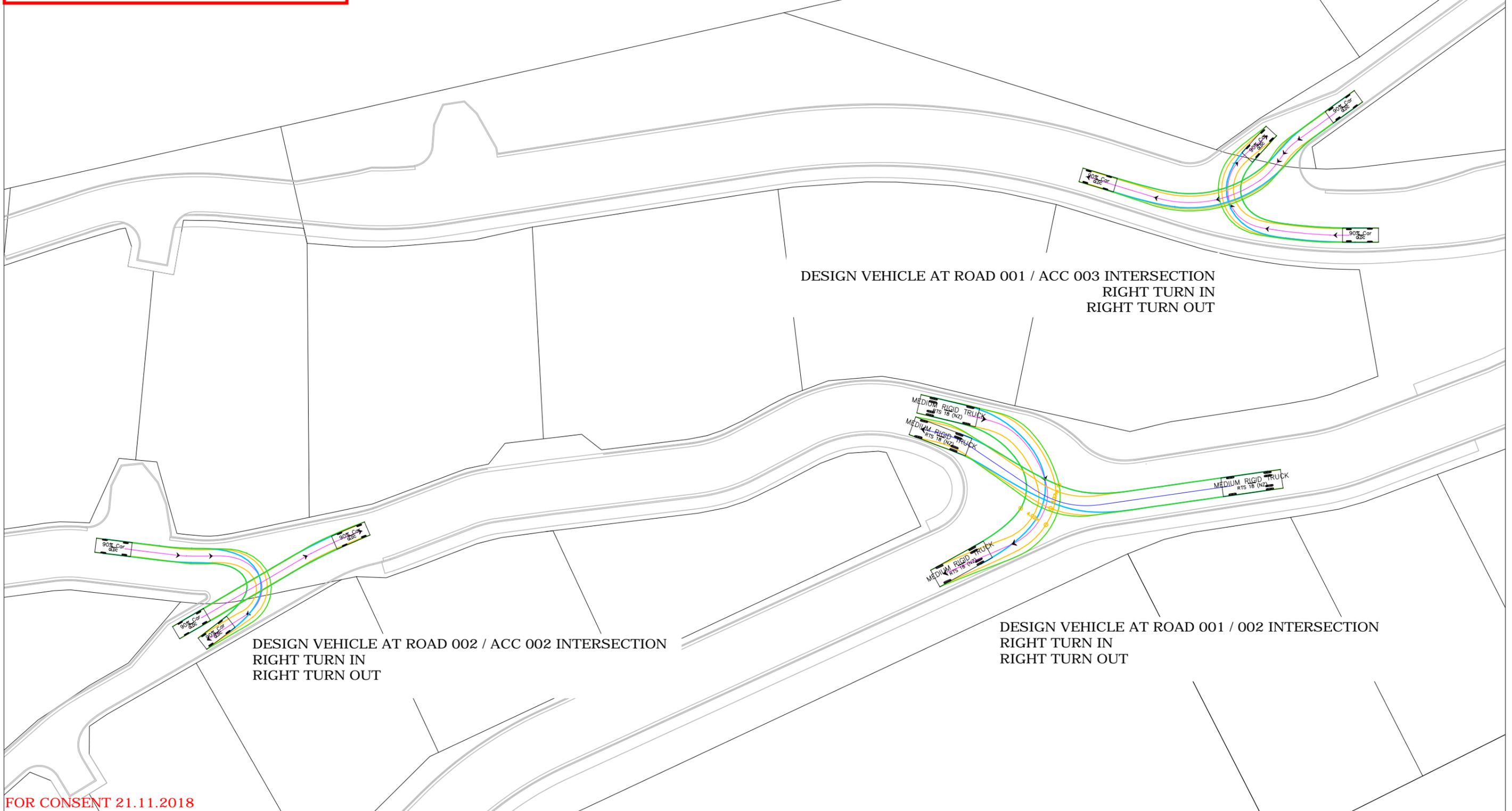
Client	AP 155 LIMITED	Surveyed	Signed	Date	04.18	Job No.	13361	Drawing No.	E001 SHEET 15A
Notes:	All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.								
Drawn	TPS	Signed		Date	04.18	Scale	1:250 @ A1 1:500 @ A3	Datum & Level	MSL
Designed	TPS	Signed		Date	04.18			Rev.	E



**QUEENSTOWN LAKES DISTRICT COUNCIL**

**APPROVED PLAN:  
RM180844**

**Tuesday, 11 June 2019**



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Rev.	Date	Revision Details	By
C	07.05.2018	ADD SWEEP PATHS	TS
E	21.11.2018	REGEN ROAD STRINGS	TS

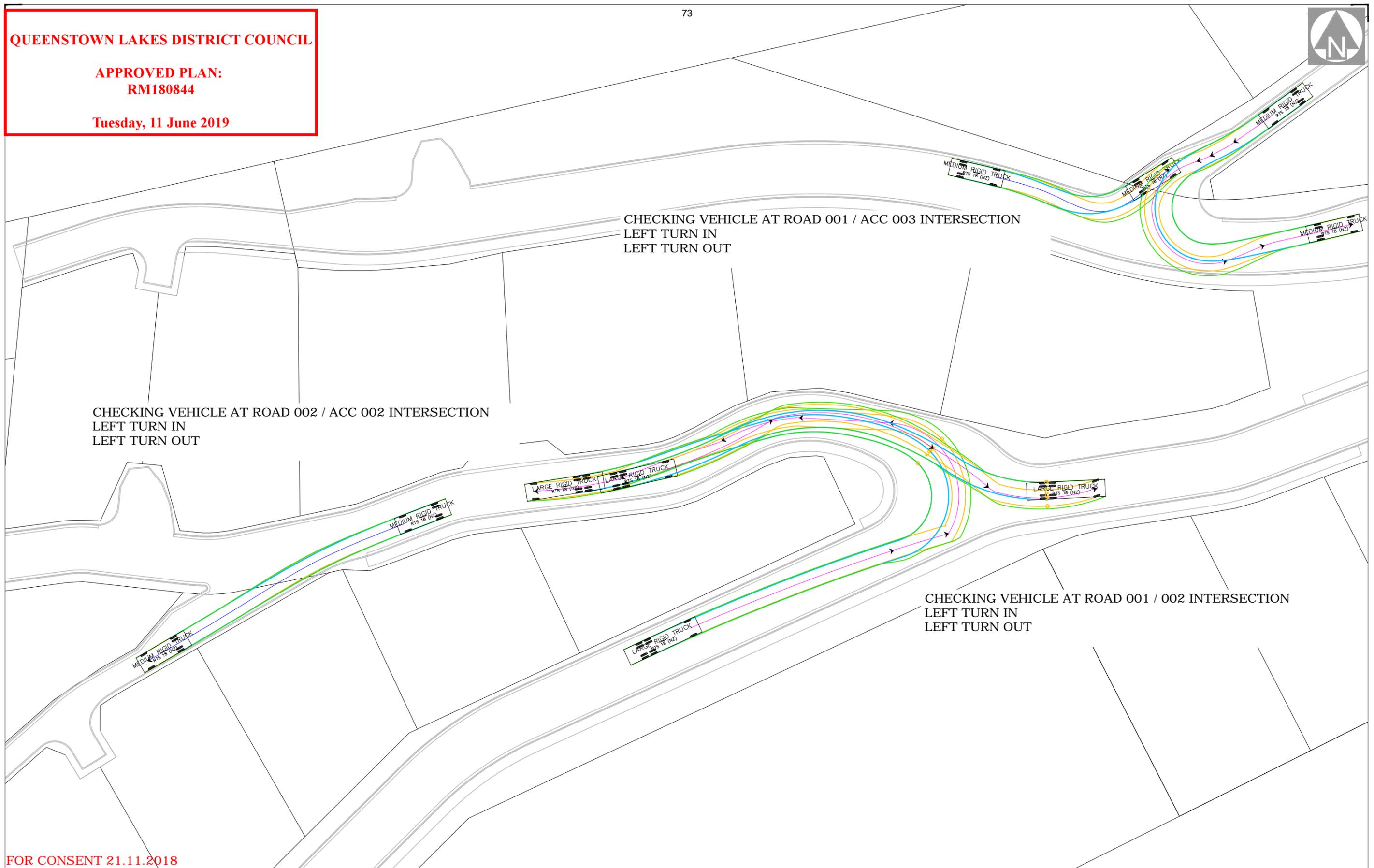
**AP 155 LIMITED RESIDENTIAL DEVELOPMENT  
 SWEEP PATHS - INTERNAL INTERSECTIONS AND  
 TURNING AREAS  
 DESIGN VEHICLE RIGHT TURNS**

Client	Surveyed	Signed	Date	Job No.	Drawing No.
AP 155 LIMITED				13361	E001
Notes: All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.	Drawn TPS	Signed	Date 04.18	Scale 1:250 @ A1 1:500 @ A3	Rev. E
	Designed TPS	Signed	Date 04.18	Datum & Level MSL	

**QUEENSTOWN LAKES DISTRICT COUNCIL**

**APPROVED PLAN:  
RM180844**

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Rev.	Date	Revision Details	By
C	07.05.2018	ADD SWEEP PATHS	TS
E	21.11.2018	SWEEP PATHS ETC	TS

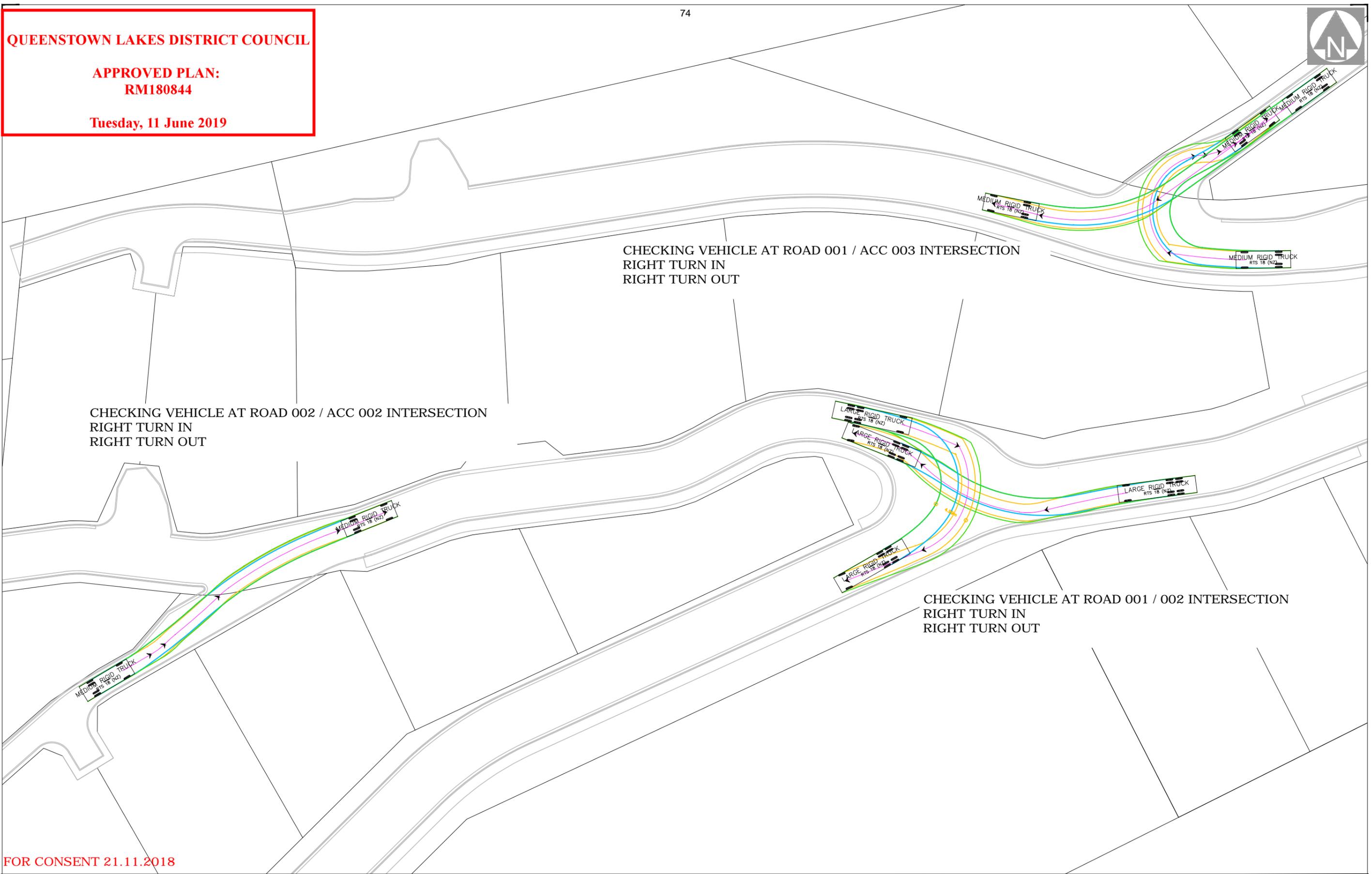
**AP 155 LIMITED RESIDENTIAL DEVELOPMENT  
 ALL STAGES  
 SWEEP PATHS - INTERNAL ROADS  
 CHECKING VEHICLE LEFT TURNS**

Client	Surveyed	Signed	Date	Job No.	Drawing No.
AP 155 LIMITED	TPS	Signed	04, 18	13361	E001 SHEET 017
Notes: All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.	Drawn	Signed	Date	Scale	Rev.
	TPS	Signed	04, 18	1:250 @ A1 1:500 @ A3	E
	Designed	Signed	Date	Datum & Level	
	TPS	Signed	04, 18	MSL	

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:  
RM180844

Tuesday, 11 June 2019



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Rev.	Date	Revision Details	By
C	07.05.2018	ADD SWEEP PATHS	TS
E	21.11.2018	SWEPT PATHS ETC	TS

**AP 155 LIMITED RESIDENTIAL DEVELOPMENT  
 ALL STAGES  
 SWEEP PATHS - INTERNAL ROADS  
 CHECKING VEHICLE RIGHT TURNS**

Client	Surveyed	Signed	Date	Job No.	Drawing No.
AP 155 LIMITED	TPS	Signed	04, 18	13361	E001 SHEET 018
Notes: All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.	Designed	Signed	Date	Datum & Level	Rev.
	TPS	Signed	04, 18	MSL	E

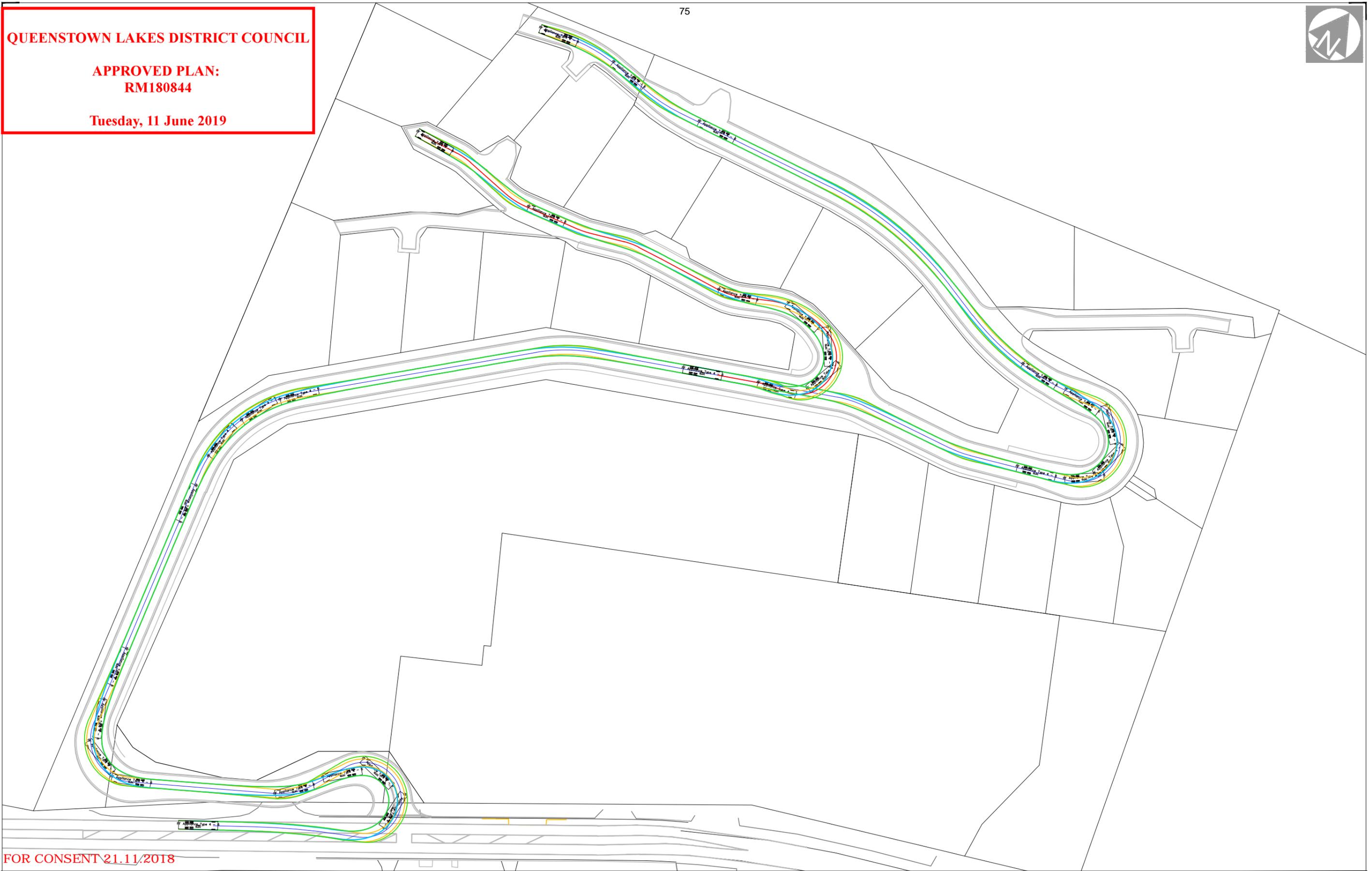
**QUEENSTOWN LAKES DISTRICT COUNCIL**

**APPROVED PLAN:  
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**Tuesday, 11 June 2019**



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Rev.	Date	Revision Details	By
C	07.05.2018	ADD SWEEP PATHS	TS
E	21.11.2018	SWEEP PATHS	TS

**AP 155 LIMITED RESIDENTIAL DEVELOPMENT  
 ALL STAGES  
 SWEEP PATHS - INTERNAL ROADS  
 FIRE APPLIANCE IN**

Client	Surveyed	Signed	Date	Job No.	Drawing No.
AP 155 LIMITED	TPS	TPS	04, 18	13361	E001 SHEET 019
Notes: All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.	Drawn	Signed	Date	Scale	Rev.
	TPS	TPS	04, 18	1:500 @ A1 1:1,000 @ A3	E
	Designed	Signed	Date	Datum & Level	
	TPS	TPS	04, 18	MSL	

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**Tuesday, 11 June 2019**



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Rev.	Date	Revision Details	By
C	07.05.2018	ADD SWEEP PATHS	TS
E	21.11.2018	SWEEP PATHS ETC	TS

**AP 155 LIMITED RESIDENTIAL DEVELOPMENT  
 ALL STAGES  
 SWEEP PATHS - INTERNAL ROADS  
 FIRE APPLIANCE OUT**

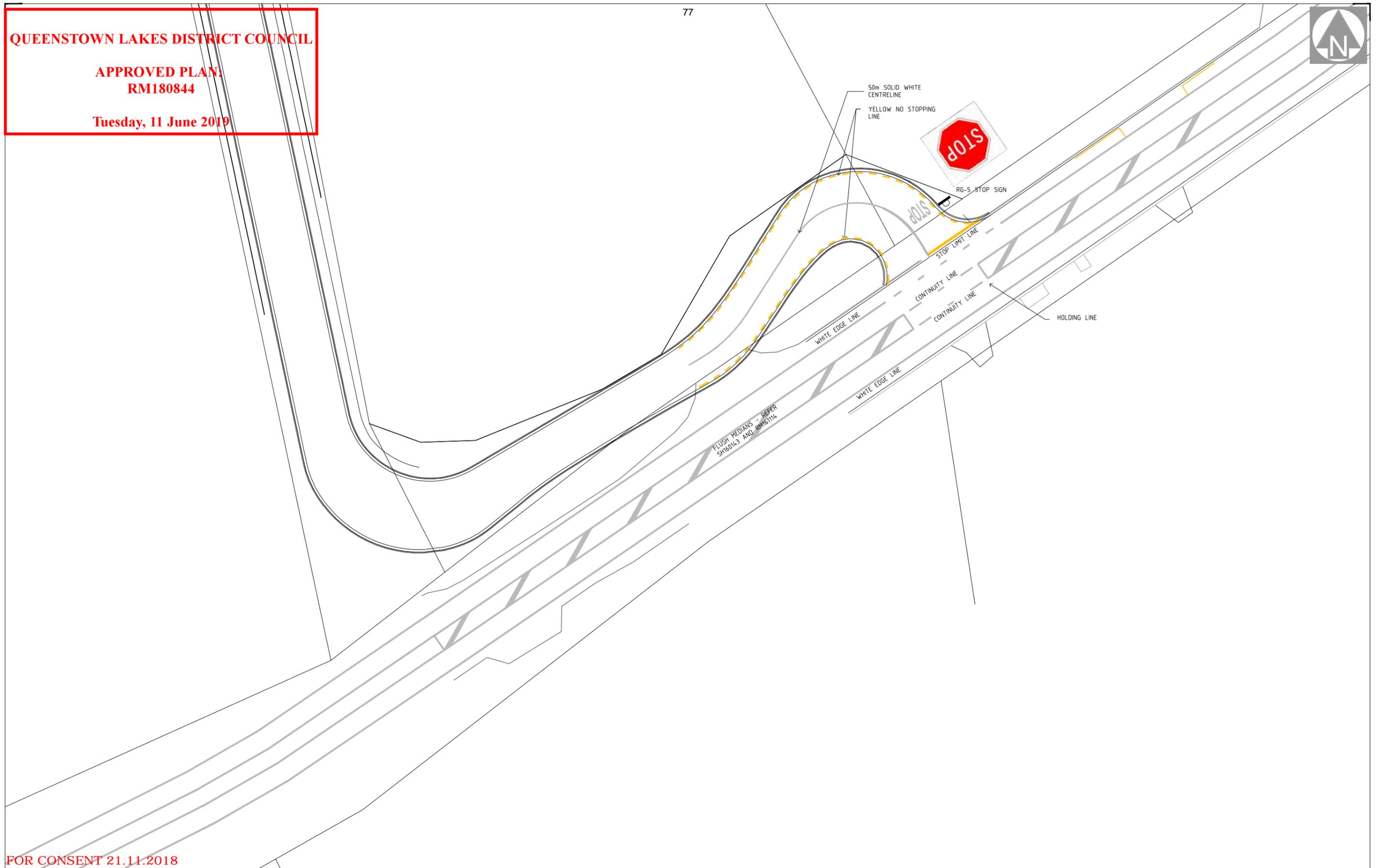
Client	Surveyed	Signed	Date	Job No.	Drawing No.
AP 155 LIMITED	TPS	Signed	04, 18	13361	E001 SHEET 020
Notes: All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.	Drawn	Signed	Date	Scale	Rev.
	TPS	Signed	04, 18	1:500 @ A1 1:1,000 @ A3	E
	Designed	Signed	Date	Datum & Level	
	TPS	Signed	04, 18	MSL	

**QUEENSTOWN LAKES DISTRICT COUNCIL**

**APPROVED PLAN:  
RM180844**

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Rev.	Date	Revision Details	By
C	08.05.2018	ADD ROAD MARKING PLAN	TS
E	21.11.2018	ENTRANCE LOCATION	TS

**AP 155 LIMITED RESIDENTIAL DEVELOPMENT  
 ALL STAGES  
 ARTHUR'S POINT ROAD INTERSECTION  
 ROAD MARKING AND SIGNAGE**

Client	<b>AP 155 LIMITED</b>			Surveyed	Signed	Date	Job No.	Drawing No.
							<b>13361</b>	<b>E001</b>
Notes:	Drawn	Signed	Date	Scale				
All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.	TPS		04.18	<b>1:250 @ A1</b> <b>1:500 @ A3</b>				
	Designed	Signed	Date	Datum & Level	Rev.			
	TPS		04.18	<b>MSL</b>	<b>E</b>			