

19 August 2020

Planning Policy Manager
Queenstown Lakes District Council
Private Bag 50072
Queenstown 9348

Attention: Mr Ian Bayliss

Dear Ian,

**SUNSHINE BAY, QUEENSTOWN,
PLANNING & STRATEGY COMMITTEE MEETING – 10 SEPTEMBER 2020**

As you know, on 30 July 2020, the Planning & Strategy Committee considered the proposed rezoning of part of Sunshine Bay, and the Councillors present requested additional information concerning the following:

1. Whether road access could be provided to the Glenorchy-Queenstown Road, and
2. How the costs associated with inclusion in Stage 4 of the PDP could be managed.

We comment on those two matters below.

1. Access onto the Glenorchy – Queenstown Road

Sunshine Bay Limited (SBL) investigated having access onto the Glenorchy-Queenstown Road back in July 2019. The drawings attached were prepared by Civilised Ltd (civil engineers) with input from Stantec (traffic engineers). Full plans and cross sections for two access location options were prepared, connecting to the roading identified in the Indicative Master Plan.

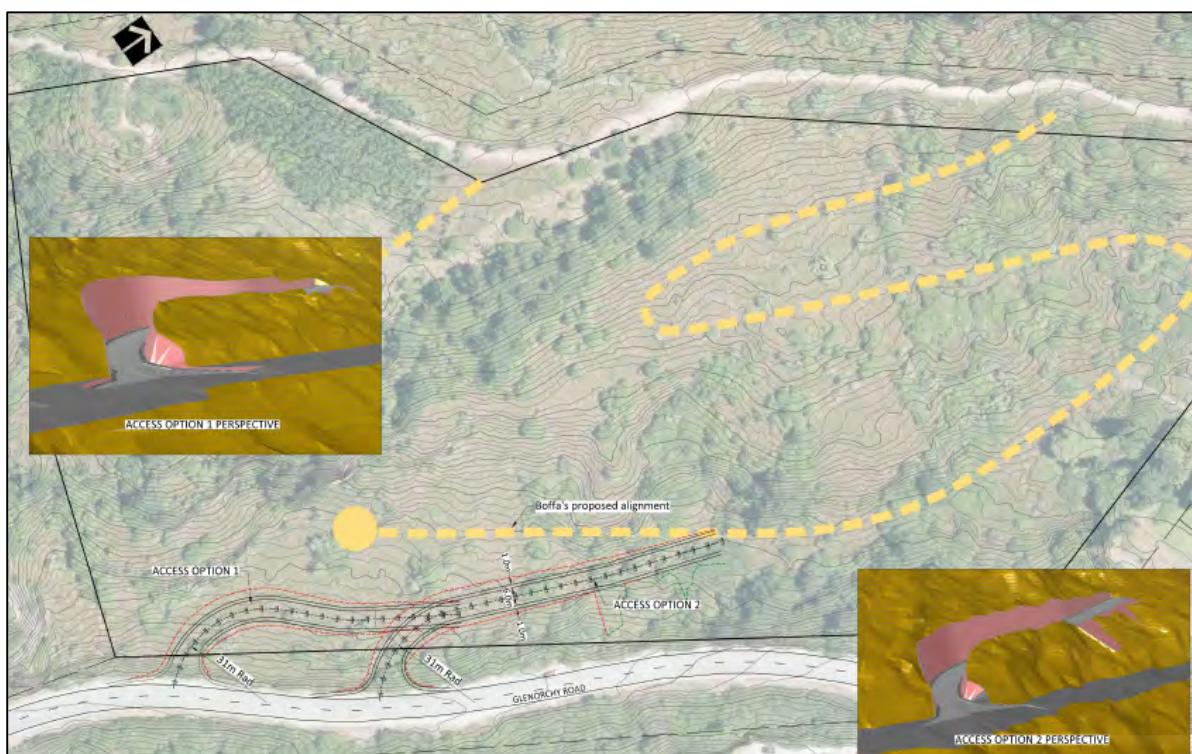


Figure 1: Schematic of two possible access locations to the Glenorchy-Queenstown Road.

Access to Glenorchy-Queenstown Road did not form part of the Indicative Master Plan because, without the creation of significant and unsightly cuts to the ridge apron in order to create visibility splays, the access locations do not meet the sight distance requirements for the posted 100km speed environment. However, both accesses would meet the sight distance requirement (without the need for cuts for visibility splays) for an 80km environment, which is considered a more approximate speed for vehicles in this area, but a separate process would be required to lower the speed limit. The plan variation proponent is certainly willing to fully evaluate provisioning an access to Glenorchy-Queenstown Road if Council are open to considering the lowering of the posted speed limit in this vicinity.

The other consideration in this regard is the not insignificant cut necessary to facilitate the access. It is expected that the cuts can be designed to be geotechnically stable, but they would also need to be designed in such a way that they were visually interesting. Logically they would be stepped, landscaped, and have a feature facing.

It is recognised that the additional roading connectivity would also benefit residents at the western end of Fernhill, and afford another route for public transport, service and emergency vehicles, making the roading network in this area all the more resilient.

Detailed road design and location is normally addressed at the section 32 stage, particularly if a structure plan led approach is adopted. In this case SBL are accepting of any decision to include an additional resolution on the agenda item requiring specific consideration of access onto the Glenorchy-Queenstown Road as a requirement of a future rezoning. It is important to note that further analysis will be required through the Stage 4 PDP process regarding geotechnical, traffic and visual effects.

Meantime, it is important to note that a feasible access onto Arawata Terrace that complies with Council's Code of Practice already exists and is the subject of the Stantec assessment report included with the rezoning request.

2. Contribution to QLDC costs

SBL are certainly willing to contribute towards the Stage 4 PDP costs associated with a variation. However, comparisons to a private plan change process should be treated with caution notably because the Stage 4 PDP process has a number of fixed costs that will not change as a result of including the proposed urbanisation of part of the Sunshine Bay land.

The inclusion of Sunshine Bay would manifest additional time notably associated with the preparation of the requisite statutory ('s.32' and 's42A') reports and the hearing, but that additional time is not considered significant.

Furthermore, it is noted that:

- SBL are making a 5% developed land area contribution to QLCHT.
- SBL has already provided a number of expert reports. Those reports can be formally novated to Council, leaving SBL to engage other experts if it wanted to submit on the PDP.
- SBL are not able to pursue a private plan change at present due to the PDP not being operative.

Please contact me if I can be of assistance prior to the next Planning & Strategy Committee meeting.

Yours faithfully

Blair Devlin
SENIOR RESOURCE MANAGEMENT PLANNER

Copies to: EJ Mathee, QLDC, Tony Avery, QLDC, Alistair White, for Sunshine Bay Limited

Attachments:

- Proposed Access Feasibility – Glenorchy Road Overall Plan. Civilised Ltd 18-07-19
- Stantec Sight Line diagrams – 27/06/19