

APPLICATION AS NOTIFIED

Wilson Parking NZ Limited

(RM230269)

QUEENSTOWN LAKES DISTRICT COUNCIL

SERVICE OF NOTICE / LIMITED NOTIFICATION

Service of Notice for Limited Notification of a Resource Consent application under Section 95B of the Resource Management Act 1991.

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

Wilson Parking NZ Limited

What is proposed:

Application under Section 88 of the Resource Management Act 1991 (RMA) for the operation of a temporary parking facility for a five-year duration.

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

The subject site is situated at 9 Frankton Road, Queenstown (Lot 2 Deposited Plan 9946 held in Record of Title 234501)

A full copy of this Limited Notified package is available for you to download on the following link:

<https://www.qldc.govt.nz/services/resource-consents/notified-resource-consents#limited-not-rc> or via our edocs website using RM230269 as the reference <https://edocs.qldc.govt.nz/Account/Login>

This file can also be viewed at our public computers at these Council offices:

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

The Council planner processing this application on behalf of the Council is Lisa Bos, who may be contacted by phone at 03 441 3699 or e-mail at lisa.bos@qldc.govt.nz

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

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

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

23rd April 2024

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

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

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

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

You must serve a copy of your submission to the applicant as soon as reasonably practicable after serving your submission to Council:

C/- Sam Kealey
sam@townplanning.co.nz
Town Planning Group,
PO Box 35, Christchurch

QUEENSTOWN LAKES DISTRICT COUNCIL



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

Date of Notification: 21st March 2024

Address for Service for Consent Authority:

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

Phone
Email
Website

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



APPLICATION FOR RESOURCE CONSENT OR
FAST TRACK RESOURCE CONSENT

FORM 9: GENERAL APPLICATION



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

PLEASE COMPLETE ALL MANDATORY FIELDS* OF THIS FORM.

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



APPLICANT //

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

*Applicant's Full Name / Company / Trust:

(Name Decision is to be issued in)

All trustee names (if applicable):

*Contact name for company or trust:

*Postal Address:

*Post code:

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

*Email Address:

*Phone Numbers: Day

Mobile:

*The Applicant is:

☐

Owner

☐

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

☐

Occupier

☐

Lessee

Other - Please Specify:



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

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



CORRESPONDENCE DETAILS //

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

*Name & Company:

*Phone Numbers: Day

Mobile:

*Email Address:

*Postal Address:

*Postcode:



INVOICING DETAILS //

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

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

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

Applicant:

☐

Agent:

☐

Other - Please specify:

Email:

☐

Post:

☐

*Attention:

*Postal Address:

*Post code:

*Please provide an email AND full postal address.

*Email:



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

Owner Name:

Owner Address:

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

Date:

Names:



DEVELOPMENT CONTRIBUTIONS INVOICING DETAILS //

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

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

Details are the same as for invoicing

☐

Applicant:

☐

Landowner:

☐

Other, please specify:

*Attention:

*Email:

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



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

*Address / Location to which this application relates:

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

District Plan Zone(s):



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

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

YES

☐

NO

☐

Is there a dog on the property?

YES

☐

NO

☐

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

YES

☐

NO

☐

If 'yes' please provide information below



PRE-APPLICATION MEETING OR URBAN DESIGN PANEL

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

☐

Yes

☐

No

☐

Copy of minutes attached

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



CONSENT(S) APPLIED FOR // * Identify all consents sought // ALSO FILL IN OTHER CONSENTS SECTION BELOW

☐

Land use consent

☐

Subdivision consent

☐

Change/cancellation of consent or consent notice conditions

☐

Certificate of compliance

☐

Extension of lapse period of consent (time extension) s125

☐

Existing use certificate

☐

Land use consent includes Earthworks



QUALIFIED FAST-TRACK APPLICATION UNDER SECTION 87AAC

☐

Controlled Activity

☐

Deemed Permitted Boundary Activity

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

☐

BRIEF DESCRIPTION OF THE PROPOSAL //

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

*Consent is sought to:



APPLICATION NOTIFICATION

Are you requesting public notification for the application?

☐

Yes

☐

No

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



OTHER CONSENTS

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

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

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

<https://environment.govt.nz/publications/national-environmental-standard-for-assessing-and-managing-contaminants-in-soil-to-protect-human-health-information-for-landowners-and-developers/>

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

☐

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

☐

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

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



OTHER CONSENTS // CONTINUED

☐

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

☐

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

☒ Any other National Environmental Standard

☐

Yes

☐

N/A

Do you need any consent(s) from Otago Regional Council?

☐

Yes

☐

N/A

If Yes have you applied for it?

☐

Yes

☐

No

If Yes supply ORC Consent Reference(s)

If ORC Earthworks Consent is required would you like a joint site visit ?

☐

Yes

☐

No



INFORMATION REQUIRED TO BE SUBMITTED //

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

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

☐

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

☐

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

☐

A site plan at a convenient scale.

☐

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

☐

An Assessment of Effects (AEE).

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



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



PRIVACY INFORMATION

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



FEES INFORMATION

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

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



FEES INFORMATION // CONTINUED

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

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

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

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

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

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

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

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



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

Please reference your payments as follows:

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

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

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

I confirm payment by: ☐ Bank transfer to account 02 0948 0002000 00 (If paying from overseas swiftcode is – BKNZNZ22)

☐ Invoice for initial fee requested and payment to follow

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

*Reference

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

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

*Date of Payment

Invoices are available on request

APPLICATION & DECLARATION

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

☐

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

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

OR:

☐

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

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

☐

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

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

Full name of person lodging this form

Firm/Company

Dated

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



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

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

1 INFORMATION MUST BE SPECIFIED IN SUFFICIENT DETAIL

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

2 INFORMATION REQUIRED IN ALL APPLICATIONS

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

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

Information provided within the Form above

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

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

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

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

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

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

ADDITIONAL INFORMATION REQUIRED IN SOME APPLICATIONS

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

ASSESSMENT OF ENVIRONMENTAL EFFECTS

Clause 6: Information required in assessment of environmental effects

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

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

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

UNDER THE FOURTH SCHEDULE TO THE ACT:

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

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

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

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

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



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

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

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

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

Application Form 9

Engineering Report

Assessment of Environmental Effects (AEE)

Geotechnical Report

Computer Register (CFR)

Wastewater Assessment

Covenants & Consent Notice

Traffic Report

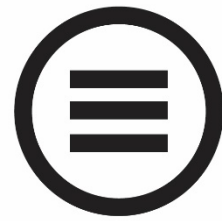
Affected Party Approval/s

Waste Event Form

Landscape Report

Urban Design Report

Ecological Report



TOWNPLANNING
GROUP

Application for Resource Consent to the Queenstown Lakes District Council:

Wilson Parking NZ Limited

*Land use consent to operate a temporary parking
facility at 9 Frankton Road, Queenstown for a
five-year duration.*

28 April 2023

Document prepared by:

Town Planning Group (NZ) Limited

Phone: 0800 22 44 70

Email: office@townplanning.co.nz

Web: www.townplanning.co.nz

Offices in Queenstown, Wānaka, Christchurch, & Auckland



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Supporting Information

- [A]** Application Form
- [B]** Record of Title
- [C]** Site layout and landscaping plan – DCM Urban
- [D]** Traffic Report
- [E]** Addendum Traffic Report (High Trip Generator)
- [F]** Proposed Signage for the Site



1 Executive Summary

Wilson Parking NZ Limited ("**the Applicant**") applies for land use consent for the operation a 91-bay parking facility at 9 Frankton Road, Queenstown ("**the site**") for a five-year duration from the consent date.

The site was previously used as a temporary store of construction equipment for a nearby hotel. The construction equipment has since been removed from the site and the site has been vacant for a number of years.

The Applicant does not own the land and instead leases from the landowner who intends to develop the site in due course. However, given the current market the Applicant seeks to establish an interim use of the land, prior to long term redevelopment.

The proposal is for a well-presented car parking facility with vehicle access from Frankton Road and Brisbane Street and pedestrian access from Frankton Road. The site will be available for both public casual and leased parking, however, it is expected to attract mostly long stay commuter or business parking.

The site is located within the **Medium Density Residential Zone** under the Queenstown Lakes District Plan ("**the District Plan**"). Overall, resource consent is required for a **Non-Complying Activity** under the District Plan.

This Assessment of Environmental Effects ("**AEE**") report has considered the adverse effects of this proposal on the environment. Any adverse effects will be less than minor given the proposed upgrades to the landscaping and the operational controls for the proposed car parking activity.

The proposal will support parking demand for local businesses by providing nearby off-street parking.

The proposed activity will provide a sensible interim land use of an otherwise vacant site, providing an increased degree of amenity and liveliness to the site and surrounding environment.

This proposal aligns with the key objectives and policies of the District Plan and is consistent with the purpose and principles of the Resource Management Act 1991 ("**RMA**") and accords with the definition of sustainable management under Part 2.



2 Site and Surrounds

2.1 Site details

As depicted in **Figure 1**, the site is located at 9 Frankton Road, Queenstown. The site is legally described as Lot 1 and Lot 2 Deposited Plan 9946 as held in the Record of Title 234501 with 2,808 m² land area. The Records of Title is appended as **Attachment [B]**. There is a fencing provision on the title of the land however, this is not considered relevant to the application.

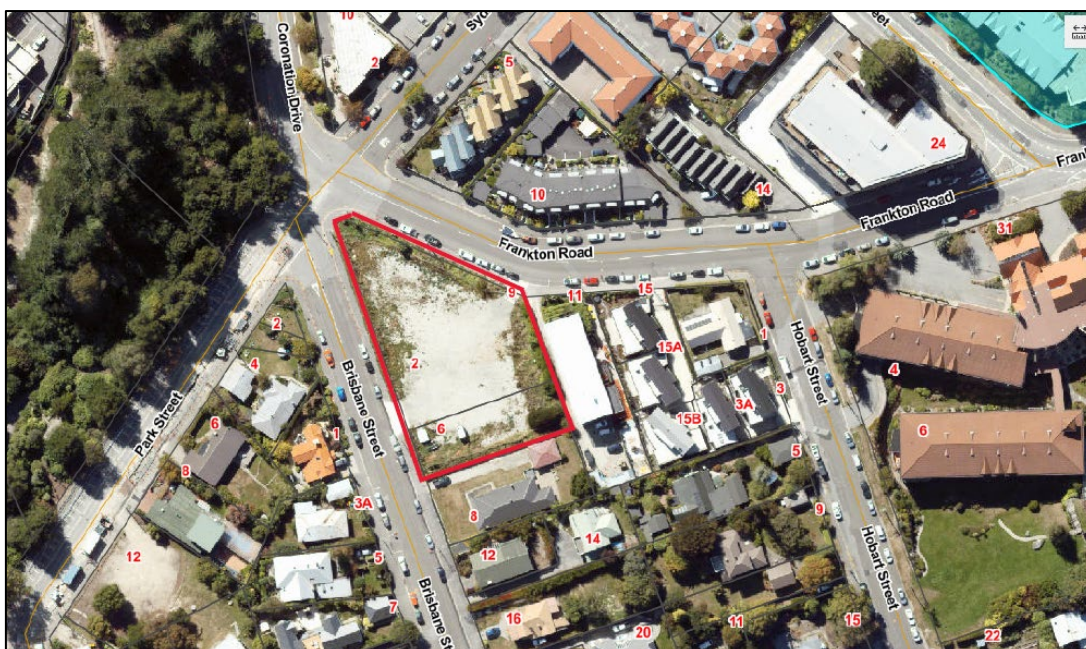


Figure 1 Site location within red boundaries (Queenstown Lakes District Council Maps).

The site has been vacant for a number of years and previously used as a temporary storage site for construction material for a nearby hotel. The site currently has a gravel surface. High wire fencing is established along the internal boundaries with timber stakes.

2.2 Access

A gate provides vehicle access from Frankton Road and the fence is across the vehicle access on Brisbane Street. There are two existing vehicle accesses to the site. A 6m crossing is located on the Frankton Road boundary and another 6m crossing is located on the Brisbane Street boundary. Pedestrian access to the site is presently shared with the vehicle accessway.

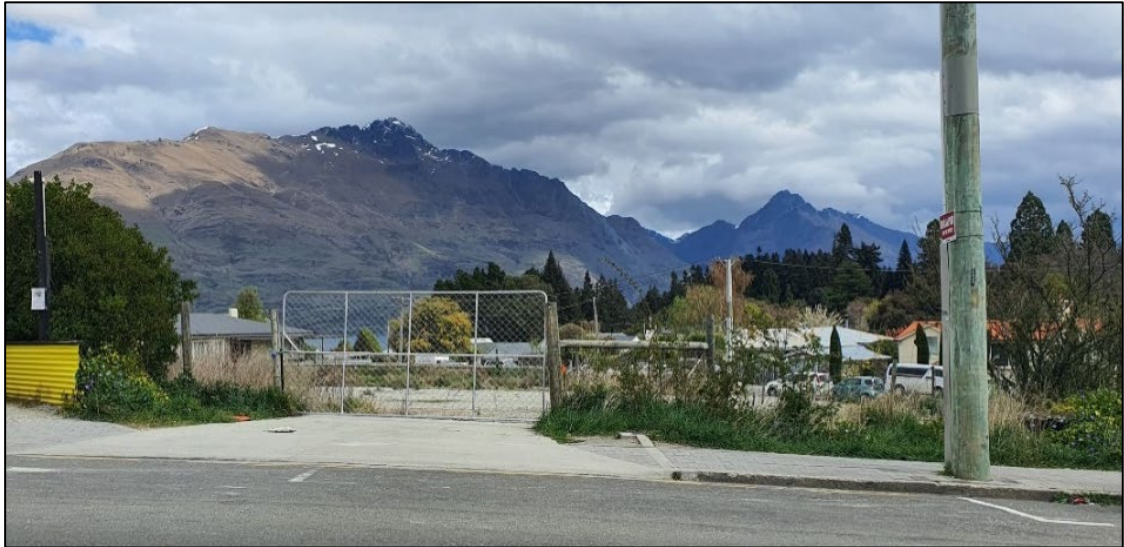


Figure 2 Existing facility frontage along Frankton Road (Photo Taken:10/10/2022)

The site is largely clear of any trees or landscaping except for the northern most corner which has some plantings.



Figure 3 Existing facility frontage along Brisbane Street (Photo Taken: 10/10/2022)

There are no heritage items on the site, and no items on the Heritage New Zealand Pouhere Taonga Heritage List located on the site.



2.3 Surrounding Area

As depicted in **Figure 4**, the site is located to the southeast of the town centre, surrounded by a mix of residential, commercial and hospitality land uses. Adjacent to the site to the east is a backpackers and to the south are residential houses. A hotel is located across Frankton Road to the north with residential houses to the southwest and a continuation of the Queenstown Gardens to the west with Horn Creek or Bush Creek running through the dense foliage. Lake Wakatipu is close by to the site in the west/south-west direction. The character of the streets that the site is bound by are relatively quiet with a few accommodation facilities along Frankton Road.



Figure 4 Surrounding area with site indicated by the red square (Google Maps)

2.4 Parking resources

The red balloons depicted in **Figure 5**, show there are few public parking facilities available in the area. Most parking is reliant on the uncontrolled on-street parking on a number of the streets in the local area including on both sides of Brisbane Street and Frankton Road near the site.

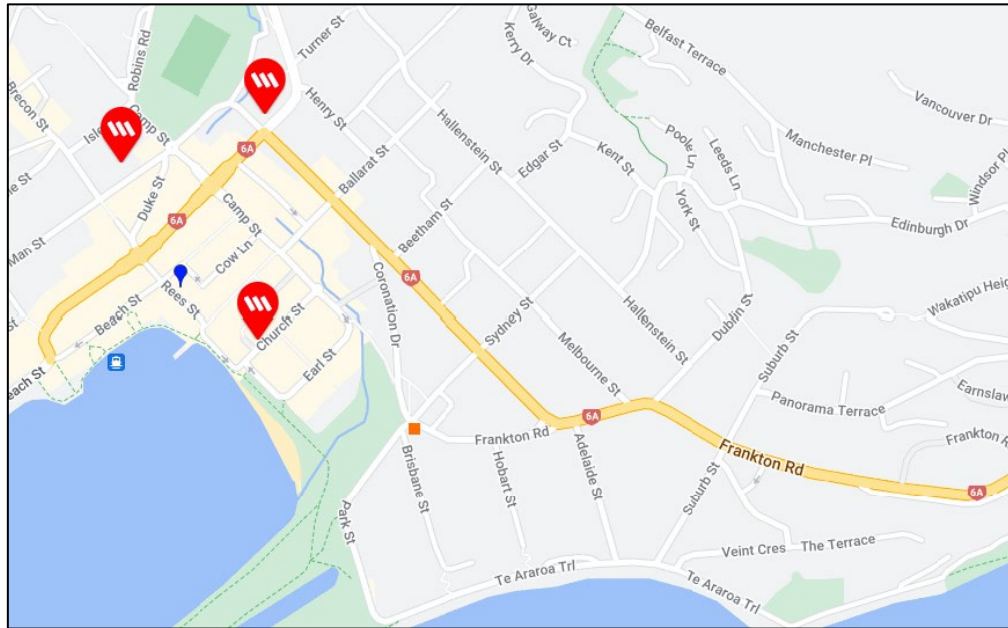


Figure 5 Nearby parking resources with the site indicated by the orange square (Wilson Parking Maps)



3 Description of the Proposal

The Applicant seeks to operate an at-grade parking facility on the site for a 5-year duration. The layout and formation of the facility will provide 91 publicly available bays as detailed below and depicted in **Figure 6 (Attachment [C])**.

The Applicant anticipates that leased parking will be attractive to commuters working in the local area, local businesses that do not benefit from allocated parking, as well as the local residents who do not have on-site parking. The length of stay is generally encouraged through the onsite pricing structure providing a day rate. A casual rate will be offered, but casual hourly parking is not anticipated to be the significant proportion of the parking activity on the site.

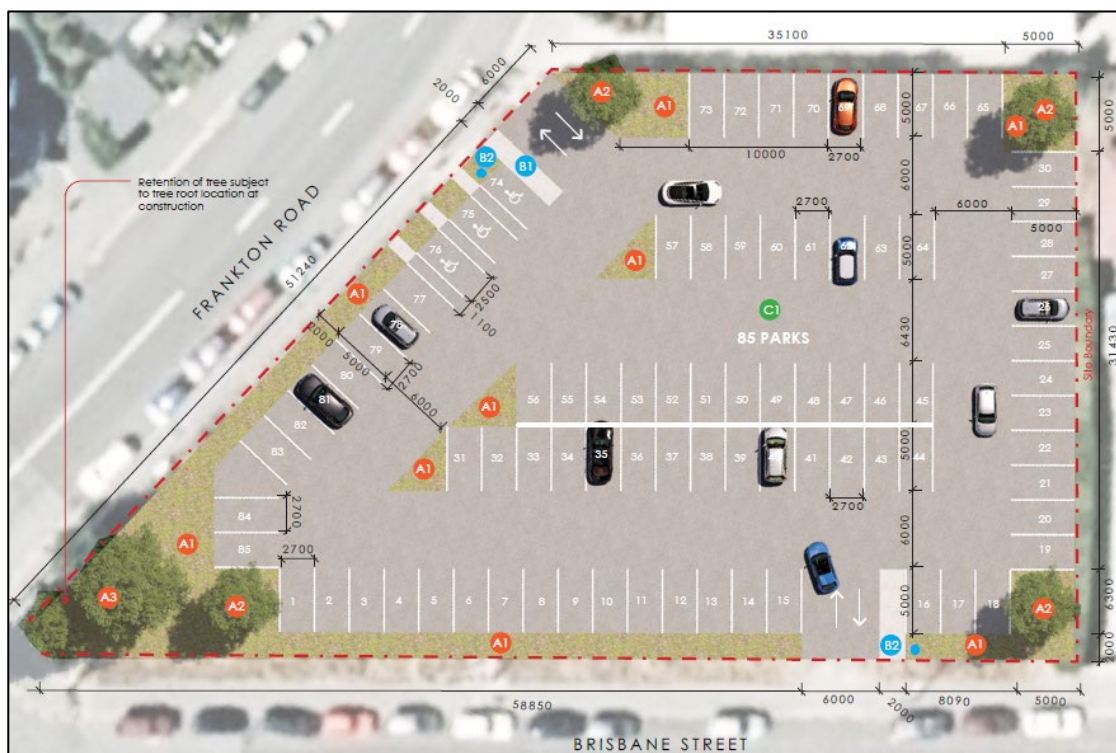


Figure 6 Site layout and landscaping plan (DCM Urban Design)

The site surface will remain as compacted gravel.

Vehicle access will be via the two existing vehicle crossings from Frankton Road and Brisbane Street to the site, both measuring approximately 6m wide, and sealed to a depth of 10m internal to the site.

Pedestrians will be able to access the site through a dedicated 1.5m wide access point on Frankton Road.

The parking bays measure 2.7m wide and 5m deep. The mobility parking bays will measure 3.6m wide and 5m deep. The site is facilitated by aisles that measure between



6m and 6.43m wide. All bays will be marked with painted white lines or timber half rounds, or similar.

3.1 Landscaping

The Applicant has designed the parking facility to retain as much existing mature vegetation as possible. To this end, some of the vegetation within the existing road boundary landscaping strips site is expected to be retained. Some existing vegetation is overgrown and will be removed and replaced with new plants as necessary.

Landscaping is also proposed around the site in the form of inground planters with a mix of native species and planter boxes. The planting palette is provided on the site plan **Attachment [C]** however includes a variety including NZ Iris and Dwarf Flax.

Landscaping will be maintained and watered regularly.

3.2 Lighting

The proposed facility will be lit by to a standard of 3 lux during hours of operation. Lighting will be designed and installed to meet the District Plan standards.

3.3 Signage

Two freestanding signs will be installed at the vehicle accesses on Frankton Road and Brisbane Street to advertise the site and parking rates. The signs have not yet been designed but will measure no more than 2m² in area to comply with the District Plan standard. The signs will be no more than 3.5m above ground level.

Signage on the pay and display machine will advise patrons that noise levels must be kept low at night due to the surrounds being a residential area. The Applicant will also ensure this information is provided to patrons who lease bays, as part of their lease agreements.

The proposed facility will operate Monday to Sunday, 24 hours per day.



4 Statutory Provisions

4.1 Queenstown Lakes District Council District Plan

QLDC is presently undertaking a staged review of the District Plan. The first stage was notified in 2015, with the latest stages (3 & 3b) notified in September/October 2019.

The hearing panel have released their decision, which are currently under appeal. However, none of the rules in the Proposed District Plan (PDP) relevant to this proposal are under appeal and can therefore be treated as operative.

The PDP identifies the site as being within the **Medium Density Residential Zone** under the PDP as shown in **Figure 7**. There are a number of overlays and precincts across the site:

- Visitors Accommodation Subzone
- Urban Growth Boundary

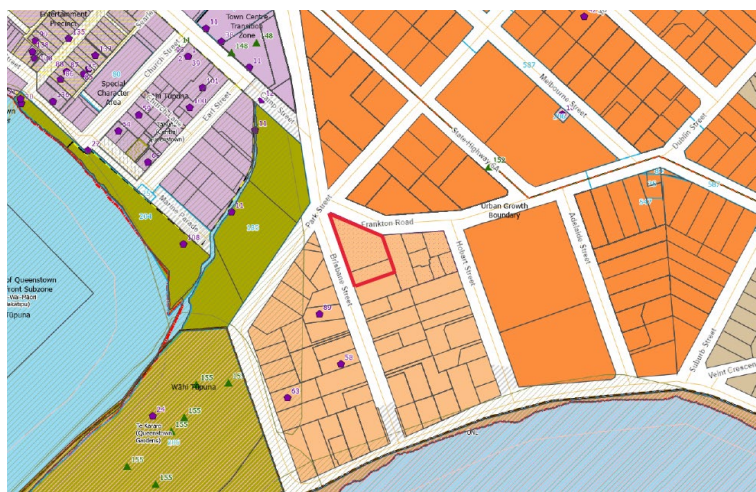


Figure 7 District Plan zoning with site in red boundaries (QLDC District Plan).

Table 1 Proposed District Plan Rule Assessment

Rule Reference	Explanation / Requirement	Activity Status / Compliance / Comment
Section 8: Medium Density Residential		
8.4.15	<i>Medium Density Residential Zone: Activities which are not listed in this table.</i>	Non-Complying The proposed car park facility is not listed in the table.
8.5.7	<i>Landscaped permeable surface At least 25% of site area shall comprise landscaped permeable surface.</i>	Restricted Discretionary The landscaping only covers 23% of the site.
8.5.8	<i>Minimum Boundary Setback a. road boundary setback: 3m minimum, except for:</i>	Restricted Discretionary Road setback is 2m. however, no buildings are proposed the setback is



Rule Reference	Explanation / Requirement	Activity Status / Compliance / Comment
	<p><i>i. State Highway boundaries, where the setback shall be 4.5m minimum;</i></p> <p><i>ii. garages, where the setback shall be 4.5m minimum;</i></p> <p><i>b. all other boundaries: 1.5m. Exceptions to setback requirements other than any road boundary setback.</i></p> <p><i>Accessory buildings for residential activities may be located within the setback distances, where they do not exceed 7.5m in length, there are no windows or openings (other than for carports) along any walls within 1.5m of an internal boundary, and they comply with rules for Building Height and Recession Plane.</i></p>	<p>measured from the road boundary to the closest point of the car parking bays.</p> <p>Internal boundaries no setback is provided, however no buildings are provided and the proposed car parking bays are to be installed up to the boundary.</p>
8.5.11	<p>Lighting and Glare</p> <p><i>8.5.11.1 All exterior lighting shall be directed downward and away from the adjacent sites and roads.</i></p> <p><i>8.5.11.2 No activity on any site shall result in greater than a 3.0 lux spill (horizontal or vertical) of lights onto any other site measured at any point inside the boundary of the other site.</i></p>	<p>Complies</p> <p>In regard to 8.5.11.1 All lighting will be directed downwards and away from the roads and adjacent sites.</p> <p>In regard to 8.5.11.2 no light greater than 3.0 lux will spill onto any other site.</p>
Section 29: Transport		
29.4.8	<p>Non-accessory parking, excluding:</p> <ul style="list-style-type: none"> <i>- off-site parking in the Business Mixed Use Zone and Local Shopping Centre Zone;</i> <i>- non-accessory parking used exclusively for the parking of coaches and buses in the General Industrial Zone, Coneburn Industrial Zone, Business Mixed Use Zone and Local Shopping Centre Zone; and</i> <i>- off-site parking associated with activities located within Ski Area Sub-Zones</i> 	<p>Restricted Discretionary</p> <p>The primary purpose of the site is car parking therefore is a restricted discretionary activity as parking is not accessory parking for the site.</p>
29.4.11	<p>High Traffic Generating Activities</p> <p><i>Any new land-use or subdivision activity, including changes in use that exceeds the traffic generation standards or thresholds set out in Table 29.5, excluding in the Airport Zone. Discretion is restricted to effects on the transport network.</i></p>	<p>Restricted Discretionary</p> <p>Table 29.5 shows that for all other activities, the threshold for high traffic generation is 50 or more car parking spaces proposed. The proposed site has 85 bays.</p>
29.5.1	<p>Location and Availability of Parking Spaces</p> <p><i>c. Parking spaces and loading spaces may be served by a common</i></p>	<p>Complies</p> <p>Parking spaces will be served by a manoeuvring area which will remain unobstructed.</p>



Rule Reference	Explanation / Requirement	Activity Status / Compliance / Comment
	<i>manoeuvring area (which may include the installation of vehicle turntables), which shall remain unobstructed.</i>	
29.5.2	<i>Size of Required Parking Spaces and layout a. All provided parking spaces and associated manoeuvring areas are to be designed and laid out in accordance with the Car Parking Layout requirements of Table 29.7 and Diagram 3 (car space layouts) of Schedule 29.2.</i>	Complies With regards to 90-degree angled parking spaces the stall widths are 2.7m. Stall depth is 5m. Does not comply Aisle widths are below the required 8m.
29.5.3	<i>Gradient of Parking Spaces and Parking Areas Parking spaces and parking areas other than mobility parking spaces shall have a gradient of no more than 1 in 20 parallel to the angle of parking, and a gradient of no more than 1 in 16 in any other direction.</i>	Complies The proposed site will be below the required gradient of 1:20.
29.5.4	<i>Mobility Parking spaces a. Other than in relation to residential units and visitor accommodation with less than 6 guests, mobility parking spaces shall be provided in accordance with the following minimum standards: 29.5.4.10 Commercial activity, other than where the commercial activity is more specifically defined elsewhere in this table (Table 29.5). Number of mobility parking spaces required: 1 - 250m² = 1 space 251 - 2,500m² = 2 spaces >2500m² = 2 spaces plus 1 additional space for every additional 1,250m² c. Mobility parking spaces shall be: d. on a level surface; e. clearly signposted; f. located on the same site as the activity;</i>	Complies Three mobility parking spaces are required and three have been proposed.
29.5.6	<i>Reverse Manoeuvring, other than where regulated by 29.5.7a to 29.5.7c above e. On-site manoeuvring shall be provided for a B85 vehicle to ensure that no such vehicle is required to reverse either onto or off any collector road where:</i>	Complies The parking facility will provide on-site manoeuvring area and manoeuvring out of parking spaces will require no more than 1 reversing manoeuvre.



Rule Reference	Explanation / Requirement	Activity Status / Compliance / Comment
	<p>(i) the frontage road speed limit is 80km/h or greater, or</p> <p>(ii) six or more parking spaces are to be serviced by a single accessway; or</p> <p>(iii) three or more residential units share a single accessway; or</p> <p>(iv) the activity is on a rear site.</p> <p>f. On-site manoeuvring shall be provided for a B85 vehicle to ensure that no such vehicle is required to reverse either onto or off any local road where:</p> <p>(i) ten or more parking spaces are to be serviced by a single accessway, or</p> <p>(ii) five or more residential units share a single accessway, or</p> <p>(iii) the activity is on a rear site.</p> <p>g. Where on-site manoeuvring areas are required, a B85 vehicle shall be able to manoeuvre in and out of any provided parking space other than parallel parking spaces, with only one reverse manoeuvre, except:</p> <p>(i) Where such parking spaces are in the immediate vicinity of access driveways, ramps, and circulation roadways, a B99 vehicle shall be able to manoeuvre out of those parking spaces with only one reverse manoeuvre.</p>	
29.5.8	<p>Queuing a. On-site queuing space shall be provided for all vehicles entering a parking or loading area in accordance with the following: Parking spaces: 51-100 = minimum queuing length of 18m.</p> <p>b. Where the parking area has more than one access the required queuing space may be divided between the accesses based on the expected traffic volume served at each access point.</p> <p>c. Queuing space length shall be measured from the road boundary at the vehicle crossing to the nearest vehicle control point</p>	<p>Does not Comply</p> <p>There are two vehicle accesses, therefore 18m of queuing space is required for Frankton Road and 6m to 12m required at Brisbane Street. The Frankton Rd access has approximately 12m and the Brisbane Street access has approximately 6m queuing space. A shortfall of 6m in each direction.</p>
29.5.10	<p>Surface of Parking Spaces, Parking Areas, and Loading Spaces</p> <p>a. The surface of all parking, loading and associated access areas and spaces shall be formed, sealed, or</p>	<p>Does not Comply</p> <p>The surface will be gravel.</p>



Rule Reference	Explanation / Requirement	Activity Status / Compliance / Comment
	<p><i>otherwise maintained so as to avoid creating a dust or noise nuisance, to avoid water ponding on the surface, and to avoid run-off onto adjoining roads.</i></p> <p><i>b. The first 10m of such areas, as measured from the edge of the traffic lane, shall be formed and surfaced to ensure that material such as mud, stone chips or gravel is not carried onto any footpath, road or service lane.</i></p>	
29.5.11	<p>Lighting of parking areas</p> <p><i>a. Excluding parking areas accessory to residential activity, where a parking area provides for 10 or more parking spaces, which are likely to be used during the hours of darkness, the parking and manoeuvring areas and associated pedestrian routes shall be adequately lit.</i></p> <p><i>b. Such lighting shall be designed in accordance with the Queenstown Lakes District Council Southern Light Part One - A Lighting Strategy (March 2017) and Queenstown Lakes District Council Southern Light Part Two – Technical Specifications (March 2017).</i></p> <p><i>d. Such lighting shall not result in a greater than 3 lux spill (horizontal or vertical) of light onto any adjoining site that is zoned High Density Residential, Medium Density Residential, Low Density Residential, Airport Zone, or the land subject to Designation #2</i></p>	<p>Complies</p> <p>With regard to (a) adequate lighting will be provided for use during the hours of darkness in the parking and manoeuvring areas as well as the associated pedestrian routes.</p> <p>With regard to (b) light designs will be in accordance with the Queenstown Lakes District Council Southern Light Part One - A Lighting Strategy (March 2017) and Queenstown Lakes District Council Southern Light Part Two – Technical Specifications (March 2017).</p> <p>With regards to (d) lighting will not result in light greater than 3 lux being spilt into any adjoining site.</p>
29.5.14	<p><i>a. The following vehicle crossing widths shall apply as measured at the property boundary:</i></p> <p><i>b. other minimum=4.0 and maximum= 9.0</i></p> <p><i>b. Vehicle crossings in all zones other than in those rural zones which are regulated by Rule 29.5.16 shall comply with Diagram 2 and with either Diagram 6 or 7 in Schedule 29.2, depending on the activity served by the access, such that:</i></p> <p><i>(i) the access crosses the property boundary at an angle of between 45 degrees and 90 degrees;</i></p>	<p>Complies</p> <p>In regard to (a) The length of the vehicle crossings on Frankton Road and Brisbane Street is 6m.</p> <p>In regard to (b)(i) both vehicle crossings on Frankton Road and Brisbane Street are 90-degree angles.</p> <p>In regard to (b)(iii) road drainage will be continuous across the length of the crossings on Frankton Road and Brisbane Street.</p> <p>In regard to (c) both vehicle crossings being in place is an existing Situation.</p> <p>In regard to (d) the vehicle crossings on both Frankton Road and Brisbane Street are at least 500mm from an</p>



Rule Reference	Explanation / Requirement	Activity Status / Compliance / Comment
	<p>(iii) roading drainage shall be continuous across the length of the crossing;</p> <p>c. For vehicle crossings in all zones other than in those rural zones which are regulated by Rule 29.5.16, the width of the vehicle crossings at the kerb shall be 1.0m wider than the width at the boundary.</p> <p>d. All vehicle crossings in all zones other than in those rural zones which are regulated by Rule 29.5.16 shall be located at least 500mm from any internal property boundary and from any other vehicle crossing on the same site.</p>	internal property boundary and from each other.
29.5.17	<p>Minimum Sight Distances from Vehicle Access on all roads other than State Highways</p> <p>a. The following minimum sight distances from any access, shall be complied with, as measured from the points shown on Diagram 11 of Schedule 29.2.</p> <p>b. Proposed and existing landscaping (at maturity) and/ or structures shall be considered when assessing compliance with site distances.</p>	<p>Not Applicable</p> <p>The speed limit for Frankton Road and Brisbane Street is 40kph which is not on the table under this rule.</p>
29.5.19	<p>Maximum Number of Vehicle Crossings</p> <p>The following maximum number of crossings shall be complied with: Local Road frontage greater than 100m= 3 vehicle crossings.</p>	<p>Complies</p> <p>The road frontage for Frankton Road is over 60m and the road frontage for Brisbane Street is over 75m therefore if these were combined as the site sits on the corner, it would be greater than 100m therefore could have up to 3 vehicle crossings.</p>
29.5.21	<p>Minimum distances of Vehicle Crossings from Intersections</p> <p>a. No part of any vehicle crossing shall be located closer to the intersection of any roads than the following minimum distances permitted below and as shown in Diagram 12 of Schedule 29.2:</p> <p>Roads with a speed limit of less than 70 km/hr: Local road frontage=25m minimum distance from intersecting road.</p>	<p>Complies</p> <p>The Frankton Road vehicle crossing is greater than 25m away from the Frankton Road, Coronation Drive, Park Street and Sydney Street intersection. The Brisbane Street vehicle crossing greater than 25m away from the Brisbane Street and Park Street intersection.</p>
Section 31: Signs		
31.4.7	Free standing signs are permitted under Table 31.4 - District Wide Rules – Activity Status.	<p>Complies</p> <p>The two signs at the vehicle entrances are free standing signs.</p>



Rule Reference	Explanation / Requirement	Activity Status / Compliance / Comment
31.5.7	<i>Free Standing Signs Standards</i> <i>Freestanding signs shall comply with the following standards:</i> <i>31.5.7.1 shall have a maximum height of 3.5m and</i> <i>31.5.7.4 shall have a maximum area of 2m² (both faces of the sign can be sign-written).</i>	Complies The two free standing signs at near the two vehicle entrances will be no greater than 3.5m in height and will have a maximum area of 2m ² .
31.8.1	<i>One sign per site that complies with Rule 31.9.1 is permitted.</i>	Does not comply The site will contain two signs, one near each vehicle entrance.
31.9.1	<i>Other than as provided for in Rule 31.9.2 or Rule 31.9.3, one sign per site with a maximum area of 0.5m² with no internal or external illumination of the sign.</i>	Discretionary There will be two signs, one near each vehicle entrance. There area of the signs will be greater than 0.5m ² . Complies The signs will have no internal or external illumination.

Overall, this proposal requires resource consent for a **Non-complying Activity** under the Proposed District Plan.

4.2 National Environmental Standards

In terms of compliance or otherwise with National Environmental Standards (“**NES**”), the only NES that is of potential relevance to this proposal is the NES for Assessing and Managing Contaminants in Soil to Protect Human Health (“**NESCS**”).

No records are held that suggest that the subject sites are classified as a ‘piece of land’ under subclause (7) of the NES where a HAIL activity has or is being undertaken. As such, the proposed change in land use does not trigger subclause (6) of Section 5 of the NES. Based on the preceding assessments, the proposal does not trigger any of the NES Regulations.



5 Assessment of Effects

In accordance with Section 88 and Schedule 4 of the RMA an assessment of any actual or potential effects on the environment that may arise from the proposal is required with any details of how any adverse effects may be avoided, remedied or mitigated. Accordingly, the below is an assessment of effects relative to the scale and significance of the proposed activity.

This assessment is addressed under the following headings:

- Effects of operating a car parking facility
- Transport effects:
 - High trip generation
 - Surface of parking areas
 - Queuing
 - Landscaping
 - Sight Distances
- Effects of parking activity within the Medium Density Residential Zone
 - Visual impact
 - Noise
 - Glare
 - Safety and lighting
 - Dust
- Effects of signage
- Positive Effects

5.1 Effects of operating a car parking facility

Rule 29.4.8 of the Proposed District Plan lists a number of matters of discretion to be taken into account relating to operating a commercial parking facility in terms of transport. While acknowledging that the activity status is non-complying, it is considered that these matters remain relevant to an assessment. The matters include:

- a. *Effects on the transport network, including the pedestrian and cycling environment and effects on the feasibility of public transport;*

The proposed facility will primarily serve persons working nearby, based on anticipated use in the vicinity. The site will be available for both public casual and leased parking, however, is expected to attract mostly long stay commuter or business parking.



An individual's choice of transportation mode is driven by a range of factors including place of residence/work, family needs, timing of commute, and mobility. While the availability of car parking is a factor, it is unlikely the deciding influence on the method of travel. While this proposal does not encourage active or public transport, it does not actively discourage the same with any potential effects likely to be indiscernible given the scale of the activity in the context of the number of vehicle movements, and temporary nature given the proposed 5-year consent duration.

b. Effects on land use efficiency and the quality of urban design;

The application is for a short-term duration until the owner of the site is ready to develop, the interim use provides for the site to be used rather than remaining in bare unkept land. The proposal includes landscaping that will maintain and enhance the quality of the site. The site has been well designed with the layout thoroughly considered and the implementation of landscaping to make the site a quality urban design environment.

c. Location, design and external appearance and effects on visual amenity, the quality of the streetscape and pedestrian environment;

d. Effects on safety for its users and the employment of CPTED principles in the design;

Currently the site is an empty, gravelled, not well kept, slightly overgrown and fenced off from the public site. The proposal will revitalise the site and enable the visual amenity of the site to be enhanced. The proposal provides for pedestrian access to and from the site and clear view paths for pedestrians making it a safe and open site. Landscaping has also been proposed where a large tree specimen will be retained whilst inground planters and landscaping strips will enable the design and appearance of the site to be improved. There are no opportunities to integrate the site with other parking facilities in the surrounding area given that the allotment does not otherwise adjoin any other vacant lots. The location of the proposed facility will be communicated to motorists by appropriately placed signage, a painted stop line at the access, and the existing vehicle crossing. The open nature, grid pattern layout, and demarcated boundaries reinforce the legibility of the proposed facility to motorists on-site.

e. Compatibility with surrounding activities and effects on the amenity of adjoining sites; and

The facility will provide parking primarily in response to the demands of persons working within the locality for a temporary / short-term 5-year duration. Whilst the car parking facility is not directly compatible with the residential nature of surrounding and adjoining sites the temporary nature is to allow the land owner to develop plans for residential development and use the site in an effective and efficient manner that will positively contribute to character and amenity values rather than the do nothing approach. The proposal provides parking for neighbouring uses as well as working in conjunction to the town centre.

f. The provision of electric vehicle charging points/ parking spaces.



The proposal does not include any vehicle charging points or charging vehicle spaces due to the temporary nature of the activity.

Whilst the application falls to a non-complying activity within the Proposed District Plan this is due to a catch all and parking not associated with an activity being considered to fall within this catch-all. The above assessment as well as the assessment that follows will cover all of the aspects related to the car parking facility that ensures that adverse effects are less than minor and all potential adverse effects can be effectively and efficiently avoided, mitigated or remedied.

The proposed facility is anticipated to address an existing unsatisfied parking demand by persons working within the locality given the occupancy experienced within the surrounding area, closure of many off-street parking facilities, and estimated completion of forthcoming nearby parking resources.

For the reasons discussed above, the need for off-street parking within the locality is apparent.

5.2 Transport Effects

5.2.1 High Trip Generation

A full assessment has been undertaken by a suitable and qualified traffic engineer and is provided as **Attachment [E]**. The report concludes that the High Traffic Generators Rule applies when more than 50 vehicles travel to or from a site in the weekday commuter peak hour. The data provided within the report, for an 89-space car park shows a maximum traffic generation at any time of 44 vehicle movements, which equates to 0.49 vehicle movements per space. Applying this to the proposed 85 car parking spaces indicates a peak hour traffic volume of 42 vehicle movements. Even if this peak trip generation was to fall in the weekday commuter peak hour, the value falls below the threshold.

If an allowance is made for those drivers that purchase tickets for 12 hours to notionally leave the site between 11pm to 6am, the threshold of 50 vehicle movements per hour would still not be reached.

The second leg of the Rule applies when an activity generates more than 400 vehicle movements per day. When factoring for the slightly different sizes, the data suggests that the proposed car park will generate 331 to 428 vehicle movements per day, with an average of 382 vehicle movements and an 85th percentile volume of 409 vehicle movements (the threshold of 400 vehicle movements equates to the 78th percentile value).

The District Plan does not specify how the threshold of 400 vehicle movements per day is to be calculated. However, for any 'worst case' traffic assessment, the typical approach in traffic engineering is to adopt the 85th percentile value and as noted above, this equates to just 9 vehicle movements per day more than the threshold. Moreover,



these additional 9 vehicles would likely equate to no more than one or two additional vehicle movements per hour, and this would be imperceptible.

Therefore, based on the assessment of the data from the Man Street car park, it is considered that the proposed car park at 9 Frankton Road will not be a High Traffic Generator, as defined in Rule 29.4.11.

5.2.2 Surface of Parking Area

The environment surrounding the proposed facility experiences moderate noise levels from the sound emitted by vehicles travelling along the adjoining streets, as well as commercial activities within the localities. The amount of noise created by vehicles manoeuvring on the gravel surface of each facility will be indiscernible amongst sounds of traffic and activities within the surrounding environments. The speed at which vehicles will travel at through the facility is anticipated to be slow given the scale of the site, proposed designs / layouts, and the nature of motorists looking for an available bay. Gravel surfaces comprising of compacted AP40 or similar grade of material is proposed with it considered to be successful in mitigating dust nuisance. Any dust generated by vehicles travelling through the facility will be less than minor.

The existing entrances on Frankton Road and on Brisbane Street are sealed to reduce the possibility of mud or gravel being tracked off site. In the event mud or gravel does spill from any facility onto a public road, footpaths, or cycle lanes, then it will be swept back into the respective site by the Applicant during a maintenance inspection.

A combination of the gravel surface and the landscaping proposed for the facility will ensure that the site adequately manages contaminants from runoff and flooding.

A combination of the grid / aisle layout and indicating all bays with either painted markings on fencing or timber half rounds on the ground, will ensure that all bays provided within each facility can reasonably be accessed and utilised, ensuring orderly use.

Overall, any adverse effects of the gravel surface proposed, will be less than minor.

5.2.3 Queuing

Rule 29.5.8 of the Proposed District Plan lists a number of matters of Discretion to be taken into account when making decisions on a Restricted Discretionary Activity relating to the queuing space. The matters include:

Discretion is restricted to effects on safety, efficiency, congestion, and amenity of the site and of the transport network, including the pedestrian and cycling environment.

In view of the car parking providing 85 spaces, queuing space of 18m is required. This can be apportioned over several accesses in accordance with their potential usage. Mr Andy Carr of Carriageway Consultants was engaged to provide traffic expert evidence and has stated the following in regard to queuing, his evidence is therefore relied upon for the purposes of this report:



“Since the car park could be used by the public, we consider that there is likely to be a bias towards gaining access via Frankton Road with less traffic using Brisbane Street. That said, the extent of use of each access will vary – drivers might for example fail to find a vacant space on Park Street and then turn onto Brisbane Street instead. On balance, we consider that 18m is required at Frankton Road (with the access serving more than 50 spaces) and potentially only 6m to 12m on Brisbane Street (with that access serving around 15-30 spaces).”¹

The layout shows that 12m queuing space is provided at Frankton Road with a vehicle exiting space 57 being the limitation. At Brisbane Street, 6m queuing space is provided with the limitation being a vehicle exiting spaces 41 and 42. There is therefore a shortfall of 6m in each direction.

At the Frankton Road access, the parking lane of the road extends on either side of the vehicle crossing. There is therefore a separation of 6m between the site boundary and the edge of the movement lane. A queuing vehicle would therefore not obstruct passing traffic. A queuing vehicle would however wait over the footpath and would therefore potentially obstruct pedestrians. Although no surveys of pedestrian numbers have been carried out in this location, for any pedestrian to be obstructed then:

- A vehicle must be exiting Space 57; and
- Two cars must be waiting for that vehicle to exit; and
- A third car attempts to enter the site; and
- A pedestrian is present.

Mr Andy Carr of Carriageway Consultants has provided the following traffic expert evidence which shall be adopted for the purposes of this report:

“We consider that it is highly unlikely that all four of these criteria will be met at the same time. However, if queuing space remains a concern, there are two minor changes that could be made to the layout:

- *Spaces 57 to 64 could be moved southwards by 0.4m. This would increase the aisle width available for a driver exiting Space 57, meaning that it would be easier for them to manoeuvre and therefore reducing the amount of time that they would obstruct incoming vehicles; or*
- *It would be possible to trim 0.1m or 0.2m off the landscaping on the western side of Space 57, and for this to be sealed. This then increases the extent of available width for a driver to manoeuvre out of the space, which again reduces the amount of time that they would obstruct incoming vehicles.*

¹ Attachment [D]



In our view these revisions are not required because we consider that there is only a very low potential for the reduced queuing space to lead to adverse effects. However, the changes are straightforward to make if further mitigation is required.

As noted above, Brisbane Street is lightly trafficked and is a cul-de-sac. With that in mind, we consider that if there is a second vehicle waiting to enter the car park, it is unlikely that either passing traffic or passing pedestrians will be adversely affected.”²

Therefore, overall, the safety and efficiency of the site will be upheld, and the congestion will be managed, and the amenity of the site will be improved. Adverse effects will consequently be less than minor.

5.2.4 Landscaping

Rule 8.5.7 of the District Plan lists a number of matters of Discretion to be taken into account when making decisions on a Restricted Discretionary Activity relating to the proposed facility not meeting the landscaping requirements. The matters include:

- a. *stormwater related effects including flooding and water nuisance;*

The proposed landscaping will ensure that any stormwater related effects including flooding and water nuisance are effectively managed as the inground planting will alleviate any stormwater pressures as well as sufficiently manage any potential contaminants from any potential sediment entrained runoff from entering the surrounding stormwater network. the proposed landscaping strip is 2m in width along the road boundaries with larger areas within the corners of the site. This is wider than the minimum and will effectively and appropriately positively contribute to mitigating any stormwater related effects.

- b. *visual amenity and the mitigation of the visual effects of buildings and any vehicle parking areas, particularly in relation to any streets or public spaces;*

The proposal includes landscaping however the coverage is 23% which is a shortfall of 2% for the site. In calculating the required landscaping based on per car park the 1.5m² per parking space times 85 spaces gives a requirement of 127.5m² and 484m² is provided. The planter boxes proposed are 1m x 1m a shortfall of .5m to the width. However, inground planting is proposed around the planter boxes.

In order to allow the manoeuvrability and queuing spaces and the functionality of the parking bays, the landscaping was required to be what is proposed. It is also due to the fact that a large portion of the site was required for manoeuvring on site so as to maximise safety and enable effective and efficient use of the site. The 2% shortfall and the planter boxes being .5m less than required will be indiscernible as the primary use of the site is for parking. The proposed landscaping of the site will be maintained to a high standard and will enhance the overall site amenity and appearance.

² Attachment [D]



The proposal is to retain a couple of the large trees that are established on the site as well as establish further planting that includes natives. The proposed landscaping will tidy the site and provide for a more aesthetically pleasing result to what is currently located on the site. The car parking facility will be maintained regularly to ensure that no loose gravel is on the path or street or neighbouring properties and any rubbish around the site is removed and disposed of. The slight reduction in landscaping will have less than minor effects as the overall amenity and character of the site will be enhanced with the proposal.

The application proposes a vast amount of landscaping given the primary use of the site will be for car parking and considering the temporary nature of the proposal. There is landscaping proposed right along the front of the site adjoining the road boundary except for the entrance and pedestrian walkway area there is also landscaping proposed in the corners of the site. These areas fill in the areas not used by the car parking bays but also provide a level of visual screening and enhance the visual amenity of the site. The shortfall in landscaping will be indiscernible to passers-by, the adjacent properties and to users of the site. Therefore, adverse effects will be less than minor.

5.2.5 Sight Distances

Rule 29.5.17 of the Proposed District Plan lists a number of matters of Discretion to be taken into account when making decisions on a Restricted Discretionary Activity relating to the proposed facility not being captured within the standard as Frankton Road and Brisbane Street have a speed limit of 40km/hr. The matters include:

Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.

The frontage roads are each subject to a 40km/h speed limit. The sight distances set out within the District Plan do not contemplate a speed limit of less than 50km/h, but extrapolating the values shown, for a non-residential use then sight distances of 57m are required in each direction. These are achieved in each direction.

We note that vehicles within the parking lane will be parked within the sight triangles for the accesses. However, this situation is the same as at adjacent intersections (such as Frankton Road / Hobart Street and Frankton Road / Park Street). To this end, any adverse effects of the tree in the berm partially obstructing the visibility will be less than minor.

The speed and volume of vehicles using the proposed accesses will not exacerbate any adverse effects of the visibility given that entering / egressing motorists will travel slowly and the number of vehicles movements is limited.

The volume of cyclists and pedestrians travelling along the footpath, Frankton Road or Brisbane Street will not exacerbate any adverse effects of the sight distances being obstructed as passing cyclists and pedestrians are likely to travel by the site often enroute between their home and work or parked vehicle and work and vice versa. This



means that passing cyclists and pedestrians are likely to be aware of the existing facility so will check for entering / egressing vehicles before traveling by the site.

Overall, adverse effects on sight distances will be less than minor.

5.3 Effects of parking activities within the Medium-Density Residential Zone

The Applicant proposes to operate a temporary commercial parking facility in the Medium-Density Residential Zone for a 5-year consent duration. To determine the primary effects of the activity, guidance has been sought from the objectives and policies of Chapter 9 of the Proposed District Plan.

Those objectives and policies related to minimising urban sprawl and consolidating growth in existing urban areas, outlined under Chapter 9, seek to increase the range and diversity of housing options in response to expected population growth. It is acknowledged that this proposal does not add to housing supply, however the interim nature of this application ensures that the site can be developed with residential development during or following the 5-year consent duration. Given the interim nature of this application, it is considered that this proposal is not inconsistent with the outcomes sought by the objectives and policies relating to housing supply.

Of direct relevance is Objective 9.2.5 which outlines the need to ensure commercial development is small scale and generates minimal amenity value impacts. Within the surrounding area, there are various commercial developments, the proposal is no different proposing a small-scale commercial car parking facility that does not create any amenity value impacts. If not for this consent, the site would be vacant and unoccupied by a residential land use until the redevelopment of the site proceeds. To this end, the proposed parking facility does not change residential activities dominating the surrounding area given its small scale (limited to 85 bays) and temporary nature (5-year duration).

5.3.1 Visual amenity and residential character

The site will be developed with a development in the future when the landowner develops plans. However, this proposal sees an interim use for the site. Any views of the site from the adjoining residential units by occupants therein would be of a vacant and unkept land parcel if not for this proposal until any form of construction commences. The existing landscaping will be retained in places as well as establishing new landscaping on site which will contribute to softening views of the proposed facility from the adjoining residential units and public spaces. The Applicant will regularly inspect the site and undertake maintenance as required including sweeping spilled gravel back into the site.

In relation to adverse effects on residential character, the proposed activity is an interim solution which will maintain the amenity of the site until construction of the forthcoming residential development commences. The proposed parking facility will be visually



softened by existing and proposed landscaping, and regularly maintained. Overall, the proposal will not adversely affect residential character.

If not for this application, the site would remain vacant until it is redeveloped. Provision of activity, maintenance and care for a site reduces the likelihood of antisocial behaviour occurring on the site. Operating hours and the nature of the site use as a long stay parking facility mitigate the effects of the car parking activity on residential activities. This application provides a positive interim contribution to local amenity, in comparison to the current use of the site.

For these reasons, any potential adverse visual impact of this proposal on the adjoining residential units and occupants will be less than minor, especially when considered in conjunction with the temporary duration.

5.3.2 Noise

The existing and well established planting along the internal boundaries will be retained with other landscaping to be established will ensure that noise from the proposed facility is reduced. The nature of use is anticipated to include parkers arriving during the morning, remaining parked all day, and departing at various hours between the afternoon / early evening. There is signage within the site advising people of operating hours, costs and to be quiet in consideration of the adjacent residents. For these reasons, any potential noise adverse effects of this proposal on the surrounding environment including residential units and occupants therein will be less than minor.

5.3.3 Glare

The way in which the land is contoured as well as the implementation of landscaping around the perimeter of the site will assist in deflecting headlight glare from the adjacent properties. In terms of the two accessways and cars exiting the site with their headlights on, for the Frankton Road vehicle crossing directly opposite is visitor accommodation that is separated from the site by a 20m carriageway. The visitor accommodation has a wall and vegetation behind the wall that would alleviate glare and would be indiscernible to everyday traffic on the road network. In regard to the vehicle crossing onto Brisbane Street the crossing is opposite a residential dwelling that is positioned below the road corridor. There is vegetation within the front yard of the dwelling and headlight glare from the carpark would be indiscernible to everyday traffic of the road network. For these reasons, any potential glare adverse effects of this proposal on the adjoining land uses will be less than minor.

5.3.4 Safety and lighting

The site will not be lit as doing so may result in light spilling into the adjacent residential properties. However, the site will achieve some light spill from the streetlights. The open front entrance and pedestrian access as well as the height of the existing fencing around the site enable persons to escape the site, if need be. The site does not contain



any entrapment areas due to its openness and the sightlines available. For these reasons, any potential adverse effect of this proposal on safety will be less than minor.

5.3.5 Dust

The implementation of the proposed landscaping and retention of a subject tree will assist in reducing any potential dust blown beyond the site boundaries. The proposed facility will be regularly inspected and maintained as required with any potholes filled. For these reasons, any potential dust effects from this proposal on the adjoining land uses and wider environment will be less than minor.

Overall, the proposed interim land use for five years will have a less than minor adverse effect on the surrounding residential environment as a result of proposed mitigation measures, inclusive of a short duration and landscaping, with the proposed use not preventative of the redevelopment of the site for residential activities.

5.4 Effects of signage

Although a Discretionary Activity rule 31.19.1 of the Proposed District Plan lists a number of matters of Discretion to be taken into account when making decisions relating to signage that does not meet the required standards. The matters include:

a. colour and materials;

The signage directly relates to the business activity on the site and is necessary for identification of the parking location and to strongly encourage parkers to be considerate of the adjacent residential occupants. The signage is considered to be orderly and coordinated as it is the company's standard signs. This allows for easy identification of the business operating on the site. While the signage may enliven the space due to the bold colour scheme, we acknowledge that the locality does not require, nor reject, enlivening. The proposed signage does not intend to screen any unsightly activities. A mock up of the signage is attached as **Attachment [F]**.

b. design and content;

d. access and safety;

The proposed signage is necessary for motorists' wayfinding to the car park and to strongly discourage loud noise and inappropriate parking within the facility given proximity to residential properties. The scale of the signage is appropriate to allow for good visibility for motorists and clearly communicate warning, yet not so large that it dominates the site frontages. All signage is static with the road signs using large font size to clearly communicate its purpose that being attracting / directing parkers to the site. While the road signage is predominantly red in colour, the design does not resemble traffic controls, nor can it be seen at the same time as traffic controls, in particular a red 'stop' signal or sign. To this end, the proposed signage is unlikely to cause distraction or confusion to motorists, nor affect traffic safety.

c. location;



With regards to matter c. above, the surrounding area has a residential character from the many residential activities, although there are several small commercial operations located on the same street. The design and location of the signage strikes the right balance between being sufficiently visible to allow motorists to easily find the site and minimising the impact on the values for the locality and adjacent residential activities. The red/white colour scheme of the sign allows good visibility, without the signage needing to be excessively sized. The location and orientation enable the signage to integrate into the landscaping which, in turn, reduces visual intrusiveness to some degree. Some of the signage is necessary to reduce noise or undesirable activities within the facility in consideration of the adjacent residential properties.

e. landscape and visual amenity values, and

The application proposes a vast amount of landscaping given the primary use of the site will be for car parking. There is landscaping proposed right along the front of the site adjoining the road boundary except for the entrance and pedestrian walkway area where the proposed sign is to be erected. The landscaping provides some visual screening and enhances the visual amenity of the site. The proposed signage will maintain the visual and landscape values of the site by not being obtrusive, nor out of the ordinary and will be softened against the existing and proposed landscaping and the upkeep of the site.

f. dominance effects.

There are no open spaces or areas possessing significant natural values located within the vicinity of the site that the signage could be visible from. The impact of the signage is lessened due to a combination of location, orientation, and the existing and proposed landscaping. The colour of the signage may appear to be dominant however, again, the location and orientation of the signs reduce the scale of that dominance. Additionally, as Wilson Parking signage is common throughout townships in New Zealand and well known, the signs may be overlooked.

5.5 Positive effects

To ignore the positive effects of this proposal would be to overstate any adverse effects that may arise from the proposal.

The limited 5-year consent duration proposed is considered to be a sensible and appropriate use of land until construction of the forthcoming development commences on the site. The proposed layout and design, regular maintenance, and retention of existing well-established landscaping will ensure an appropriate level of amenity. The proposal will also alleviate a demonstrated shortfall in local parking and support local businesses. The proposal is a positive outcome, particularly compared to the “do nothing” approach of leaving the site empty and disused over the next five years.



5.6 Conclusion

The proposed parking facility will meet a demonstrated shortfall in car parking as a result of high demand generated by nearby residents, businesses and workers. Any effects associated with the car park will only be temporary with the mitigation put forward commensurate with the duration proposed and will integrate with the surrounding environment. Any potential adverse effects associated with transport are anticipated to be less than minor with the proposed layout and design compliant with the majority of transport standards. Overall, the proposed facility will contribute positively to the surrounding environment, providing a valuable service to the people of Queenstown until such time as construction of the development of the site commences, or the consent expires, whichever is sooner.



6 Statutory Assessment

6.1 Section 95 of the RMA

6.1.1 Section 95A Assessment

Section 95A of the RMA considers the need for public notification and sets out four steps in a specific order to be considered in determining whether to publicly notify.

In terms of Step (1), public notification is not requested, Section 95C pertaining to notification in the event that further information is not provided under Section 92 is not applicable, and the application is not being made jointly with an application to exchange recreation reserve land under Section 15AA of the Reserves Act 1977.

In terms of Step (2), public notification of the application in association with the respective non-compliances is not precluded, however adverse effects are less than minor.

Moving to Step (3), notification is not required by a rule in a Plan or a NES, and as demonstrated in Section 5 of this report, the likely adverse effects on the environment will be less than minor.

Lastly, in terms of Step (4) as no special circumstances are considered to apply public notification is not required under any of the pathways in Section 95A.

6.1.2 Section 95B Assessment

While public notification is not necessary, any effects of the proposal on the local environment and upon particular parties must still be considered. This is addressed through Section 95B of the RMA, which has four steps similar to Section 95A.

In terms of Step (1), there are no affected protected customary rights or customary marine title groups in terms of Subclause (2), nor is the proposed activity on or adjacent to, or may affect land that is the subject of a statutory acknowledgement made in accordance with an Act specified in Schedule 11 in terms of Subclause (3).

In terms of Step (2), limited notification of the application in association with the respective non-compliances is not precluded however, adverse effects are less than minor. We move to Step (3).

Step (3) requires the consent authority to determine, in accordance with Section 95E, whether there are any adversely affected parties. Section 95E states that a person is an affected person if the consent authority decides that the activity's adverse effects on the person are minor or more than minor (but are not less than minor). There are not considered to be any affected persons in this instance for the reasons given in the above assessment of effects.



In terms of Step (4), no special circumstances exist therefore the application may be processed on a non-notified basis.

With respect to the above, in consideration of the conclusions of the AEE, it is concluded that the proposal will result in less than minor adverse effects on the environment, and there are no other circumstances requiring or warranting public or limited notification.

6.2 Section 104(1) of the RMA

Section 104(1) of the RMA requires that the consent authority must, subject to Part 2, have regard to a range of matters when considering an application.

Section 5 of this AEE addresses the matters contained in Section 104(1)(a) and (ab). This section of the AEE considers those matters relevant under section 104(1)(b).

6.3 Section 104(1)(b) of RMA

Section 104(1)(b) requires that the provisions of any national policy statement, the Operative Plan, or any other matter the consent authority considers relevant and reasonably necessary, to be considered when assessing an application. Therefore, the District Plan requires consideration. No National Environmental Standards are considered relevant to this application and the Otago Regional Policy Statement directed the District Plan and therefore by providing an assessment against the District Plan also covers the ORPS. The key Objectives and Policies outlined in the abovementioned document are set out below. Provisions of direct importance come from the High Density Residential, Transport, Earthworks and Signs chapters of the Proposed District Plan.

6.3.1 The Otago Regional Policy Statement

This proposal is for an interim use of land and does not impede the future development of the land in a way that is inconsistent with the ORPS. Therefore, the proposal is consistent with the ORPS. Objectives and Policies in the District Plan provide more informed guidance for the proposal given the discrete nature.

6.3.2 The Queenstown Lakes Proposed District Plan

Chapter 8 – Medium Density Residential

Objective 8.2.7 and the subsequent policies focus on commercial development being small scale and having minimal amenity value impacts. The proposal although not of small scale it does not impede long term redevelopment of the site and is an efficient interim use of the site. The proposal provides 85 vehicle parking bays and does not undermine the local transport network or availability of on-street vehicle parking for non-commercial use. Mr Andy Carr has provided a report and addendum to his report that concludes that the proposal is supported from a transport perspective. If the on-



street parking is not available, the proposal provides for additional space that can be utilised for long term use whilst people may be at work or staying in the area. The proposal is compatible with the surrounding context as landscaping is proposed to be established on the site, as well as the retention of a subject tree, the facility has been well-designed to utilise the site for an interim use and will not undermine residential amenity values or the viability of the Town Centre. Noise will be indiscernible to the surrounding environment. The result of the proposal is a well-functioning effective use of the site for an interim use before development occurs. The implementation of landscaping around the site will ensure that the amenity values are upheld and enhanced.

Chapter 29 – Transport

Objective 29.2.2 and the subsequent policies focus on parking, access and onsite manoeuvring being consistent with the character, scale, intensity and location of the zone providing for a safe and efficient transport network, compact urban growth, economic development, increasing other modes of transport that vehicular and maintaining and enhancing the residential amenity and quality of urban design in the zone. In regard to the relevant supporting policies, we note the following:

- As discussed previously within this report the proposal has been designed so that it is safe and efficient for all transport modes and users including those with mobility impairments especially with the provision of mobility spaces within the car parking facility. The existing accesses will be retained, and no heavy vehicles will need to utilise the site. Sufficient manoeuvring space has been provided allowing for ease of ingress and egress into and out of the parking bays. Adverse effects are intended to be avoided in most aspects however where they cannot be avoided, they will be mitigated or remedied including the provision of landscaping, signage and maintenance to the car parking facility to ensure the best outcome for the duration of the consent. Therefore policy 29.2.2.1 will be adhered to and provided for.
- Private motor vehicle use is a choice based on multiple factors. The granting of a consent for a 5-year period will not adversely affect the uptake of public or active transport modes, particularly for those people whom public transport does not suit and require a high level of accessibility to key destinations.
- The present proposal does not advance housing opportunities despite being in a residential zone however, the proposal is a sensible interim use of land until construction of the forthcoming residential development commences. The lack of permanent built form and short-term duration proposed will ensure that the site is able to be redeveloped within the very near future to comply with Policy 29.2.2.6.
- The subject site is one of the few remaining vacant sites in the surrounding area with the facility intended to temporarily support businesses located in the nearby Town Centre Zone. The proposal therefore has an operational need to be



located in close proximity to those businesses it services. However, in recognition of the need to meet the housing objectives outlined in the Proposed District Plan, as well as the forthcoming residential development, the duration proposed is limited to 5 years, aligning with Policy 29.2.2.9.

Chapter 31 – Signs

Objective 31.2.1 and the subsequent policies focus on ensuring signage maintains the character and amenity values of the district. The key tenets cited within the objective are the need to ensure scale and extend is anticipated and will not be detrimental for the surrounding environment. As outlined in earlier sections of this report, the proposed signage will not deter from the surrounding environment although the use of red can be striking and bold it will be softened by the proposed and existing landscape on the site. The sign is also proposed to only be on the site for the limited duration of the car park, 5 years. In regard to the relevant supporting policies, we note the following:

- The sign directly relates to the activity on the site as encouraged by policy 31.2.1.3.
- The sign provides important information for the site including identification, charges, and reminders about noise in regard to the surrounding residential environment. This in turn provides legibility of the site for users and passers-by as supported by Policy 31.2.1.8 and 31.2.1.10.
- The proposed signage does not contain any flashing, moving or animated components, the content is not offensive and will not imitate any traffic or safety signage. The signage will also not have any effect on heritage values as the heritage cottage has been removed from the site. Therefore, the proposal aligns with policies 31.2.1.13 and 31.2.1.14.

Objective 31.2.2 and the subsequent policies focus on ensuring the safety of the public including pedestrians and users of the transport network is upheld and not at risk. The key tenet of the objective is to limit adverse effects on safety. As outlined in earlier sections of this report, the proposed signage will not cause any adverse effects to the safety of pedestrians or users of the transport network. In regard to the supporting policies, we note that the access from the site to the roading network for pedestrians and motor vehicles will not be obstructed by the proposed signage nor will the signage cause confusion, distraction obstruct sight lines as the signage will be located within the site, be clear and limited to what it contains and will provide way finding for users of the site. Therefore, the proposal aligns with policies 31.2.2.1 and 31.2.2.2.

Overall, the proposal is considered to achieve the intention of the Proposed District Plan and is consistent with the objectives and policies contained therein such that resource consent can be granted.

With regards to Section 104 (1) (c) of the RMA, there are no other matters considered relevant to the application.



6.4 Section 104D of the RMA

For the reasons set out above, the adverse effects of this proposal are no more than minor, and the proposal is not contrary to the relevant objectives and policies in the District Plan. The proposal passes both limbs of the gateway test under section 104D.

6.5 Purpose and Principles of the RMA

The purpose of the RMA, as set out under Section 5 (2) is to promote the sustainable management of natural and physical resources. The relevant matters in Sections 6, 7 and 8 of the RMA also require consideration. There are no matters of national importance under Section 6 that need to be recognised and provided for in this application.

The RMA specifies that particular regard shall be had to the relevant matters listed in Section 7 including:

- (b) the efficient use and development of natural and physical resources.*
- (c) the maintenance and enhancement of amenity values.*
- (f) maintenance and enhancement of the quality of the environment.*

On the whole, the proposal is considered to efficiently use the natural (land) resource for a temporary 5-year consent duration. The site would otherwise remain empty and unkept until construction of the forthcoming development was completed. Similar sites have been subject to illegal dumping and anti-social behaviour which reflects negatively on the city. The amenity values and quality of the environment are maintained through the provision of landscaping and regular site maintenance, particularly when considered in comparison to a 'do nothing' approach.

There are no matters under Section 8 that require consideration with respect to this application.

As has been demonstrated throughout this AEE, the proposed facility is not expected to result in any significant adverse effects on the receiving environment. Any potential adverse effects have been largely avoided, remedied, or mitigated. The proposal aligns with the relevant Objectives and Policies of the District Plan.

For the reasons outlined in this report, the proposal is consistent with the purpose and principles under Section 5, and the associated matters under Part 2 of the RMA. The proposal represents an efficient use of natural and physical resources, and will be undertaken in a manner which avoids, remedies, and mitigates potential adverse effects on the environment. It is considered that the proposal is consistent with the purpose and principles of the RMA and accords with the definition of sustainable management.





[Approved by the District Land Registrar, Dunedin—No. 1941/9]

170 810 FA [New Zealand] MEMORANDUM OF TRANSFER

27-10-20

WILLIAM ARTHUR ANDERSON of Queenstown being registered as the proprietor
Medical Practitioner (hereinafter called "the vendor")
of an estate¹ of freehold in fee simple subject,

however, to such encumbrances liens and interests as are notified by memorandum

underwritten or endorsed hereon, in all that piece of land situate in the² Town

of Queenstown, containing³ Two roods (2)

Thirty One perches (31)

be the same a little more or less being Sections One (1) Two (2) and Twenty

Two (22) Block Thirty Nine (XXXIX) Town of Queenstown and being

all of the land comprised and described in Certificate of Title

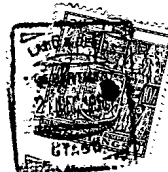
Volume 345 Folio 238 (Otago Registry)

1. Here state nature of
the estate or interest.

2. District, town, or
township.

3. Here state the area,
exclusive of roads inter-
secting the same (if any).

4. Here state rights of
way, privileges, or ease-
ments (if any) intended
to be conveyed, and if
the land to be dealt with
contain all that is in-
cluded in an existing
grant or certificate, refer
thereto for description of
parcels and diagrams:
otherwise, set forth the
boundaries in chains or
links, and refer to the
plan delineated on
margin or annexed to
the instrument or de-
posited in the Registry
Office.



Unstamped Agreement for
Sale, dated 16/11/20
produced for inspection.

In consideration of the sum of TWO THOUSAND FIVE HUNDRED POUNDS £2500

paid to me by

MICHAEL FRYER SOPER of Wataroa Medical Practitioner

the receipt of which sum is hereby acknowledged

do hereby transfer to the said MICHAEL FRYER SOPER

5. Or a lesser estate or interest, describing such lesser estate.

all my estate and interest^s in the said piece of land

CT 305/226, 237
PROVIDED ALWAYS that the Vendor shall not be liable nor be called upon to erect or repair or contribute towards the cost of erection or repair of any dividing or boundary fence between the land hereby conveyed and any land adjoining thereto the property of the Vendor but this provision shall not enure to the benefit of any purchaser of such adjoining land.

In witness whereof I have hereunto subscribed my name this *first*
day of December One thousand nine hundred and fifty

W. A. Anderson

Signed on the day above named by the said

WILLIAM ARTHUR ANDERSON

in the presence of

W. A. Anderson
Solicitor
W. A. Anderson

No. 170810

137

Correct for the purposes of the Land Transfer Act.

TRANSFER of

FREEHOLD

Situated in

TOWN OF QUEENSTOWN

B. P. Sheehan
Solicitor for the Purchaser.

.....T.A. ANDERSON.....Vendor

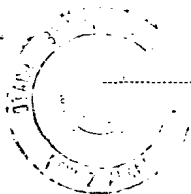
.....H.P. ROPER.....Purchaser

Particulars entered in the Register Book, Vol. 345

Folio 238

the 21st day of December, 1950

at 2.27 o'clock.



M. P. Sheehan

Asst District Land Registrar
Otago

8873
19.12.50

Fraser

10/1
21.12.50
2.27

B. P. SHEEHAN
SOLICITOR.

M. P. A.

SOLICITOR,

QUEENSTOWN, OTAGO.





RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy




R.W. Muir
Registrar-General
of Land

Identifier **234501**

Land Registration District **Otago**

Date Issued 08 August 2005

Prior References

OTA2/528 OTA2/529

Estate Fee Simple

Area 2808 square metres more or less

Legal Description Lot 1 and Lot 2 Deposited Plan 9946

Registered Owners

Greenwood Group Limited

Interests

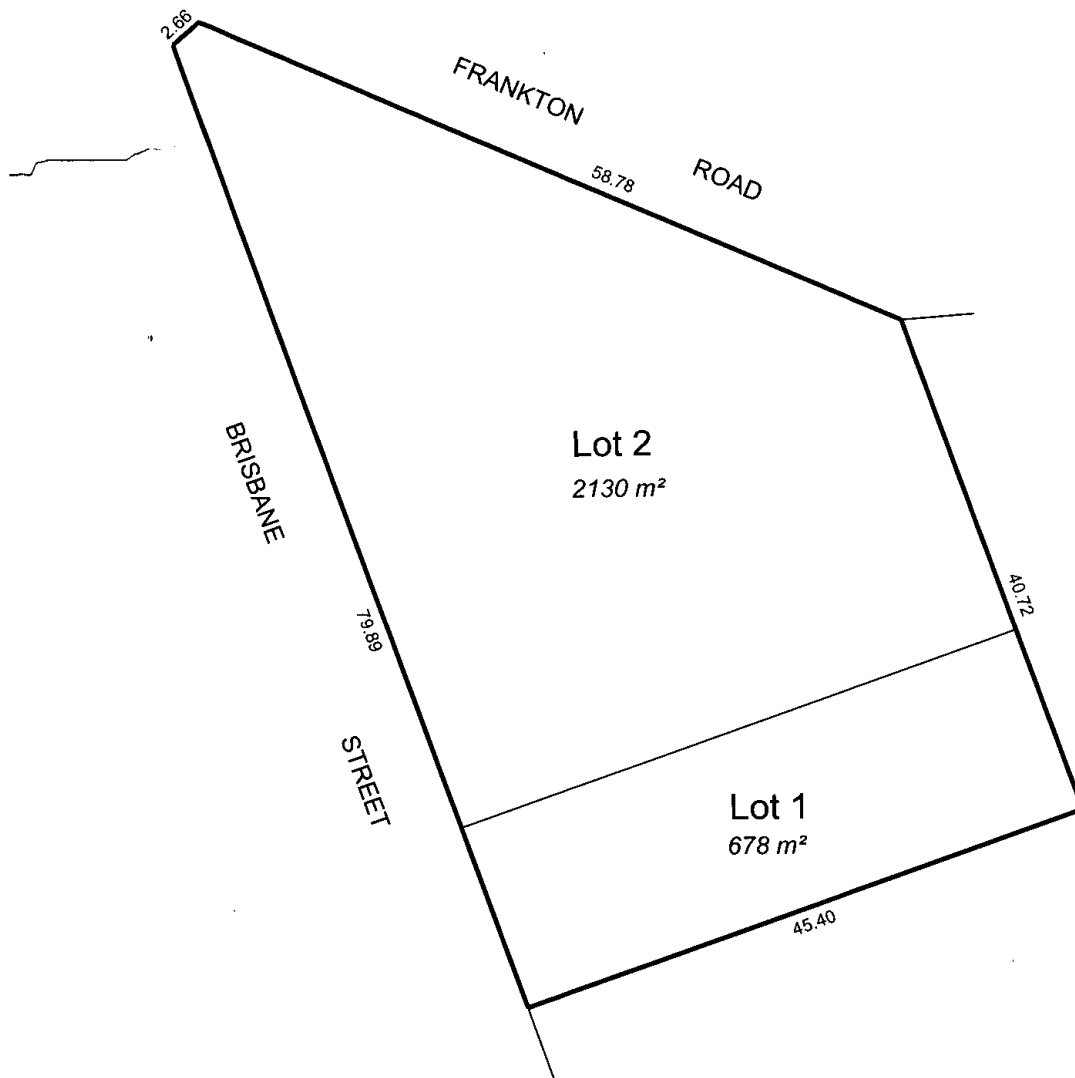
170810 Fencing Provision (affects Lot 1) - 21.12.1950 at 2:27 pm

Title Diagram 234501

Cpy - 01/01, Pgs - 001, 16/08/05, 08:44



DocID: 110655574



Total Area : 2808 m²

CCL Ref: 14903-051223-kealey

5 December 2023

Sam Kealey
Town Planning Group Ltd

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Dear Sam

Proposed Car Park, 9 Frankton Road: Response to Additional Council Queries

Further to our e-mails and telephone conversations, we understand that the Council is of the view that the proposed car park should be considered as a High Traffic Generator under Rule 29.4.11 ('High Traffic Generating Activities') of the District Plan.

As set out in our letter of 4 April 2023, we do not agree with this interpretation. While we acknowledge that there are more than 50 car parking spaces, there is no 'effect' on traffic simply due to the number of spaces. Rather, it is the frequency with which vehicles arrive and depart those spaces that gives rise to any effects. Consequently we assessed the traffic generation in detail in our letter, concluding that based on local information, a trip generation rate of 0.49 vehicle movements per space was appropriate. This would then give rise to a maximum of 42 vehicle movements (two-way) at the proposed car park, well below the threshold of 50 vehicles at which the Rule applies. Nevertheless, in view of the council's comments, we have carried out an assessment of the traffic effects, and this is set out below.

Traffic Generation and Distribution

As noted above, we consider that the most likely traffic generation of the site will be 0.49 vehicle movements per parking space.

There are no standard trip rates for parking spaces per se, but for a car park the two key factors will be the occupancy of the car park (ie how many spaces are used) and the duration of stay of vehicles. Disregarding all-day car parking at the Man Street car park, all drivers staying for a shorter period of time paid for a duration of stay of at least one hour. This result is intuitive, given that the vehicle must be parked, the occupant(s) then walk to their intended destination, stay there for some time, and then walk back.

For the purposes of this analyses we have adopted a robust (and highly unlikely) approach of each vehicle staying for just one hour. Accordingly for the purposes of this assessment, an allowance has been made for each parking space to generate 1 vehicle movement in the peak hours. We have also allowed for the car park to be fully occupied, with a vehicle present in each of the proposed 84 spaces. Again, we consider this is a highly robust approach.

The car park is located to the southeast of the town centre and so in our view, the vast majority of users will therefore approach and depart towards the east (on Frankton Road). This is because drivers approaching from other directions will have driven past alternative parking locations, and it is far more likely that drivers will instead park in those locations. In view of this trip distribution, the bulk of car park users will pass through the Frankton Road / Stanley Street intersection. Accordingly, this is the location where adverse capacity effects will be the most pronounced and thus where we have focussed our assessment.

Frankton Road / Stanley Street Intersection

The Frankton Road / Stanley Street intersection is affected by Stage One of the Arterials Project. Drawings of the intersection once all three stages are opened show that it is to be signalised.



Figure 1: Frankton Road / Stanley Street Intersection with Arterials Project Fully Opened

Given that the signalisation scheme may not occur, for the purposes of this analysis we have assumed that the existing priority intersection remains in place. This is to ensure a robust analysis (since traffic signals will result in additional capacity being provided). We have however allowed for a reduced speed limit of 40km/h to be implemented, given that the roads will function as Local Roads due to Stage One of the Arterials Project creating an alternative route for vehicles.

The alternative route provided via Stage One of the Arterials Project also results in a reduction in traffic passing through the Frankton Road / Stanley Street intersection. This means that existing traffic counts cannot be used as an indicator of future volumes, and so the Council has made its traffic model available. The modelled traffic flows are shown below for the weekday morning and evening peak hours.

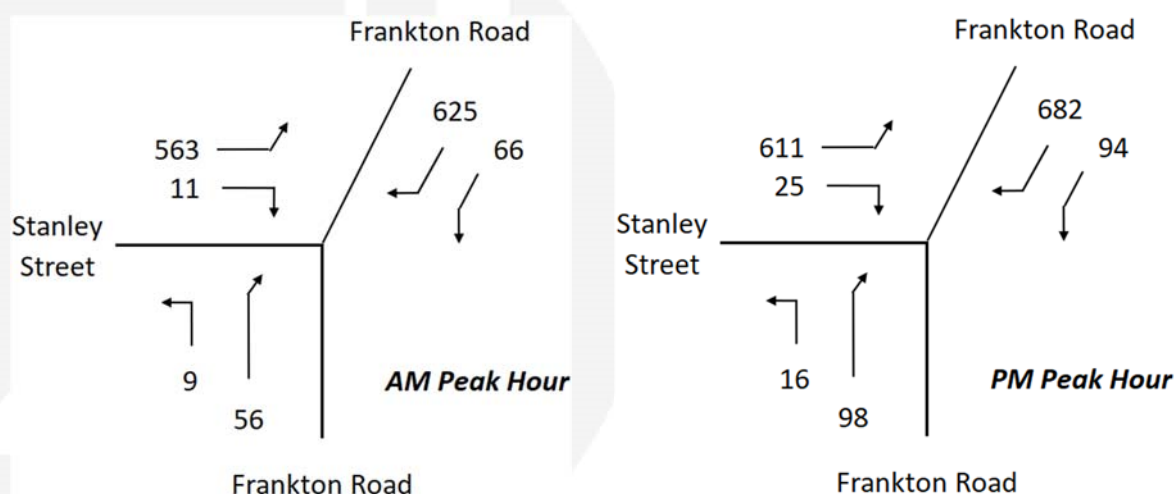


Figure 2: Weekday Peak Hour Traffic Flows, Without Stage One Arterials Project

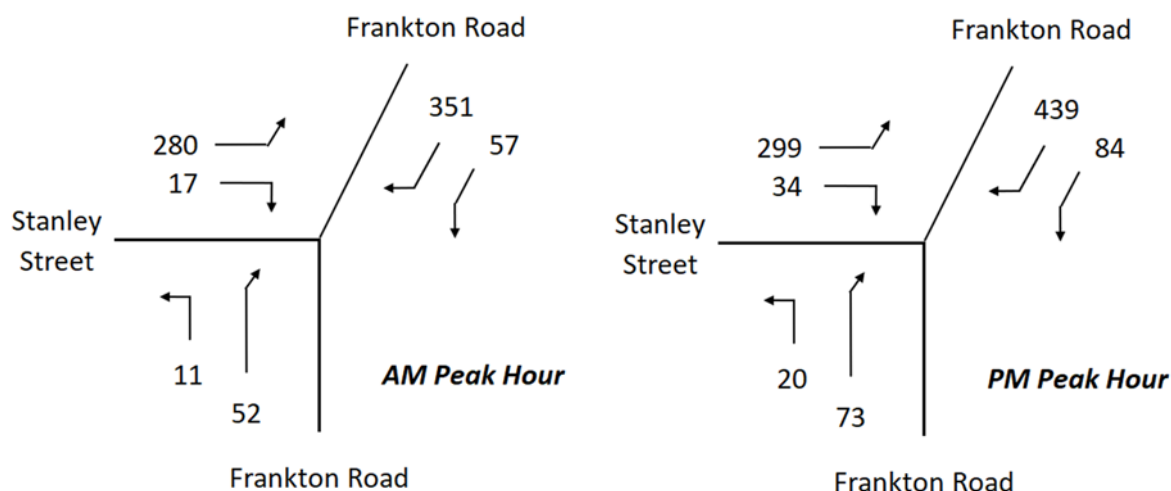


Figure 3: Weekday Peak Hour Traffic Flows, With Stage One Arterials Project

It can be seen that Stage One of the Arterials Project results in an approximate 50% reduction in traffic flows on the Frankton Road / Stanley Street through route compared to the traffic flows without the new road in place.

We have modelled the intersection under its existing priority configuration using the computer software package Sidra Intersection and the results are summarised below.

Road and Movement		Morning Peak Hour			Evening Peak Hour		
		Avg Delay (secs)	95 %ile Queue (veh)	Level of Service	Avg Delay (secs)	95 %ile Queue (veh)	Level of Service
Frankton Road (east)	L	4.2	1.2	A	4.3	1.7	A
Stanley Street	R	4.8	0.1	A	4.9	0.1	A
Frankton Road (west)	L	5.9	0.0	A	6.4	0.1	A
	R	9.9	0.4	A	12.4	0.7	B

Table 1: Morning and Evening Peak Hour Levels of Service at the Frankton Road / Stanley Street Intersection With Stage One of the Arterials Project (Without Car Park Development)

It can be seen that the reduction in flows provides a significant improvement in efficiency, with low queues and delays even under the existing priority arrangement.

We have then added in the calculated 84 vehicles associated with the car park. In the morning we have allowed for all of these vehicles to arrive at the car park, and since these vehicles will turn left at the Frankton Road / Stanley Street intersection, which is not an opposed movement, there is no effects on queues or delays.

In the evening we anticipate that some drivers who have been present during the day will leave the car park while others arrive for the evening. We have carried out two assessments, of 30% of traffic arriving and 70% leaving, and vice versa. We consider that these two extremes represent the most onerous outcomes.



Road and Movement		30% Arrivals / 70% Departures			70% Arrivals / 30% Departures		
		Avg Delay (secs)	95 %ile Queue (veh)	Level of Service	Avg Delay (secs)	95 %ile Queue (veh)	Level of Service
Frankton Road (east)	L	4.3	1.8	A	4.3	2.0	A
Stanley Street	R	5.0	0.1	A	5.1	0.1	A
Frankton Road (west)	L	6.4	0.1	A	6.4	0.1	A
	R	14.9	1.6	B	14.1	1.1	B

Table 2: Evening Peak Hour Levels of Service at the Frankton Road / Stanley Street Intersection With Stage One of the Arterials Project (With Car Park Development)

Even with the additional traffic added (noting that a short duration of stay and hence high turnover has been allowed for, plus the car park being completely occupied), there is no change in the level of service provided and only small changes in delays and queue lengths. We consider that the intersection continues to operate with a high degree of efficiency.

Additional Matters

Even under the assumptions above, the car park would generate an average of one vehicle movement every 43 seconds at the very busiest of times. This is insufficient to have a material effect on the safe or efficient functioning of the transportation networks in the vicinity. It does not result in increased severance for pedestrians crossing the road, nor result in a requirement for any additional infrastructure for any modes of transport.

Summary

We remain of the view that the car park is not a High Traffic Generator due to the volume of traffic that we expect (less than 50 vehicle movements in the weekday peak hour). However to address the matter raised by the Council, we have adopted an approach of assessing the car park allowing for cars to stay for just one hour and for the car park to be completely occupied.

We consider that these assumptions are onerous and more conservative than will arise in practice (that is, some drivers will stay for longer than an hour and the car park will not always be full). However, we have assessed the Frankton Road / Stanley Street intersection on the basis that this is the location through which the bulk of traffic will pass. Our assessment shows that queues and delays remain low.

On this basis, even if the proposal was to be considered as a High Traffic Generator, we do not consider that the proposed car park will have a material effect on the safe and efficient functioning of the adjacent transportation networks.

Please do not hesitate to contact me if you require anything further or clarification of any issues.

Kind regards

Carriageway Consulting Limited

Andy Carr

Traffic Engineer | Director

Mobile: 027 561 1967

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2 February 2023

Sam Kealey
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Dear Sam

Proposed Car Park, 9 Frankton Road: Parking and Access Assessment

Further to our e-mails and telephone conversations, we have carried out a review of a proposed car park at 9 Frankton Road, Queenstown. Our review of the site is based on the drawing issued by e-mail on 24 January 2023 and supplementary information provided. For clarity, our assessment is carried out against the Decisions Version of the proposed District Plan ("*District Plan*").

Overview

The site is located at 9 Frankton Road, Queenstown, approximately 0.4km southeast of the town centre. It is zoned as Medium Density Residential in the District Plan.



Figure 1: Site Location

It can be seen that the site has legal frontage onto both Frankton Road and Brisbane Street. Frankton Road is a Collector Road under the District Plan with Brisbane Street being a Local Road.

Transportation Networks

Frankton Road in the vicinity of the site slopes down from east to west, and has a gently curving horizontal alignment. It has a carriageway width of 14m which allows for parking lanes on each side (marked with 'hockey stick' markings at the start and end of each section of kerbside parking) and 4.5m wide movement lanes. There are footpaths on both sides of the road of 2.5m width.



Photograph 1: Frankton Road (Site on Right)

On the southern side of the site, Brisbane Street is a cul-de-sac with a 12m formed width, comprising parking lanes on each side (again marked with 'hockey stick' markings at the start and end of each row) and around 4m wide movement lanes. There are 2m wide footpaths on each side of the road.



Photograph 2: Brisbane Street (Site on Right)

The MobileRoad website sets out that Frankton Road carries 2,150 vehicles per day (two-way) with Brisbane Street carrying 400 vehicles per day (two-way). These equate to estimated peak hour traffic flows in the order of 220 and 40 vehicles per hour (two-way) respectively.

The Waka Kotahi Crash Analysis System shows that over the past five years there have been only three crashes recorded in the vicinity of the site:

- One crash occurred on Frankton Road, on the opposite side of the road to the site access, when one driver attempting to park their vehicle reversed into another parked vehicle. The crash did not result in any injuries;

- Of note is that two of the three crashes occurred when the road was operating under temporary traffic management. The remaining crash, of a vehicle colliding with another when parking or unparking, is common for an urban area. We therefore do not consider that the reported crashes indicate that there is an existing road safety deficiency on this part of the roading network.

The proposal is for a car park with 85 parking spaces, of which three are reserved for the mobility impaired.

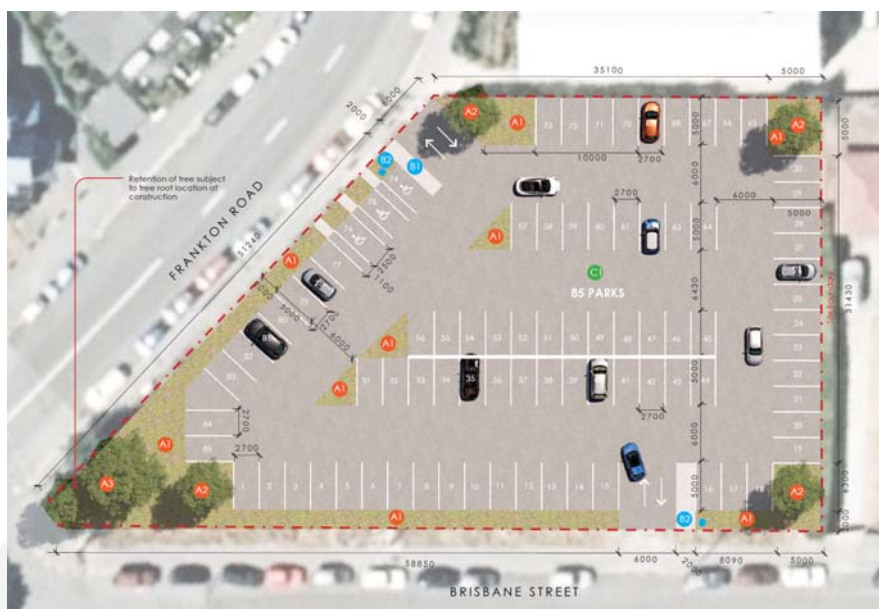


Figure 1: Proposed Site Layout (Extract from DCM Urban Drawing)

The car park has two access points, one from Frankton Road and the other from Brisbane Street. Both accesses are sufficiently wide to accommodate two-way traffic flows.

From the information provided, we understand that the car park will be available for public use, although it is also possible that it will be used for reserved / leased car parking also.

District Plan Chapter 29: Activities

Rule 29.4.11 High Traffic Generating Activities

This Rule is triggered where more than 50 car parking spaces are proposed, which is the case here, and therefore a Transportation Assessment is required. This is addressed within a separate report.



District Plan Chapter 29: Parking and Loading

Rule 29.5.1: Location and Availability of Parking Spaces

The layout indicates that each space will be unobstructed and can be accessed independently, and none are located within an access or other area used for other purposes.

Rule 29.5.2: Size of Parking Spaces and Layout

The plans show the parking spaces are each 2.7m wide, 5.0m long and have an aisle of at least 6.0m. These meet the dimensions for both types of user (Class 1 and Class 2).

The mobility spaces are 2.5m wide, 5.0m long and have an aisle width of at least 6.6m. Each space is separated from the adjacent spaces by a shared area of 1.1m width. The aisle does not meet the District Plan provisions for an 8m width, but meets Standard AS/NZS2890.1:2004 ('*Parking Facilities Part 1: Off-Street Car Parking*') which notes that the aisle for mobility spaces can be the same as for adjacent, standard parking spaces (Note 5 to Figure 2.2 of the Standard). The ability to share area between mobility spaces is permitted under Figure 7 of Standard NZS4121:2001 ('*Design for Access and Mobility: Buildings and Associated Facilities*')

Rule 29.5.3: Gradient of Car Parks

No details have been provided of the gradient of the parking spaces. From our inspection of the site, it is relatively flat but we are not able to confirm whether the expected 1:20 gradient for the parking spaces will be achieved.

Rule 29.5.4: Mobility Parking Spaces

Since the parking spaces are not associated with any land use, we do not consider that there is a requirement for mobility spaces. However the layout provides for three such spaces, which is the expected level of provision under Standard NZS4121:2001.

Rule 29.5.5: Drop Off / Pick Up

The site does not provide day care facilities, educational activities, or healthcare facilities and therefore this Rule is not applicable.

Rule 29.5.6: Reverse Manoeuvring

In view of the number of parking spaces provided, under this Rule reversing onto the frontage roads is not permissible. Further, each parking space should be accessible with at most one reversing movement. From previous commissions we are aware that the Council applies this as being one reverse movement to enter a space, or one reverse movement to exit a space, but not both.

Since the dimensions of the parking spaces meet the District Plan requirements, and the car parking areas are set out in a standard configuration that will be familiar to drivers, with a full circulation route provided, we consider that these requirements will be met.

Rule 29.5.7: Residential Parking Space Design

Residential units are not proposed in this case.

Rule 29.5.8: Queuing

In view of the car parking providing 85 spaces, queuing space of 18m is required. This can be apportioned over several accesses in accordance with their potential usage.

Since the car park could be used by the public, we consider that there is likely to be a bias towards gaining access via Frankton Road with less traffic using Brisbane Street. That said, the extent of use of each access will vary – drivers might of example fail to find a vacant space on Park Street and then turn onto Brisbane Street instead. On balance, we consider that 18m is required at Frankton Road (with the access serving more than 50 spaces) and potentially only 6m to 12m on Brisbane Street (with that access serving around 15-30 spaces).

The layout shows that 12m queuing space is provided at Frankton Road with a vehicle exiting Space 57 being the limitation. At Brisbane Street, 6m queuing space is provided with the limitation being a vehicle exiting Spaces 41 and 42. There is therefore a shortfall of 6m in each direction.

At the Frankton Road access, the parking lane of the road extends on either side of the vehicle crossing. There is therefore a separation of 6m between the site boundary and the edge of the movement lane. A queuing vehicle would therefore not obstruct passing traffic.

A queuing vehicle would however wait over the footpath, and would therefore potentially obstruct pedestrians. Although no surveys of pedestrian numbers have been carried out in this location, for any pedestrian to be obstructed then:

- A vehicle must be exiting Space 57; and
- Two cars must be waiting for that vehicle to exit; and
- A third car attempts to enter the site; and
- A pedestrian is present.

We consider that it is highly unlikely that all four of these criteria will be met at the same time. However if queuing space remains a concern, there are two minor changes that could be made to the layout:

- Spaces 57 to 64 could be moved southwards by 0.4m. This would increase the aisle width available for a driver exiting Space 57, meaning that it would be easier for them to manoeuvre and therefore reducing the amount of time that they would obstruct incoming vehicles; or
- It would be possible to trim 0.1m or 0.2m off the landscaping on the western side of Space 57, and for this to be sealed. This then increases the extent of available width for a driver to manoeuvre out of the space, which again reduces the amount of time that they would obstruct incoming vehicles.

In our view these revisions are not required because we consider that there is only a very low potential for the reduced queuing space to lead to adverse effects. However, the changes are straightforward to make if further mitigation is required.

As noted above, Brisbane Street is lightly trafficked and is a cul-de-sac. With that in mind, we consider that if there is a second vehicle waiting to enter the car park, it is unlikely that either passing traffic or passing pedestrians will be adversely affected.

Rule 29.5.9: Loading Spaces

No loading space is required, and in practice we would not expect that the car park would generate loading activities.

Rule 29.5.10: Surface of Parking Spaces, Parking Areas and Loading Spaces

There are no reasons why the parking areas could not be surfaced as required, although we have not been provided with details of the surfacing proposed.

Rule 29.5.11: Lighting of Parking Areas

There are no reasons why the parking areas could not be lit as required.

Rule 29.5.12: Bicycle Parking and the Provision of Lockers and Showers

There are no requirements for cycle parking at a car park.

District Plan Chapter 29: Access

Rule 29.5.13: Access and Road Design

The car parks are served by vehicle crossings rather than an access roadway.

Rule 29.5.14: Width and Design of Vehicle Crossings – Urban Zones

The widths of the vehicle crossings are 6m, meeting the dimensions of this Rule. We highlight though that the vehicle crossing onto Frankton Road is immediately adjacent to the northern boundary of the site, which in turn is immediately adjacent to the driveway to the neighbouring property.



Photograph 3: Vehicle Crossings at Northern Side of Site

As can be seen from the photograph above, both vehicle crossings being in place is an existing situation. It appears that the vehicle crossing to 9 Frankton Road was constructed in late 2018 and was specifically considered by the council (through RM180780). The proximity of the two vehicle crossings was noted but was not noted as being a concern, although the vehicle crossing was noted as being for exit only.

The neighbouring property is used for visitor accommodation, and therefore a vehicle crossing width of up to 9m is permitted., The combined width of both vehicle crossings is 6m for the proposed car park plus 5m for the visitor accommodation, although the northernmost 1m section of the latter



appears not be trafficable in practice. When the two vehicle crossings are considered together, an overall width of 10m to 11m is achieved.

In practice, we do not consider that the slightly greater width will lead to adverse effects, as it only increases the crossing distance for pedestrians by a very small amount.

The accesses cross the property boundary at an angle of between 45 degrees and 90 degrees, and intersect with the carriageway at an angle of 90 degrees plus or minus 15 degrees, as required. They can be constructed to meet Diagram 7 of the District Plan.

Rule 29.5.15: Width and Design of Vehicle Crossings – Rural Zones

The site is not within a rural zone.

Rule 29.5.16: Maximum Gradient for Vehicle Access

From our observations, there should be no difficulties in achieving the maximum gradient of 1 in 6, nor the required breakover angles.

Rule 29.5.17: Minimum Sight Distances from Vehicle Access on all Roads other than State Highways

The frontage roads are each subject to a 40km/h speed limit. The sight distances set out within the District Plan do not contemplate a speed limit of less than 50km/h, but extrapolating the values shown, for a non-residential use then sight distances of 57m are required in each direction. These are achieved in each direction.

We note that vehicles within the parking lane will be parked within the sight triangles for the accesses. However this situation is the same as at adjacent intersections (such as Frankton Road / Hobart Street and Frankton Road / Park Street).

Rule 29.5.18: Minimum Sight Distances from Vehicle Access onto State Highways

The site does not have frontage onto a state highway.

Rule 29.5.19: Maximum Number of Vehicle Crossings

Only one vehicle crossing is proposed onto each road frontage, as permitted.

Rule 29.5.20: Minimum Distance Between Vehicle Crossings onto State Highways

The site does not have frontage onto a state highway.

Rule 29.5.21: Minimum Distances of Vehicle Crossings from Intersections

Each vehicle crossing is located at least 50m from the nearest intersection, easily meeting the requirements of this Rule.

Rule 29.5.22: Minimum Distances of Vehicle Crossings from Intersections onto State Highways

The site does not have frontage onto a state highway.

Rule 29.5.23: Service Stations

The proposed activity is not a service station.

Summary of District Plan Compliance

On the basis of our assessment we consider that there are non-compliances with the following Rules of the District Plan:

- Rule 29.5.2: Size of Parking Spaces and Layout
 - The mobility spaces are narrower than anticipated under the District Plan, but share additional width between them as permitted under Figure 7 of Standard NZS4121:2001 (*'Design for Access and Mobility: Buildings and Associated Facilities'*);
 - The mobility spaces have an aisle that is less than anticipated under the District Plan but this meets Standard AS/NZS2890.1:2004 (*'Parking Facilities Part 1: Off-Street Car Parking'*)
- Rule 29.5.8: Queuing
 - There is a queuing space shortfall at the Frankton Road vehicle crossing with 12m provided and 18m required. Passing traffic will not be affected however and it is unlikely that three cars would be queuing to enter the car park when a pedestrian was passing.
 - There may be a queuing space shortfall at the Brisbane Street vehicle crossing with 6m and either 6m or 12m required. Given the low traffic flows on this road, this potential shortfall is unlikely to affect any passing road users.

It is possible that there is a non-compliance in respect of Rule 29.5.14 (Width and Design of Vehicle Crossings – Urban Zones), depending on how it is applied. The vehicle crossing of the site itself meets the Rule, as does the adjacent site, but when the two crossings are considered together the length is 1-2m more than permitted. However not only are the vehicle crossings on different sites, it is also an existing situation. In any event, we do not consider that adverse effects would arise from the slightly greater width.

We have not commented on the gradient of the parking spaces, the form of surfacing, and lighting, as no details have been provided on these.

With regard to Rule 29.4.11 (High Traffic Generating Activities), this is addressed in a separate letter.

Subject to the above comments, we are able to support the proposed layout from a transportation perspective.

Please do not hesitate to contact me if you require anything further or clarification of any issues.

Kind regards

Carriageway Consulting Limited



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Traffic Engineer | Director

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CCL Ref: 14903-040423-kealey

4 April 2023

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Dear Sam

Proposed Car Park, 9 Frankton Road: Assessment of Trip Generation

In our letter dated 2 February 2023, we reviewed the layout of the proposed car park at 9 Frankton Road. In that letter we identified that further work was being undertaken to assess whether the car park was likely to be a High Traffic Generating Activity for the purposes of an assessment under Rule 29.4.11. This letter addresses this matter in more detail.

Background

Under Rule 29.4.11, various thresholds are set out for activities where a detailed assessment of the transportation effects is required. Notwithstanding that there are various land uses set out, the common feature is that each of these aligns with a common threshold of generating 50 or more additional trips during the commuter peak hour (the 'catch all' provision in the final row, Table 29.9). That is, for instance, 50 residential units, 100 visitor accommodation units, 2,000sqm GFA of offices etc, as set out in Table 29.9, can all be expected to generate 50 vehicle movements in the commuter peak hours. In that regard, the scale and nature of activities listed is a simplification to assist non-technical readers to understand whether the Rule applies or not. The key matter is whether 50 or more trips would be generated in the commuter peak hour.

In order for this to arise in this instance, the proposed 85 parking spaces would need to generate 50 vehicle movements (that is, 25 vehicles entering and 25 vehicles exiting, or 50 vehicles entering and none exiting, etc), in the weekday commuter peak hour. This equates to around 1 vehicle movement per 2 car parking spaces.

A second leg to Rule 29.4.11 is whether a site could be expected to generate more than 400 vehicle movements per day. Above this traffic volume, a detailed assessment of the transportation effects is required.

Assessment

Overview

Car parking spaces are typically associated with a particular activity, meaning that it is straightforward to assess traffic generation through understanding the nature and scale of the activity served. This is not the case in this instance, as the proposed parking is not associated with any activity.

In order to evaluate the potential traffic generation, the applicant has provided details of the parking associated with the operative car park at 5 to 15 Man Street. We previously assessed this car park in 2019, and based on this, we are aware that it provides 89 spaces, almost the same as the

proposed car park. We were provided with the time of entry for each vehicle, plus the time for which the driver paid, for a two-week period in February 2023.

We highlight that the time that a vehicle left the car park does not necessarily align with the time period for which the ticket was purchased. This is because a driver may exit the car park at any time prior to the ticket expiring. However it is unlikely in our view that a driver will purchase a ticket for significantly more than the time that they intend to stay, with the exception of 'earlybird' parking discussed below (where there is a discount for all day parking). A small number of drivers will also overstay their ticket. However, for the purpose of this analysis, we have allowed for drivers to purchase a ticket for the time that they intend to stay (with the exception of the 'earlybird' parking) and have not allowed for overstayers.

Initial Processing of the Data

The Man Street car park provides for 'earlybird' and long-stay car parking, and the proposed car park will not. This means that it is not possible to simply identify the number of entry and exit movements within any given timeframe and assume that this will reflect the traffic generation of the proposed car park. In particular, it can be expected that drivers who arrive prior to 9am and who then pay for 12 hours of car parking are commuters, and this group will not be permitted to use the proposed car park.

Upon initial processing of the information, we found that the Man Street car park was fully occupied for much of the working day by earlybird parking. This then means that the weekday data is unhelpful, because incoming drivers wishing to stay for a short period of time are unable to find a parking space and therefore do not purchase a ticket, meaning that their entry and exit times are not recorded.

However it can reasonably be surmised that all-day, commuter parking does not arise at weekends but rather, parking patterns are dominated by short-stay parking by visitors and tourists. In order to confirm this, we firstly identified the peak arrival times for weekdays, and found that this occurred between 8am to 9am with 13.5% of all arrivals in this time period. Conversely, during weekends, the 8am to 9am period accounted for just 4.9% of arrivals, with the busiest hour being 10am to 11am (16.7% of arrivals).

Taking this into account, we are of the view that the operation of the Man Street car park during weekends (and when there is little to no demand for long-stay / commuter parking), will be comparable to the operation of the proposed car park (which does not accommodate this type of parking).

That said, we highlight that 57% of those car park users parking bought a ticket for 12 hours or more. Of those, a third were purchased between 10am and 12pm, suggesting visitors that are staying for most of the day, and 11% were purchased between 6pm to 7pm, suggesting visitors enjoying the night-life. The prevalence of these longer-stay tickets means that although the arrival times can be determined with a degree of accuracy, the time that a vehicle departed the car park is somewhat harder to confirm.

The arrivals and departures from the car park are as follows:

	Sat 18 February		Sun 19 February		Sat 25 February		Sun 26 February	
Hour Starting	Veh In	Veh Out	Veh In	Veh Out	Veh In	Veh Out	Veh In	Veh Out
6am	3	0	4	0	3	0	0	0
7am	2	0	3	0	4	0	5	0
8am	10	0	11	1	14	0	7	0
9am	32	1	18	0	20	0	11	0
10am	29	4	42	2	37	0	34	1
11am	21	5	27	10	14	4	22	4
12pm	9	10	24	15	13	8	23	9
1pm	17	4	21	11	7	4	17	6
2pm	16	11	19	12	14	1	16	6
3pm	7	11	16	9	12	6	7	6
4pm	4	6	11	10	13	11	6	8
5pm	12	3	11	8	22	6	8	3
6pm	13	8	13	11	21	11	13	5
7pm	31	4	11	5	9	5	6	8
8pm	8	15	2	11	8	19	2	9
9pm	3	29	2	14	1	20	1	9
10pm	0	21	0	23	1	30	0	27
After 11pm	-	49	-	72	-	66	-	68

Table 1: Number of Entry and Exit Movements, Man Street Car Park (Peak Hours Highlighted)

The data shows that the Man Street car park generated a peak of 35 to 44 vehicle movements (two-way), with these generally occurring in the morning rather than the evening. Per day, the car park generated between 347 and 449 vehicle movements¹.

The final line of the table shows the number of vehicles for which a 12-hour ticket was purchased but the time of the ticket meant the vehicle was expected to depart after 11pm that that day. This includes, for example:

- 11:23am arrival (with a notional departure prior to 11:23pm)
- 4:00pm arrival (with a notional departure prior to 4:00am the next day)
- 8:41pm arrival (with a notional departure prior to 8:41am the next day)

If the vehicles did indeed depart the car park at the national departure times, then the figures in the table above for 6am to 10pm would remain unchanged. However in practice, we consider that it is unlikely that these tickets can be allocated in this way, and that they are more likely to reflect a vehicle departing at an earlier time. That said, since the driver has paid for a significant time period, it is also unlikely that those vehicles would depart until later at night, whereupon their travel would be spread over within several hours.

Overall then, we consider that there is likely to be a case for a slight increase in the number of departing vehicles after 9pm to make allowance for the 12-hour durations of stay that may not arise.

¹ Including the unallocated 12-hour tickets, shown on the last line of the table above



Discussion

The High Traffic Generators Rule applies when more than 50 vehicles travel to or from a site in the weekday commuter peak hour. The data above, for an 89-space car park shows a maximum traffic generation at any time of 44 vehicle movements, which equates to 0.49 vehicle movements per space. Applying this to the proposed 85 car parking spaces indicates a peak hour traffic volume of 42 vehicle movements. Even if this peak trip generation was to fall in the weekday commuter peak hour, the value falls below the threshold.

If an allowance is made for those drivers that purchase tickets for 12 hours to notionally leave the site between 11pm to 6am, the threshold of 50 vehicle movements per hour would still not be reached.

The second leg of the Rule applies when an activity generates more than 400 vehicle movements per day. When factoring for the slightly different sizes, the data suggests that the proposed car park will generate 331 to 428 vehicle movements per day, with an average of 382 vehicle movements and an 85th percentile volume of 409 vehicle movements (the threshold of 400 vehicle movements equates to the 78th percentile value).

The District Plan does not specify how the threshold of 400 vehicle movements per day is to be calculated. However, for any 'worst case' traffic assessment, the typical approach in traffic engineering is to adopt the 85th percentile value and as noted above, this equates to just 9 vehicle movements per day more than the threshold. Moreover, these additional 9 vehicles would likely equate to no more than one or two additional vehicle movements per hour, and this would be imperceptible.

Conclusions

Based on our assessment of the data from the Man Street car park, we consider that the proposed car park at 9 Frankton Road will not be a High Traffic Generator, as defined in Rule 29.4.11.

Please do not hesitate to contact me if you require anything further or clarification of any issues.

Kind regards

Carriageway Consulting Limited

Andy Carr

Traffic Engineer | Director

Mobile 027 561 1967

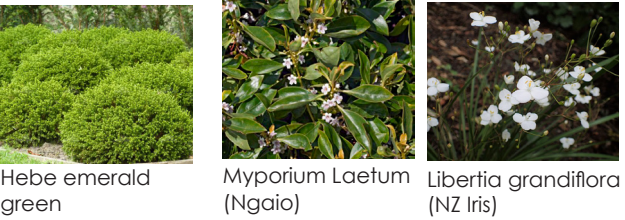
Email andy.carr@carriageway.co.nz

Project no / drawing no: 2022_197/001 Revision: I

LEGEND

- C1 Gravel carparking with inground timber markers
- A1 Landscaping strip on road frontage and within car park. Inground planters with a mix of native species. See below for proposed species
- A2 1m x 1m tree planter box. See below for proposed species
- A3 Existing tree to remain
- B1 600mm x 600mm concrete pavers
- B2 Entrance sign
- B3 Pay and Display

PLANTING PALETTE



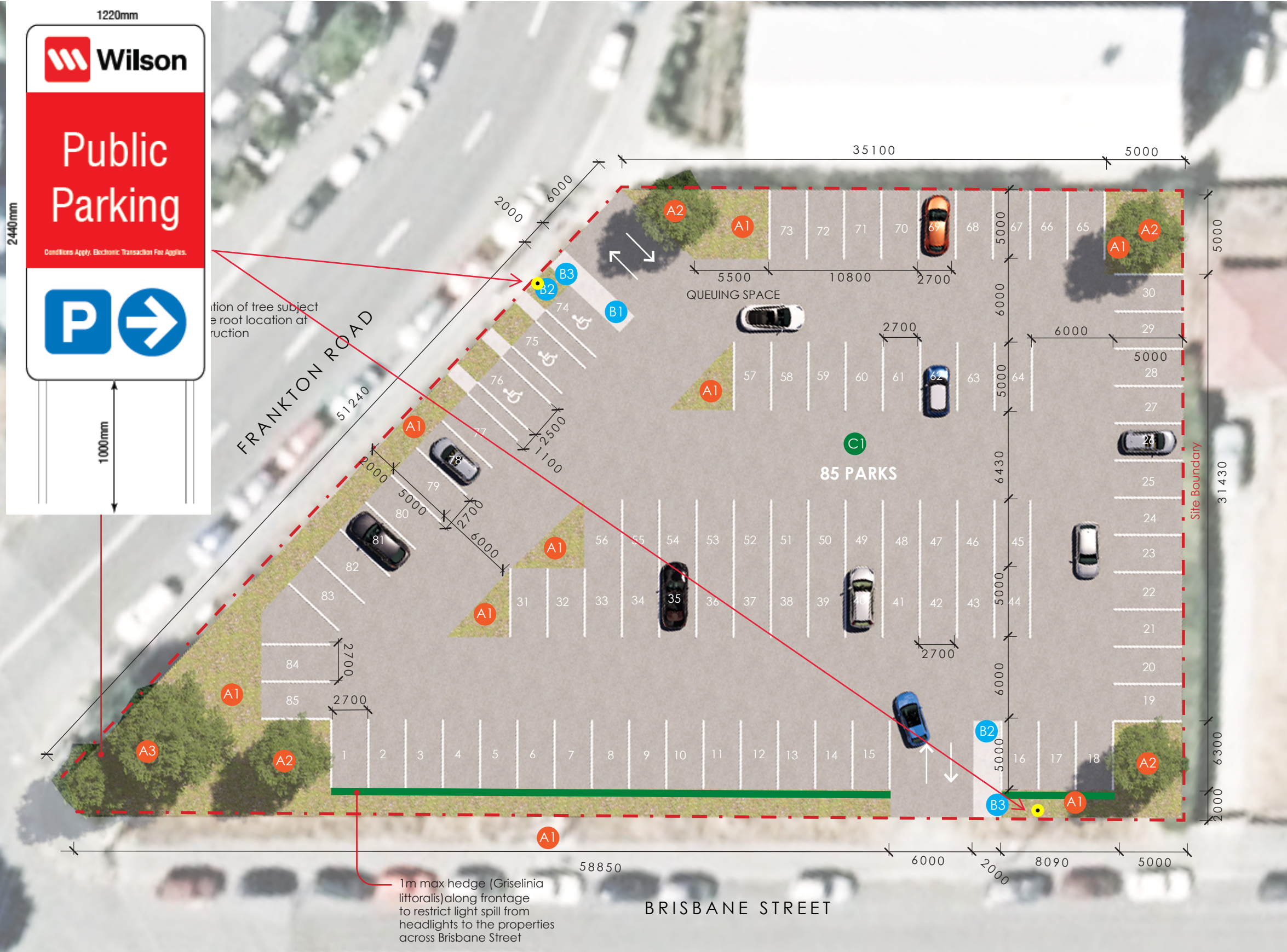
HEDGING



TREE PALETTE



Plagianthus regius (Ribbonwood)



A. LANDSCAPE CONCEPT PLAN 1:300

Note: All Measurements in mm
Drainage or levels not shown on plan

Project name:	9 FRANKTON ROAD, QUEENSTOWN CARPRK
Drawing name:	LANDSCAPE CONCEPT PLAN
Designed by:	JEREMY ROSS
Review by:	DAVE COMPTON-MOEN
Original issue date:	20 OCTOBER 2022
Document Set ID: 7905899	Scales: AS NOTED
Version: 1, Version Date: 01/02/2024	

Revision no:	Amendment:	Approved	Date
A	Draft Issue for comment	DCM	20/10/2022
B	Minor Design change	DCM	21/10/2022
C	Design Change	DCM	25/10/2022
D	Additional Bays	DCM	27/10/2022
E	Changes to match district plan	DCM	02/12/2022
F	Additional changes	DCM	23/01/2023
G	Minor measurement change	NK	08/08/2023
H	Addition of hedge	NK	18/08/2023



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Project no / drawing no: 2022_197/001 Revision: H