
EAST VIEW TE ARAROA TRAIL: PROPOSED BUILDING IN PLACE WITH TERRAIN

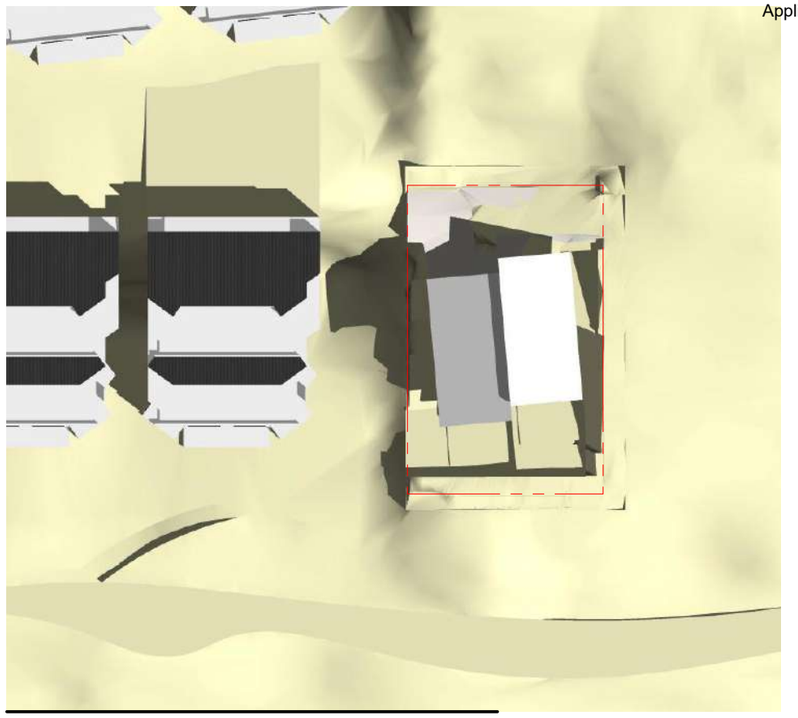

EAST VIEW TE ARAROA TRAIL: PROPOSED
BUILDING WITH EXISTING VEGETATION



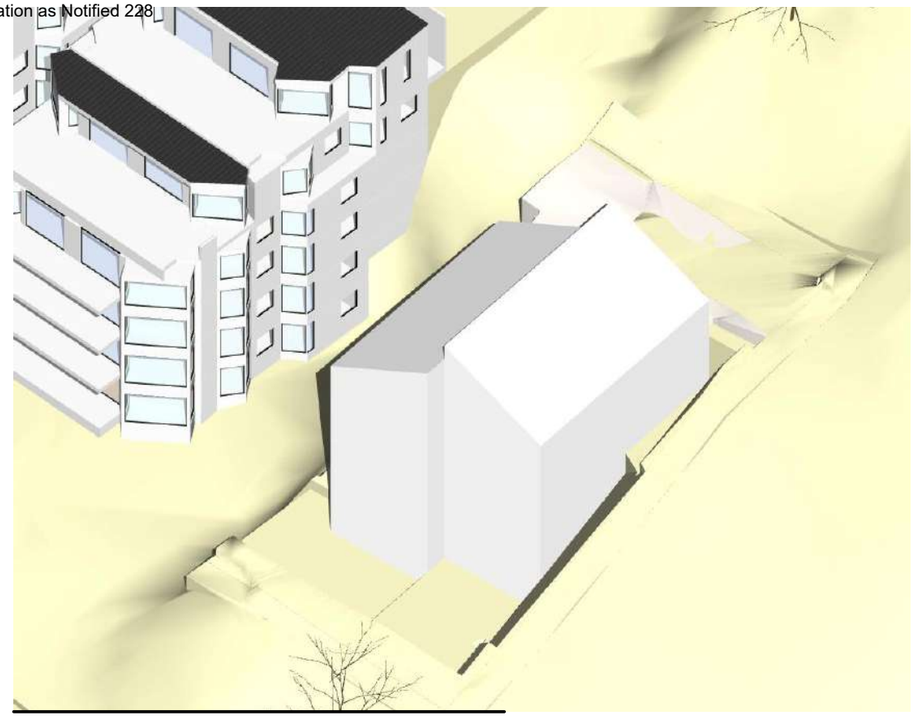
EAST VIEW TE ARAROA TRAIL: OAKS COMPLEX

NORTH ENTRY TO RESIDENCE

SOLAR STUDIES PROPOSED

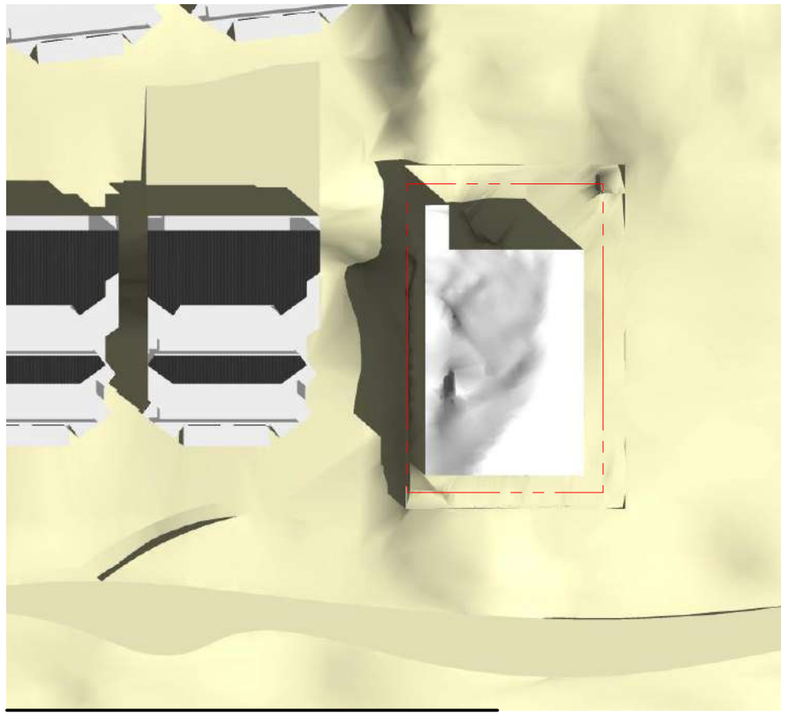


SOLAR - 21 DEC - 9am

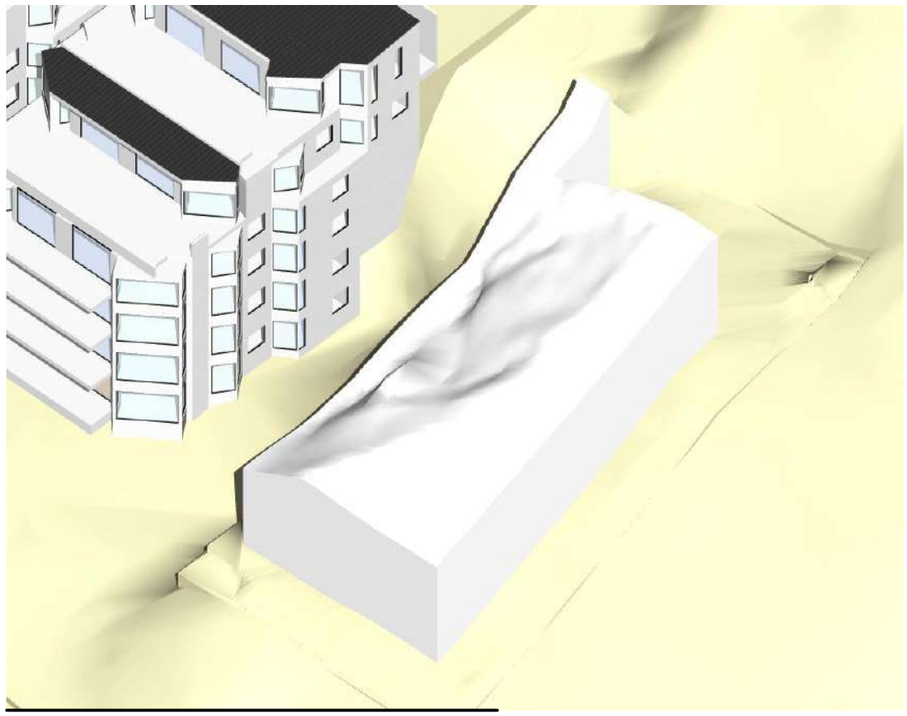


SOLAR - 21 DEC - 9am 3D

SOLAR STUDIES - 7m HEIGHT



SOLAR - 21 DEC - 9am



SOLAR - 21 DEC - 9am 3D

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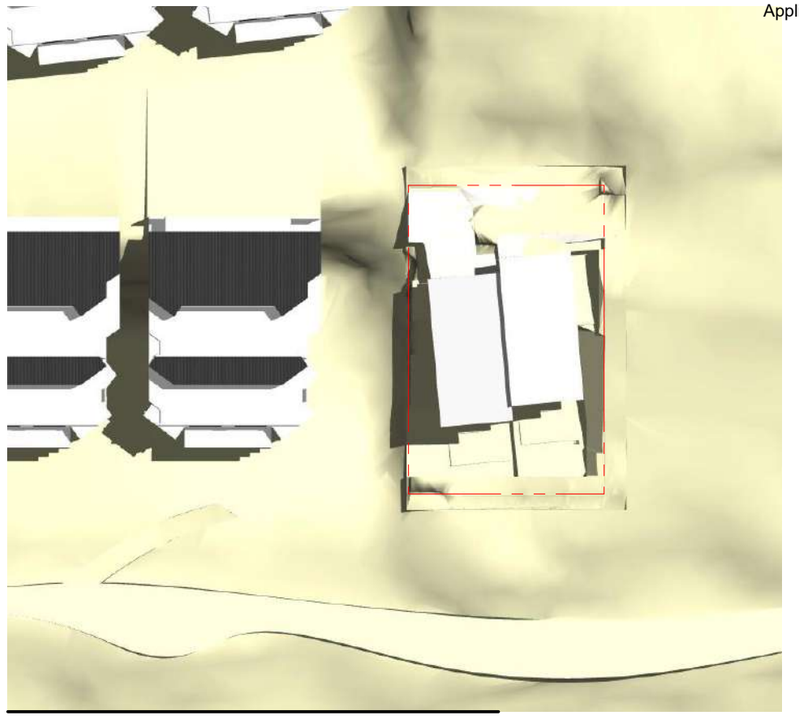
TOWNHOUSES
FRANKTON ROAD

| | |
|---|---|
| 07.12.23 | PRELIMINARY ISSUE |
| 21.06.24 | RESOURCE CONSENT ISSUE |

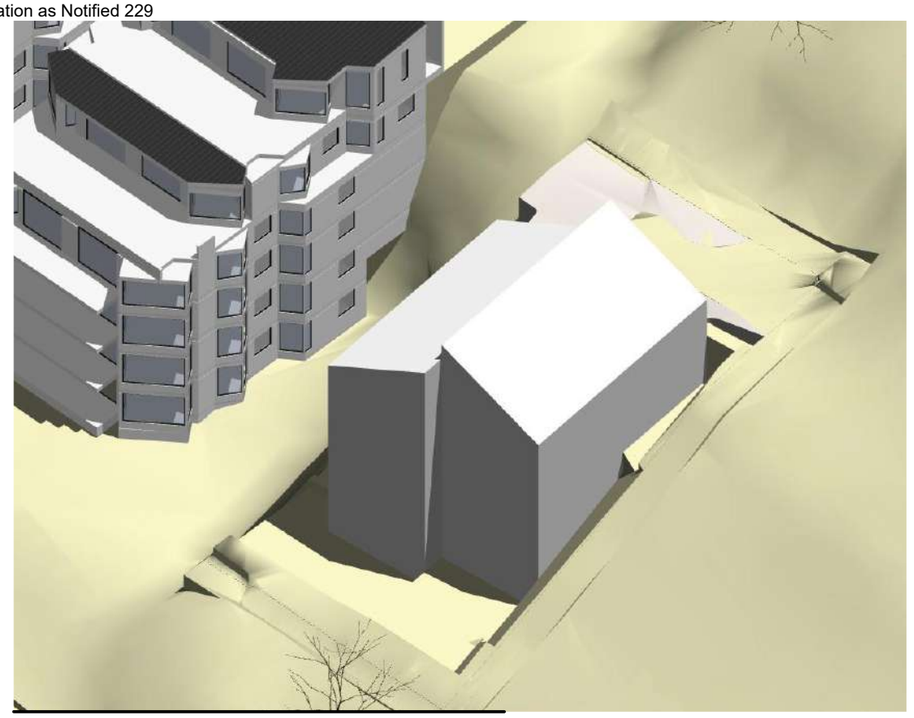
**RESOURCE CONSENT ISSUE**
NOT TO BE USED UNTIL ENDORSED FOR BUILDING CONSENT BY QLDC. DO NOT SCALE DRAWING. CONTRACTOR TO VERIFY ALL DIMENSIONS PRIOR TO COMMENCING WORK

SHEET : SOLAR 21 DEC 9AM - 7m
SHEET # : A.18
SCALE : 1:1292.37 @ A3
DATE : 20/03/2025

SOLAR STUDIES PROPOSED

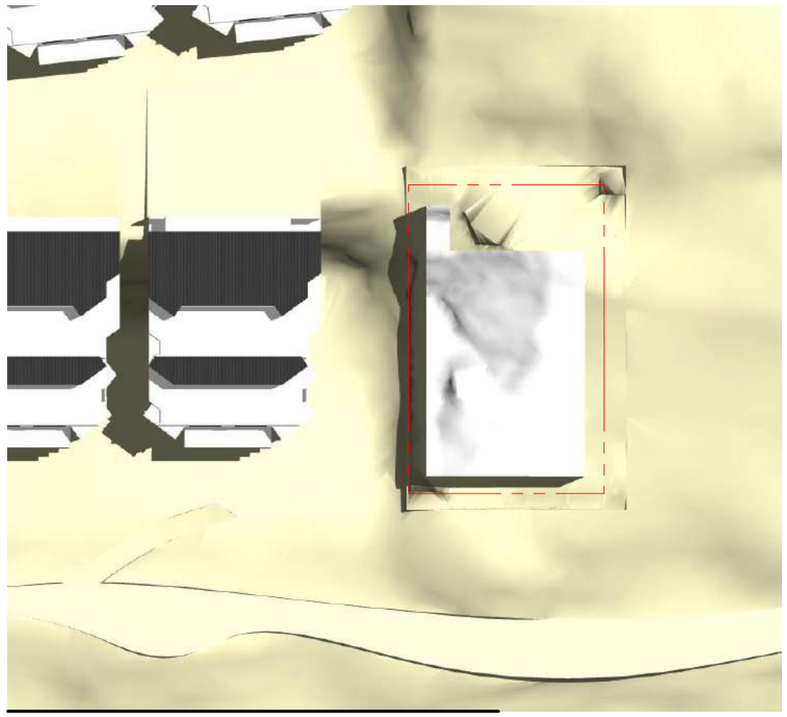


SOLAR - 21 DEC - 12pm

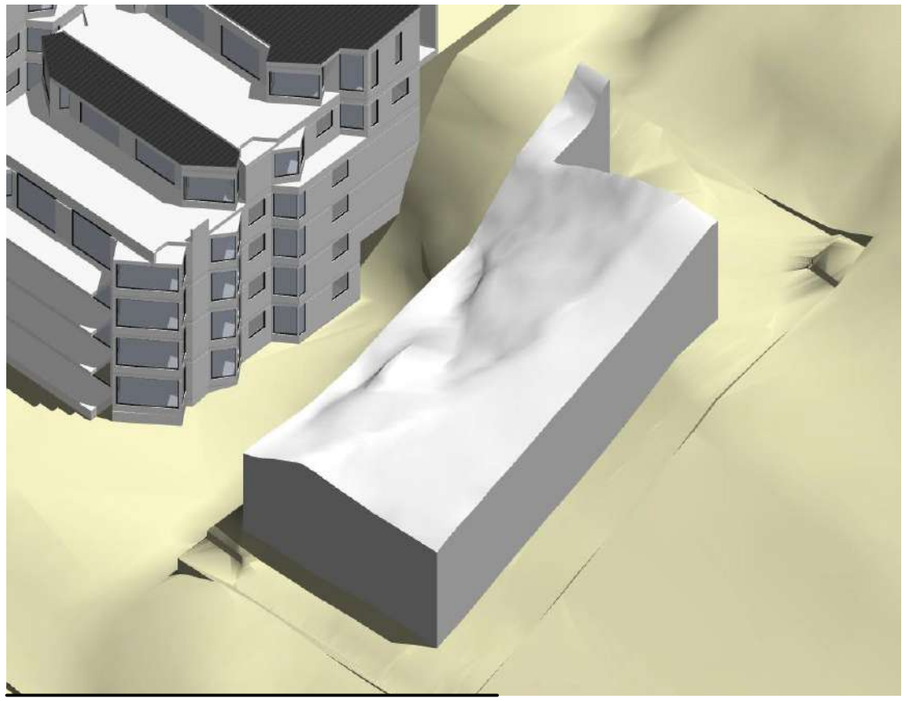


SOLAR - 21 DEC - 12PM 3D

SOLAR STUDIES - 7m HEIGHT

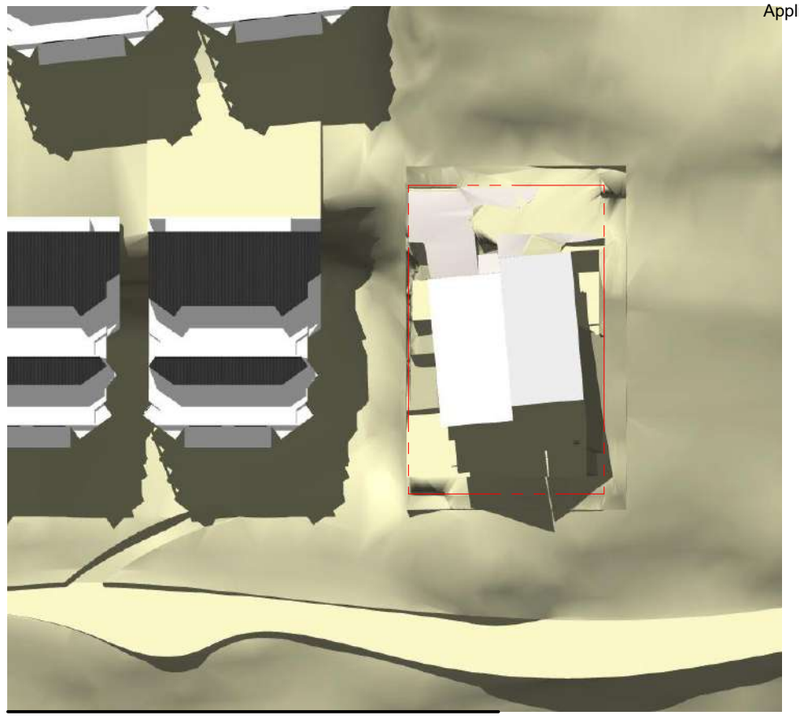


SOLAR - 21 DEC - 12pm

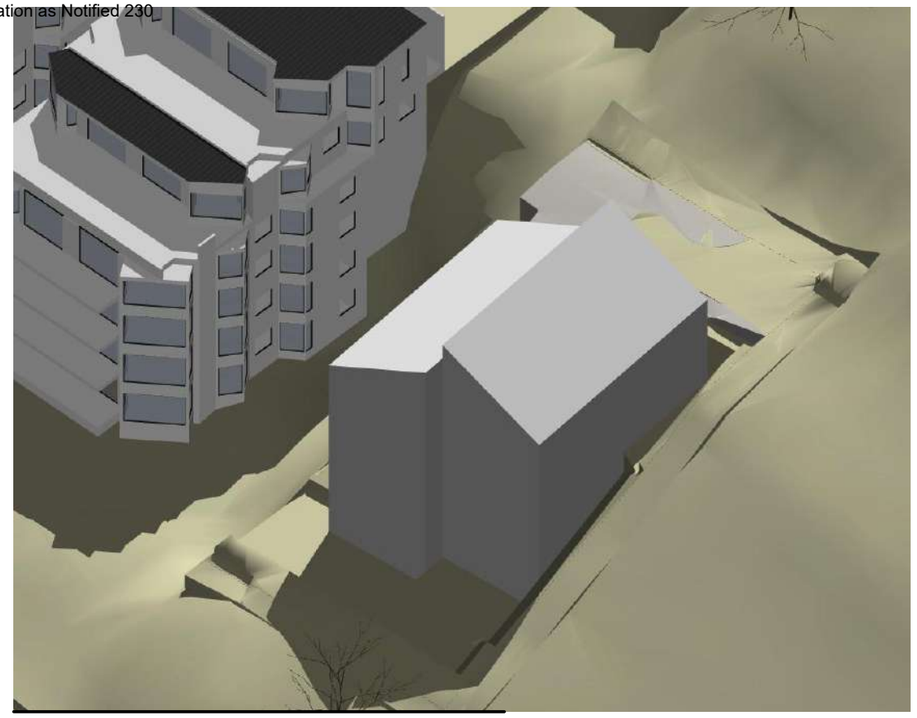


SOLAR - 21 DEC - 12PM 3D

SOLAR STUDIES PROPOSED

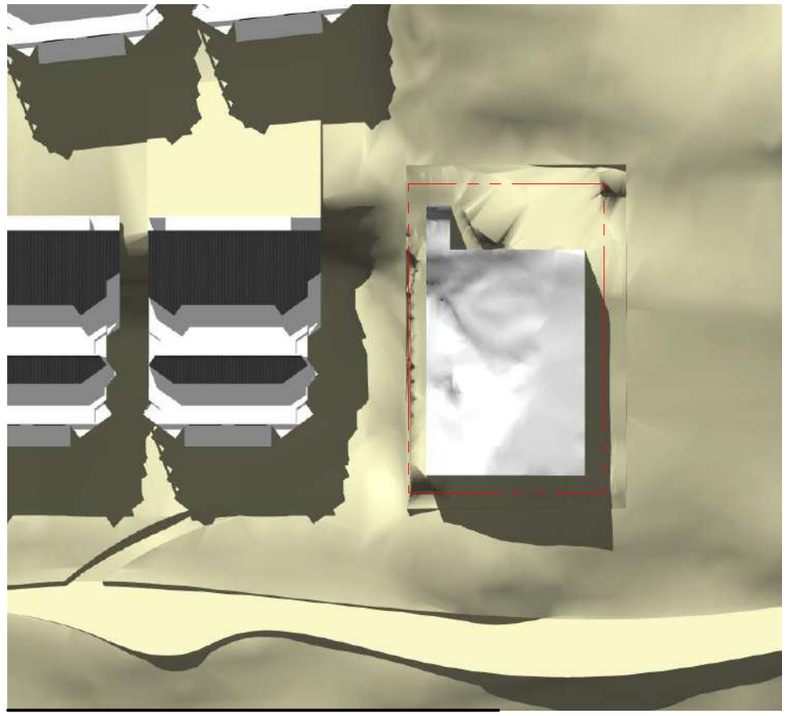


SOLAR - 21 DEC - 3pm

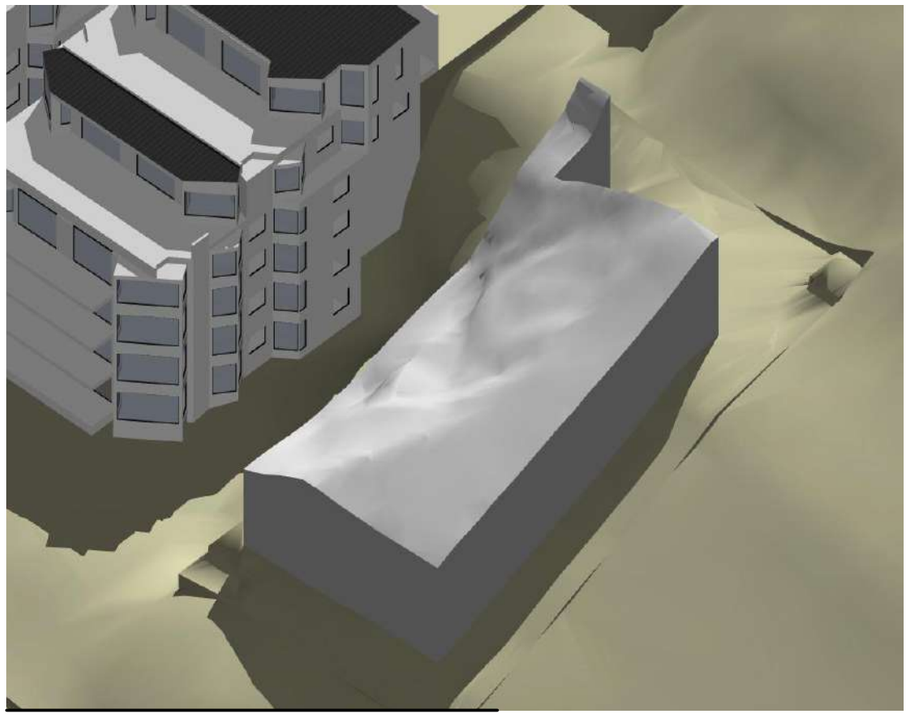


SOLAR - 21 DEC - 3PM 3D

SOLAR STUDIES - 7m HEIGHT

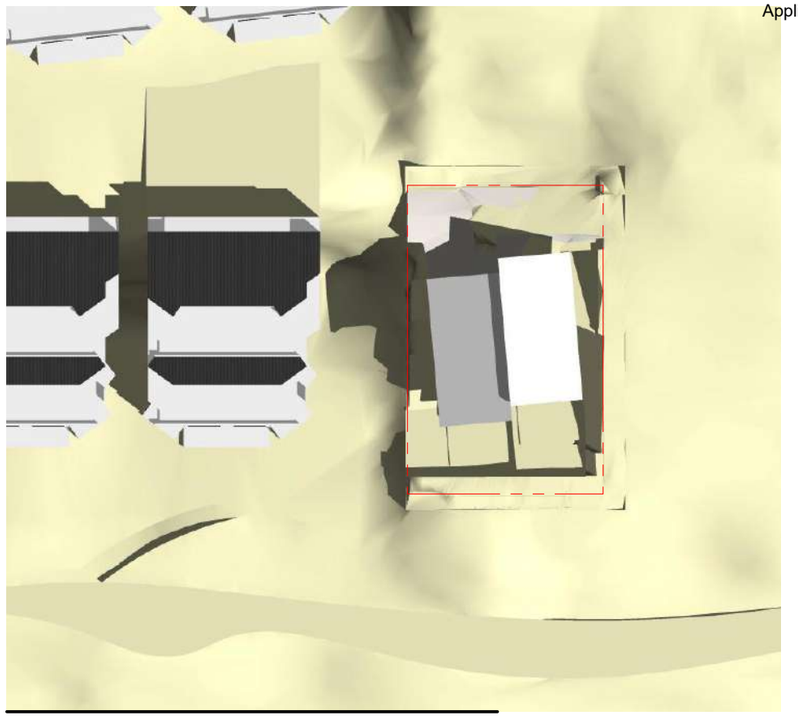


SOLAR - 21 DEC - 3pm

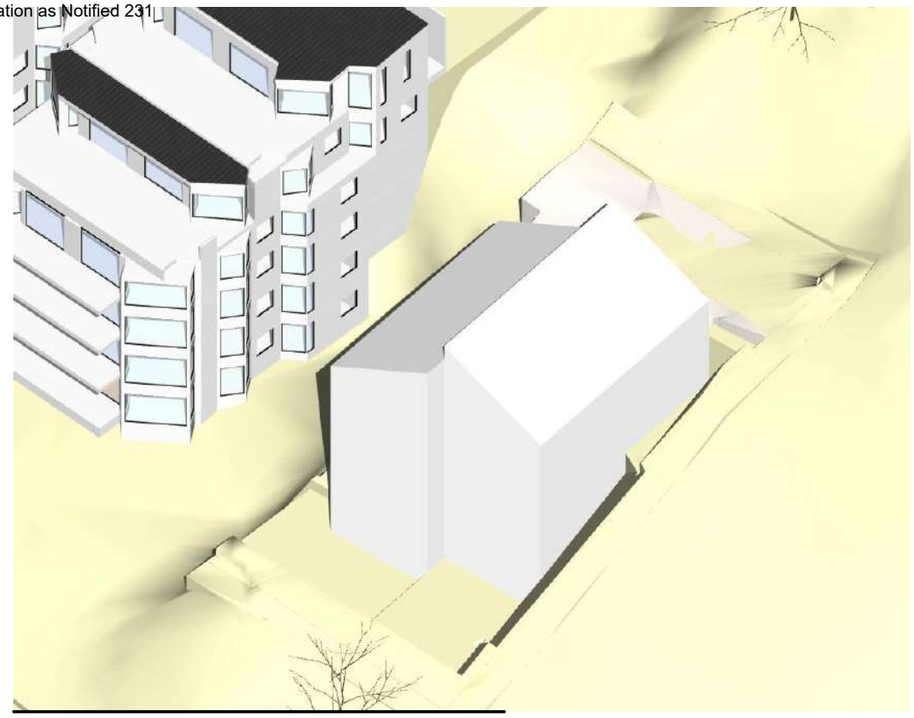


SOLAR - 21 DEC - 3PM 3D

SOLAR STUDIES PROPOSED

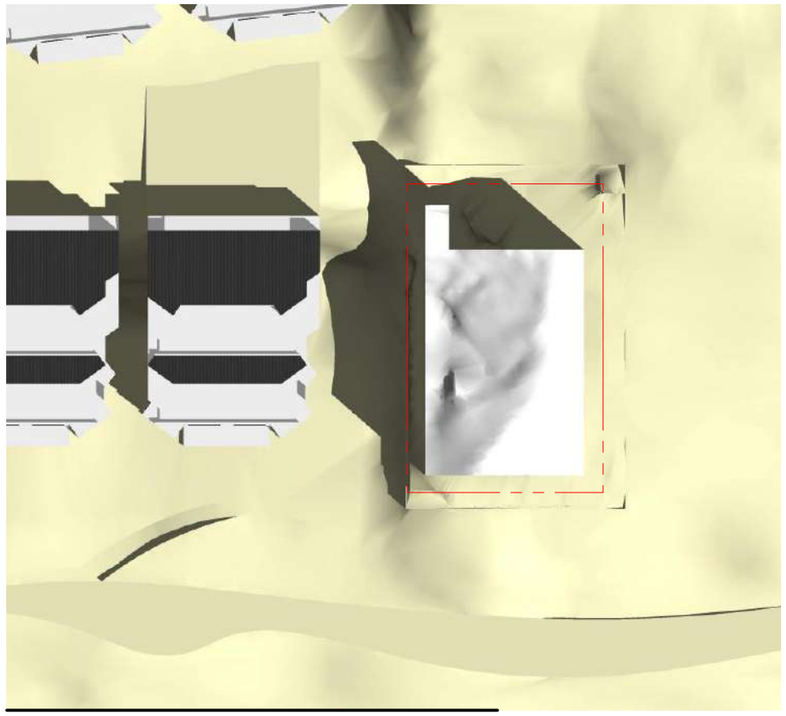


SOLAR - 21 DEC - 9am

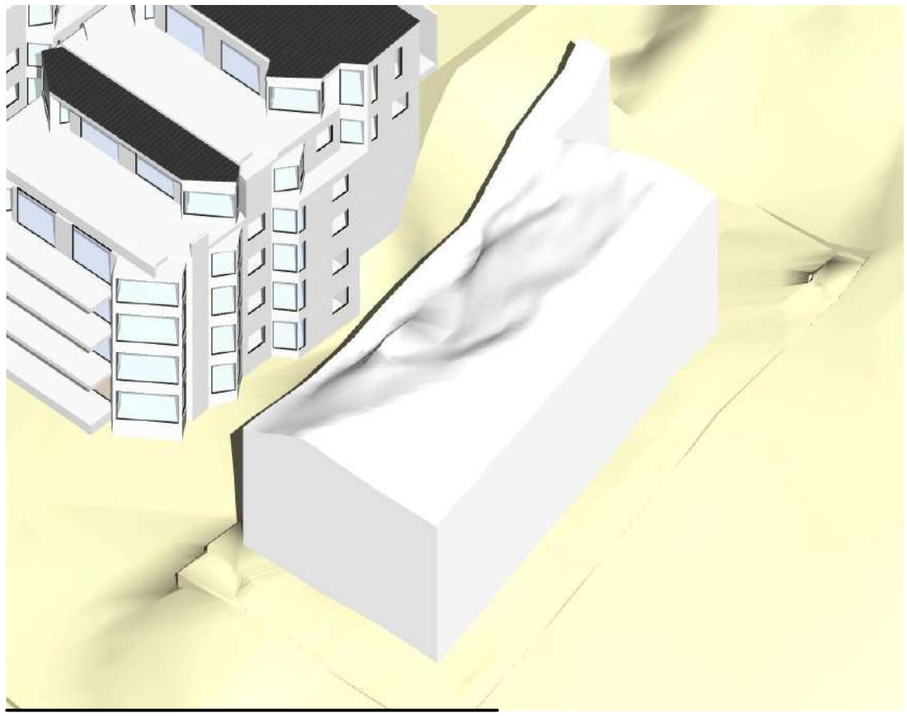


SOLAR - 21 DEC - 9am 3D

SOLAR STUDIES - 10m HEIGHT



SOLAR - 21 DEC - 9am



SOLAR - 21 DEC - 9am 3D

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07.12.23
21.06.24

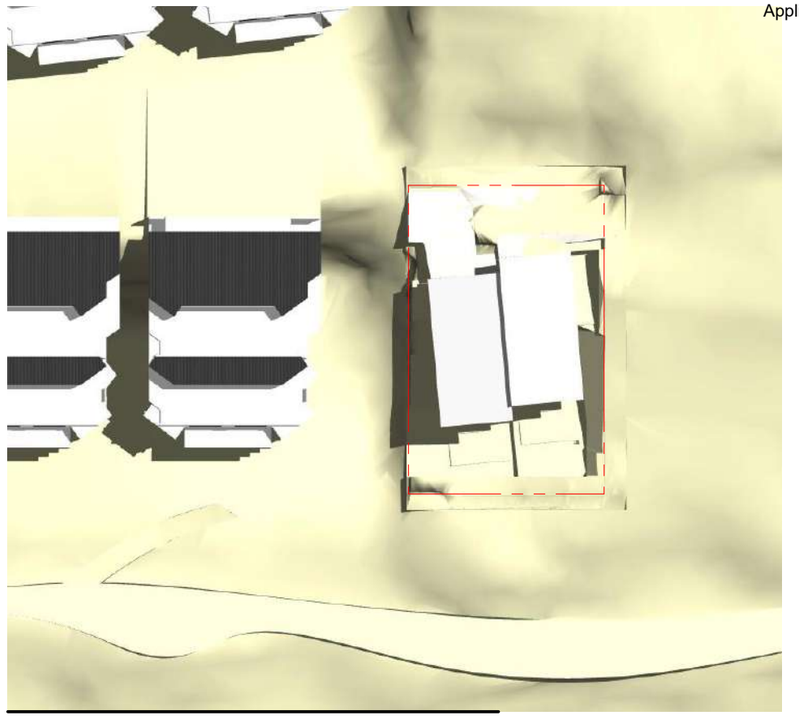
PRELIMINARY ISSUE
RESOURCE CONSENT ISSUE

RESOURCE CONSENT ISSUE
NOT TO BE USED UNTIL ENDORSED FOR BUILDING CONSENT BY QLDC. DO NOT SCALE DRAWING. CONTRACTOR TO VERIFY ALL DIMENSIONS PRIOR TO COMMENCING WORK

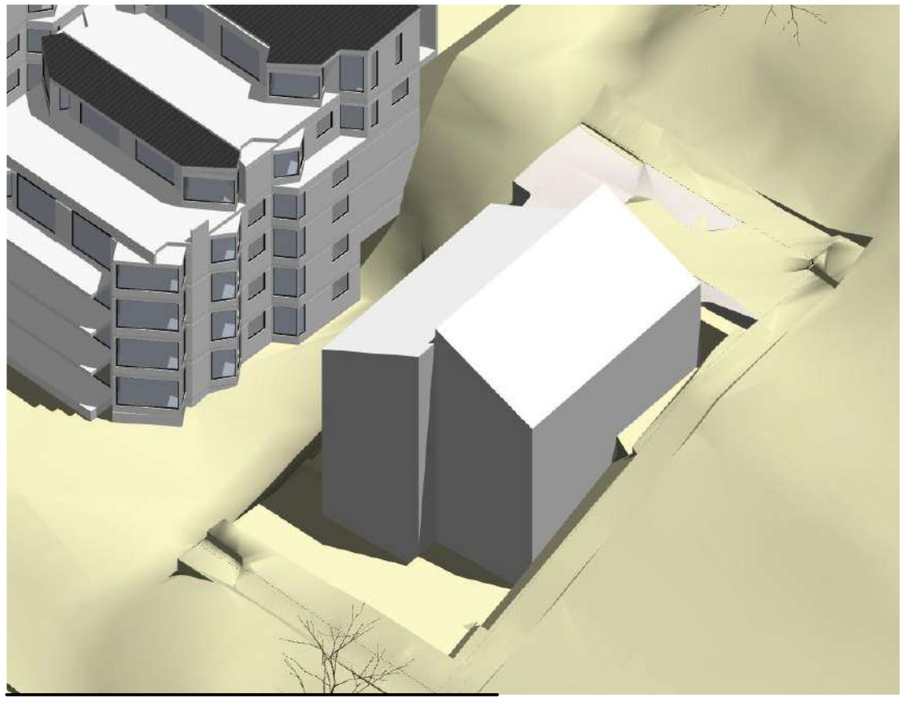
SHEET : SOLAR 21 DEC 9AM - 10m
SHEET # : A.21
SCALE : 1:1292.37 @ A3
DATE : 20/03/2025

Application as Notified 232

SOLAR STUDIES PROPOSED

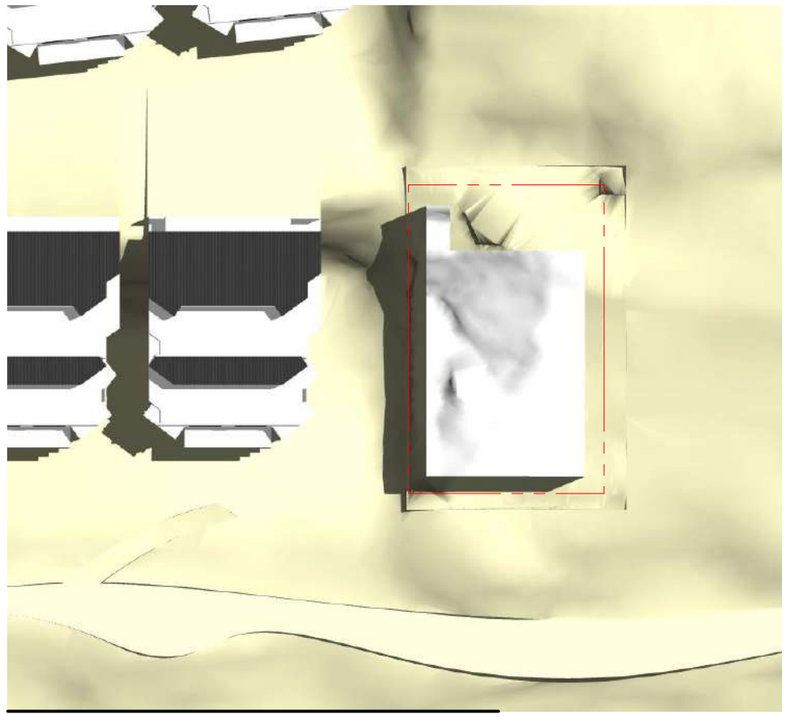


SOLAR - 21 DEC - 12pm

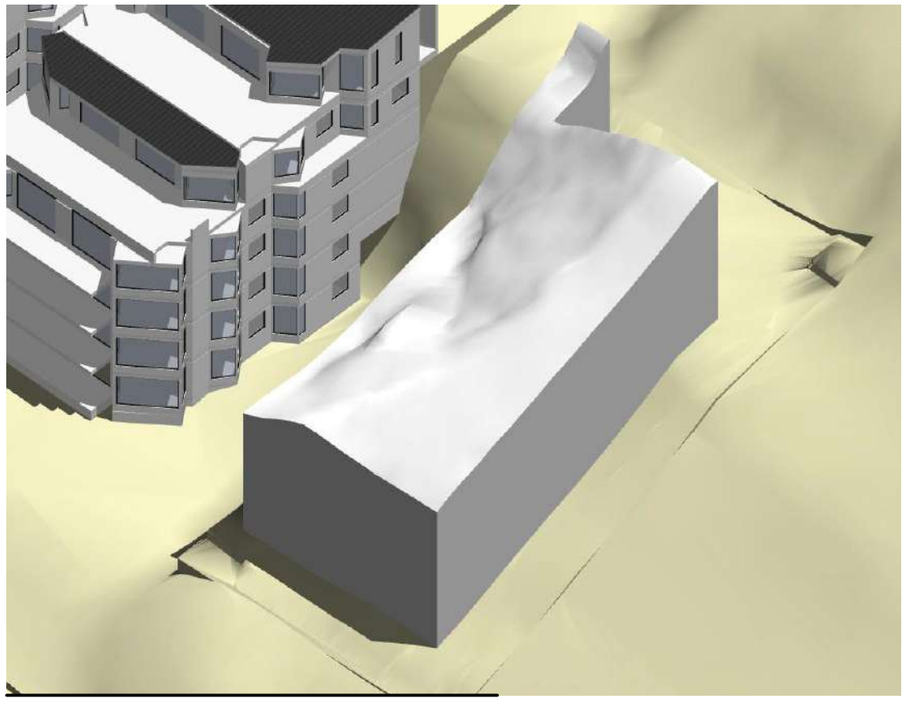


SOLAR - 21 DEC - 12PM 3D

SOLAR STUDIES - 10m HEIGHT



SOLAR - 21 DEC - 12pm



SOLAR - 21 DEC - 12PM 3D

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| 07.12.23 | PRELIMINARY ISSUE |
| 21.06.24 | RESOURCE CONSENT ISSUE |

**RESOURCE CONSENT ISSUE**
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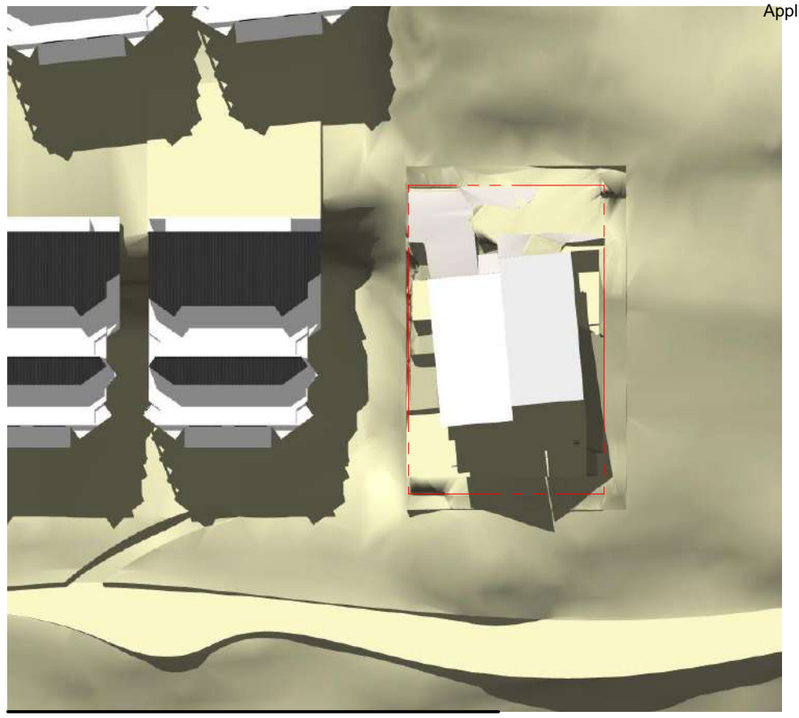
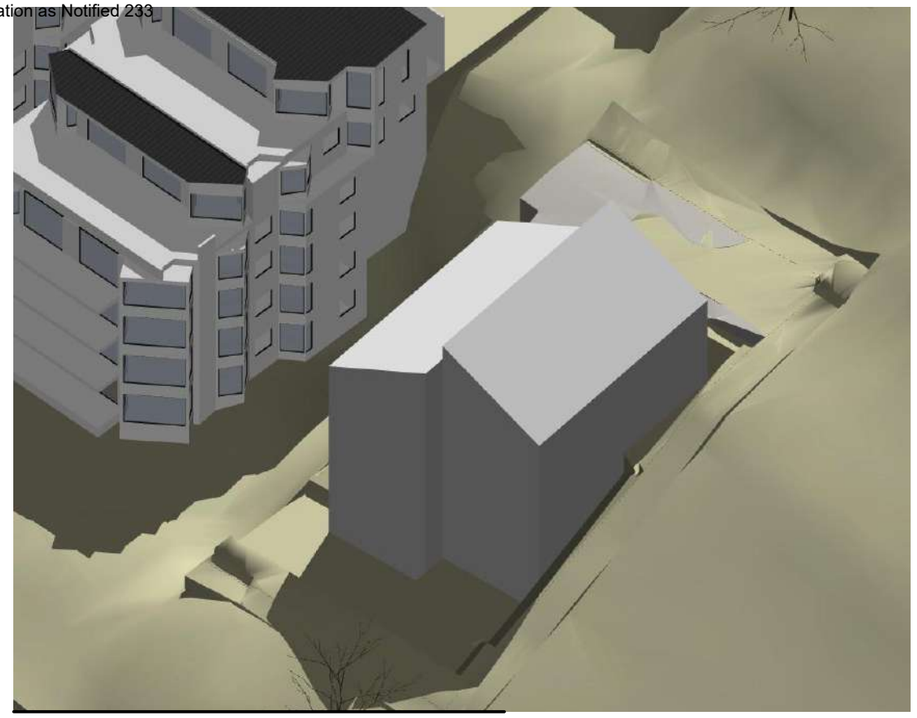
SHEET : SOLAR 21 DEC 12PM - 10m
SHEET # : A.22
SCALE : 1:1292.37 @ A3
DATE : 20/03/2025

SOLAR STUDIES PROPOSED

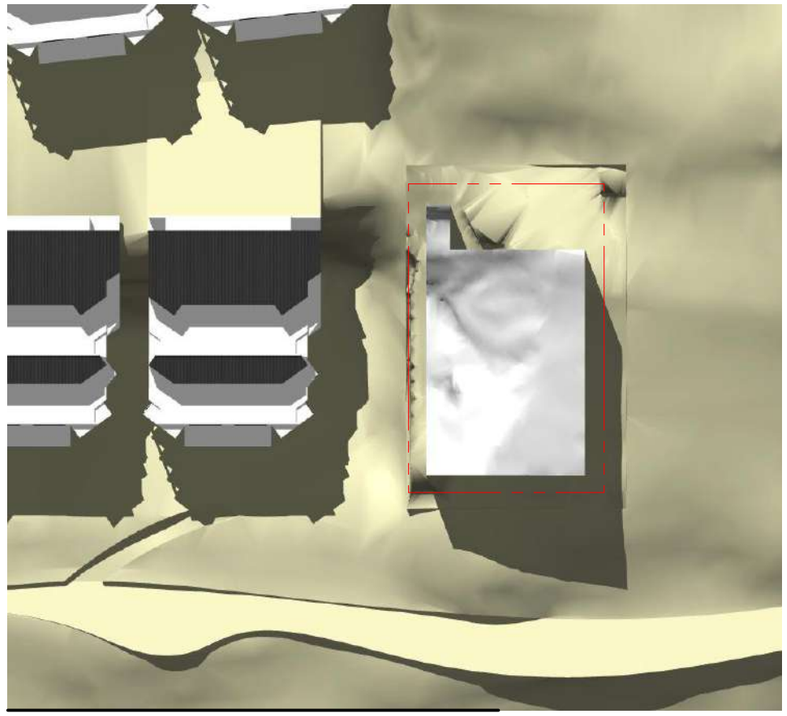


SOLAR - 21 DEC - 3pm

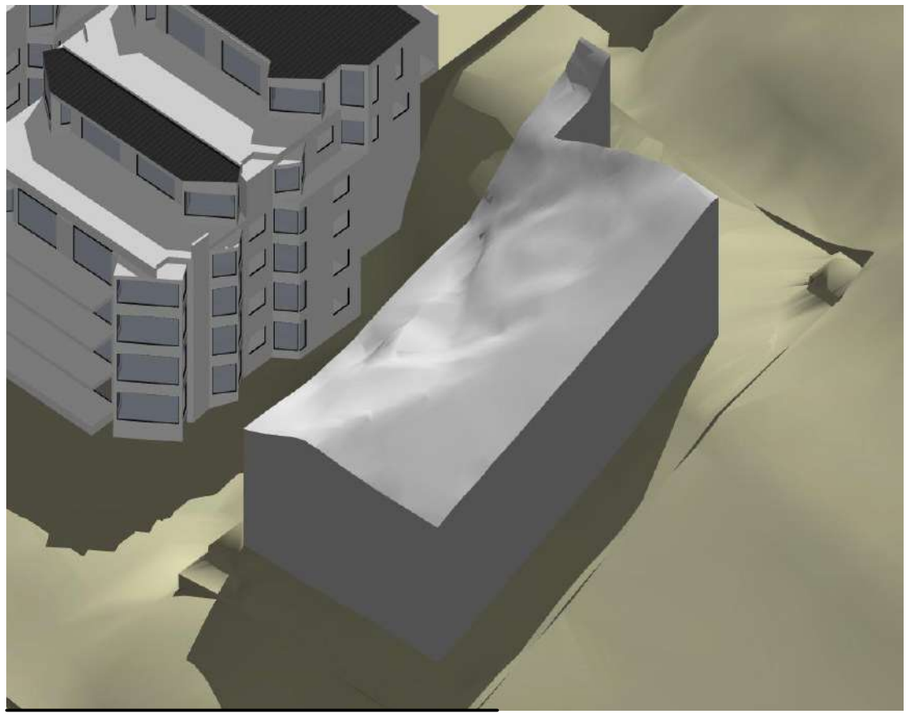


SOLAR - 21 DEC - 3PM 3D

SOLAR STUDIES - 10m HEIGHT



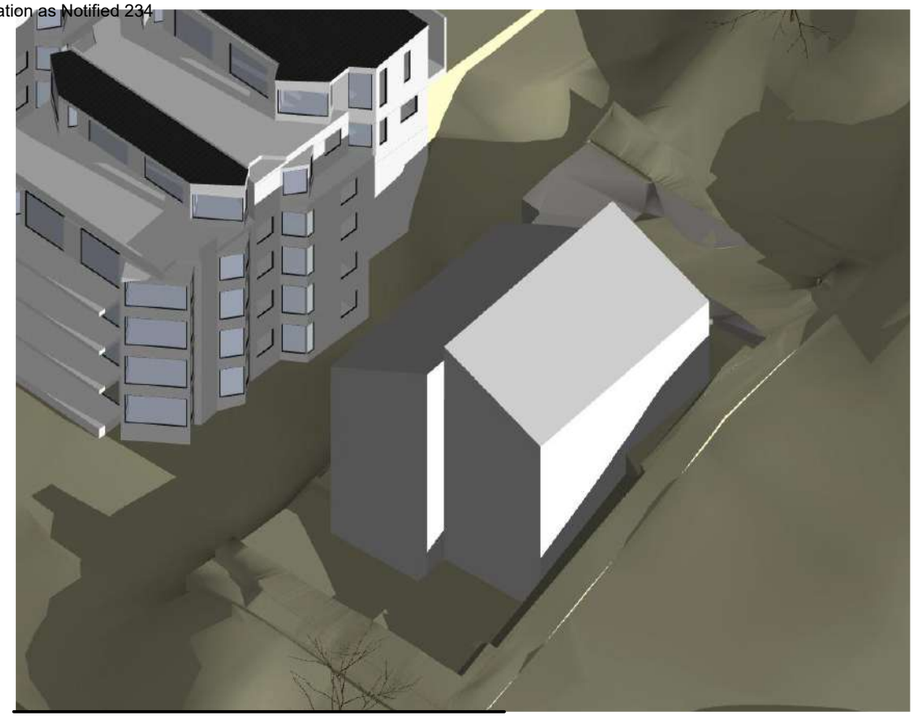
SOLAR - 21 DEC - 3pm



SOLAR - 21 DEC - 3PM 3D

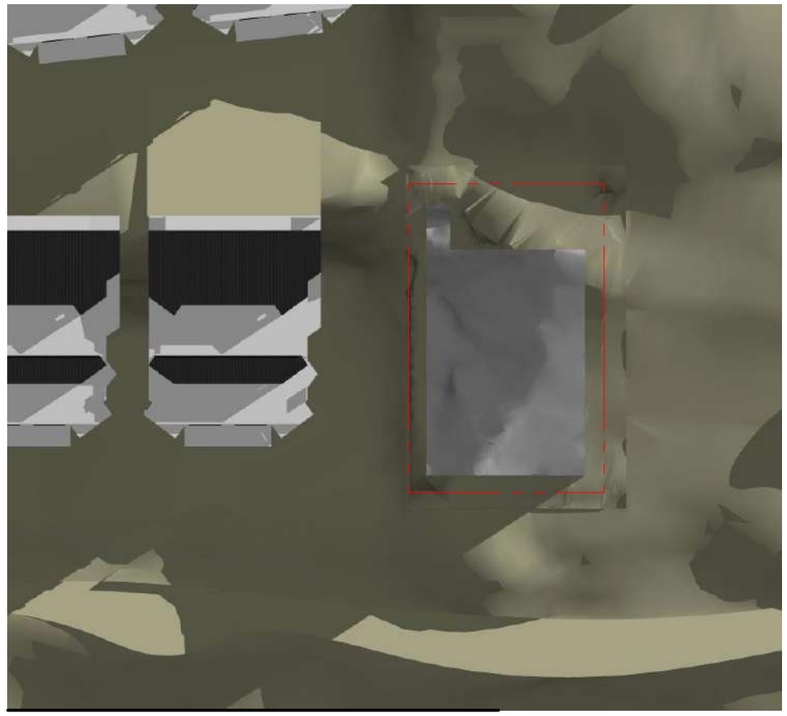
SOLAR STUDIES PROPOSED

SOLAR - 21 JUNE - 9am

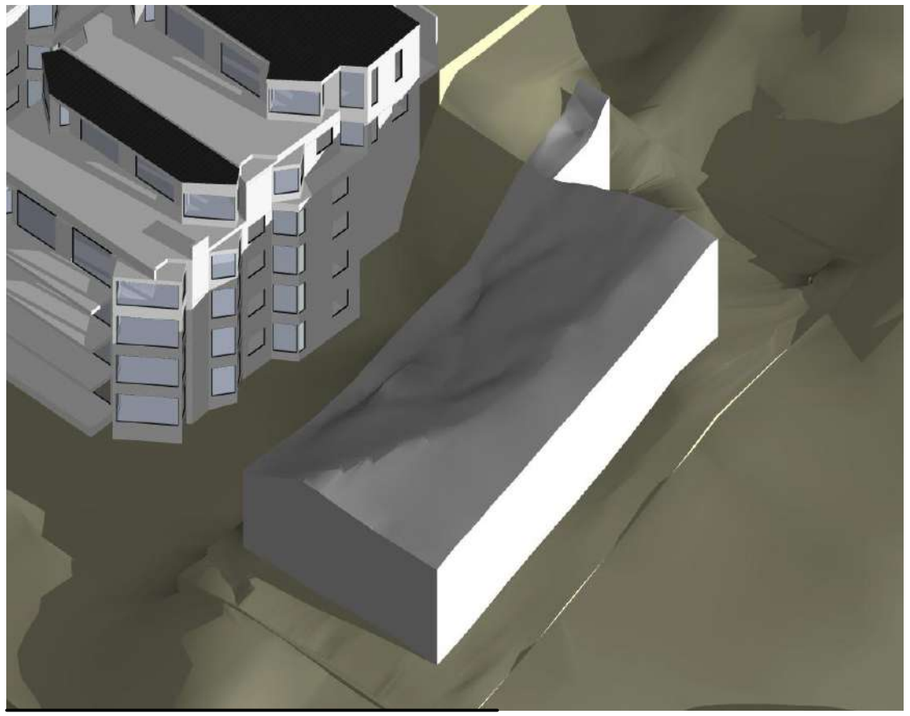


SOLAR - 21 JUNE - 9am 3D

SOLAR STUDIES - 7m HEIGHT



SOLAR - 21 JUNE - 9am



SOLAR - 21 JUNE - 9am 3D

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| 07.12.23 | PRELIMINARY ISSUE |
| **21.06.24** | **RESOURCE CONSENT ISSUE** |

**RESOURCE CONSENT ISSUE**
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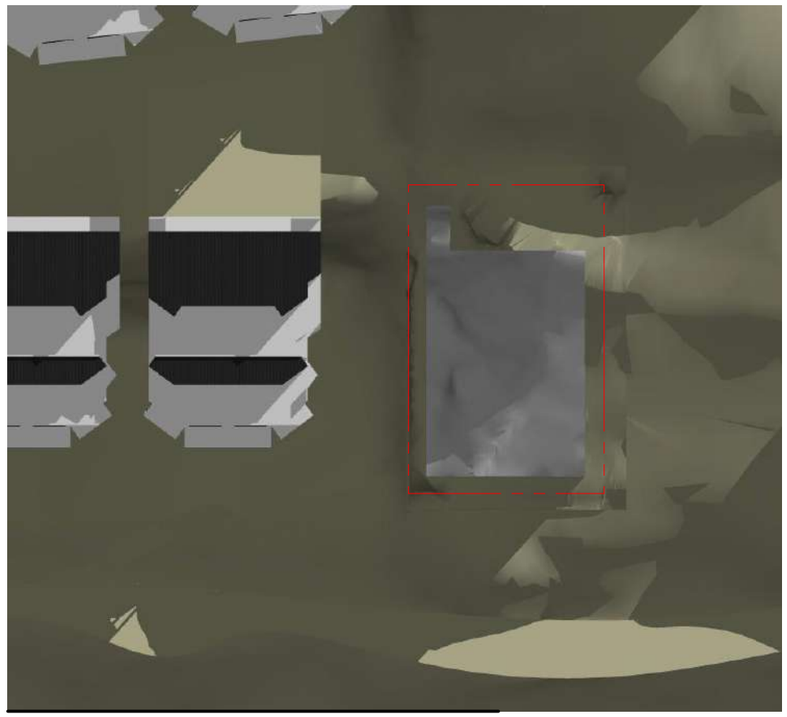
SHEET : SOLAR 21 JUNE 9AM - 7m
SHEET # : A.24
SCALE : 1:1292.37 @ A3
DATE : 20/03/2025

SOLAR STUDIES PROPOSED

SOLAR - 21 JUNE - 12pm

SOLAR - 21 JUNE - 12pm 3D

SOLAR STUDIES - 7m HEIGHT



SOLAR - 21 JUNE - 12pm

SOLAR - 21 JUNE - 12pm 3D

SOLAR STUDIES PROPOSED

SOLAR - 21 JUNE - 3pm

SOLAR - 21 JUNE - 3pm 3D

SOLAR STUDIES - 7m HEIGHT

SOLAR - 21 JUNE - 3pm

SOLAR - 21 JUNE - 3pm 3D

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07.12.23
**21.06.24**

PRELIMINARY ISSUE
**RESOURCE CONSENT ISSUE**

**RESOURCE CONSENT ISSUE**
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SHEET : SOLAR 21 JUNE 3PM - 7m

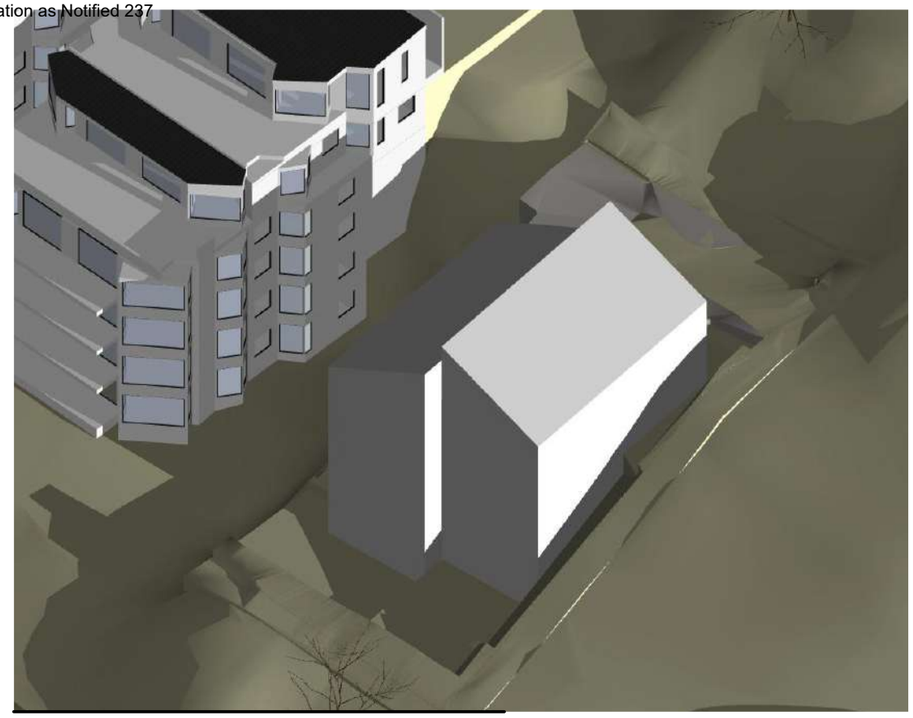
SHEET # : A.26

SCALE : 1:1292.37 @ A3

DATE : 20/03/2025

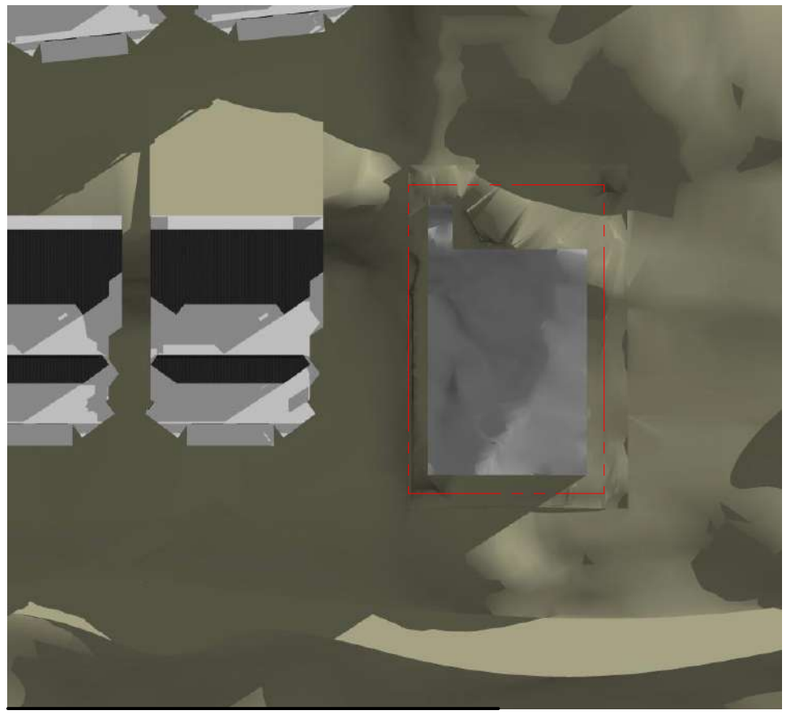
SOLAR STUDIES PROPOSED

SOLAR - 21 JUNE - 9am

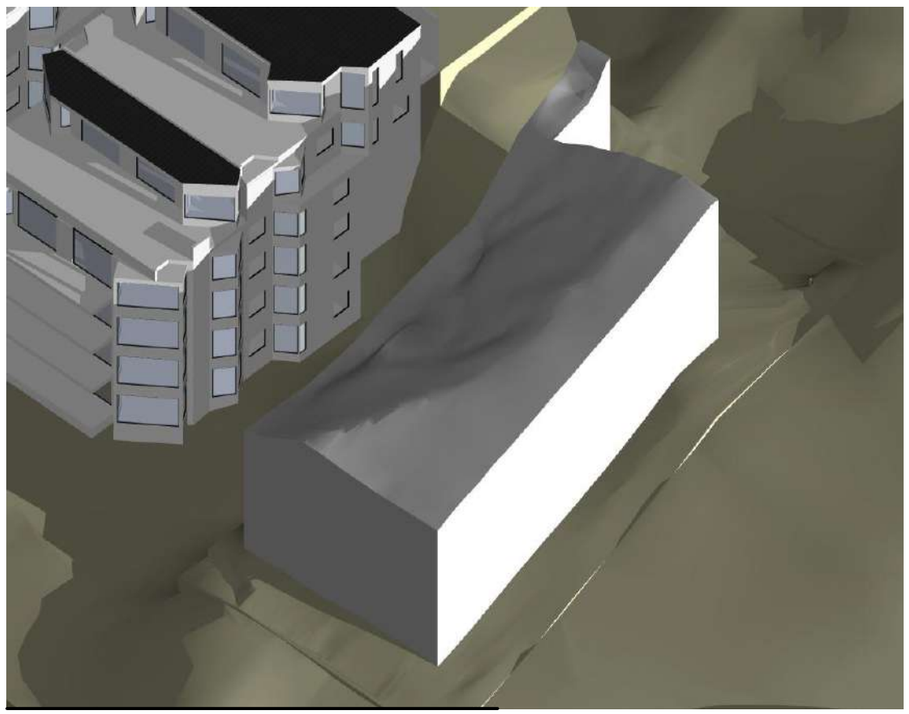


SOLAR - 21 JUNE - 9am 3D

SOLAR STUDIES - 10m HEIGHT



SOLAR - 21 JUNE - 9am



SOLAR - 21 JUNE - 9am 3D

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07.12.23
**21.06.24**

PRELIMINARY ISSUE
**RESOURCE CONSENT ISSUE**

**RESOURCE CONSENT ISSUE**
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SHEET : SOLAR 21 JUNE 9AM - 10m

SHEET # : A.27

SCALE : 1:1292.37 @ A3

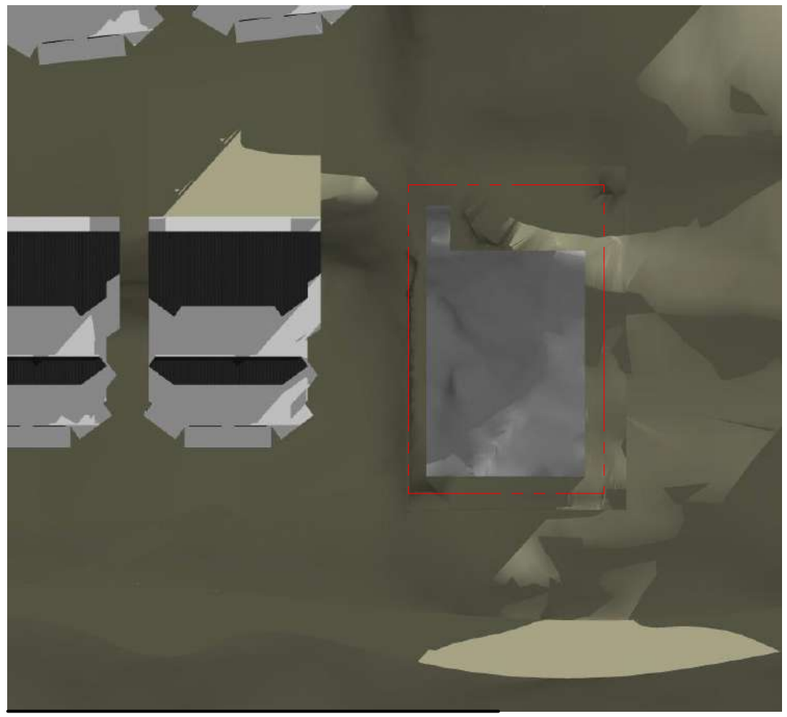
DATE : 20/03/2025

SOLAR STUDIES PROPOSED

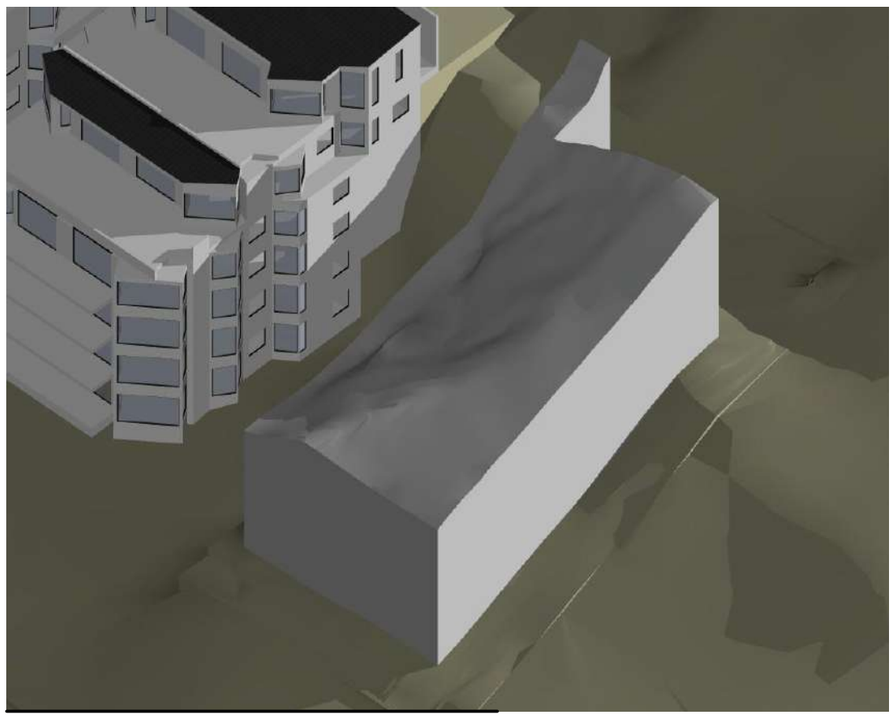
SOLAR - 21 JUNE - 12pm

SOLAR - 21 JUNE - 12pm 3D

SOLAR STUDIES - 7m HEIGHT



SOLAR - 21 JUNE - 12pm



SOLAR - 21 JUNE - 12pm 3D

SOLAR STUDIES PROPOSED

SOLAR - 21 JUNE - 3pm

SOLAR - 21 JUNE - 3pm 3D

SOLAR STUDIES - 7m HEIGHT

SOLAR - 21 JUNE - 3pm

SOLAR - 21 JUNE - 3pm 3D

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|---|---|
| 07.12.23 | PRELIMINARY ISSUE |
| 21.06.24 | RESOURCE CONSENT ISSUE |

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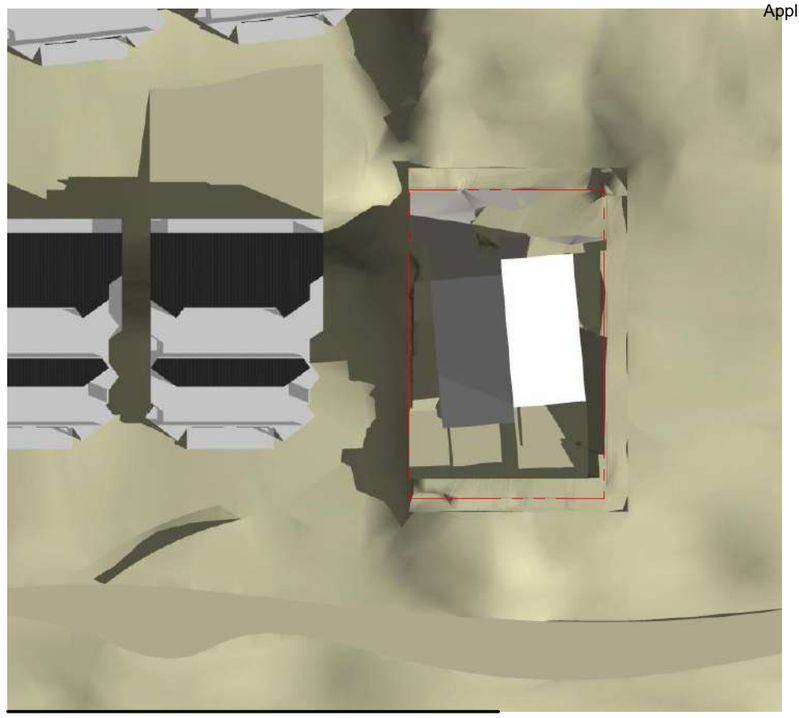
SHEET : SOLAR 21 JUNE 3PM - 10m

SHEET # : A.29

SCALE : 1:1292.37 @ A3

DATE : 20/03/2025

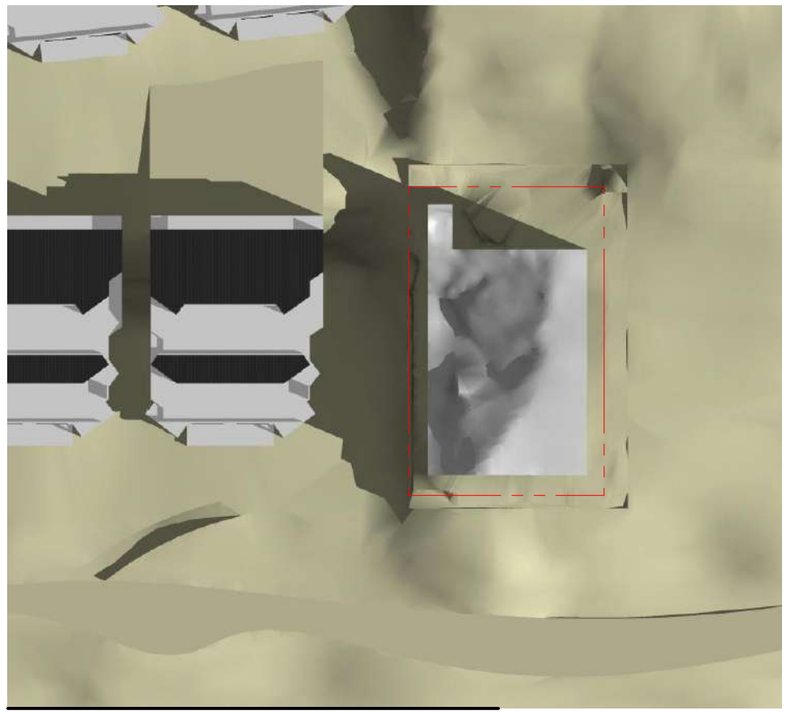
SOLAR STUDIES PROPOSED



SOLAR - 21 MAR / SEPT - 9am

SOLAR - 21 MAR / SEPT - 9am 3D

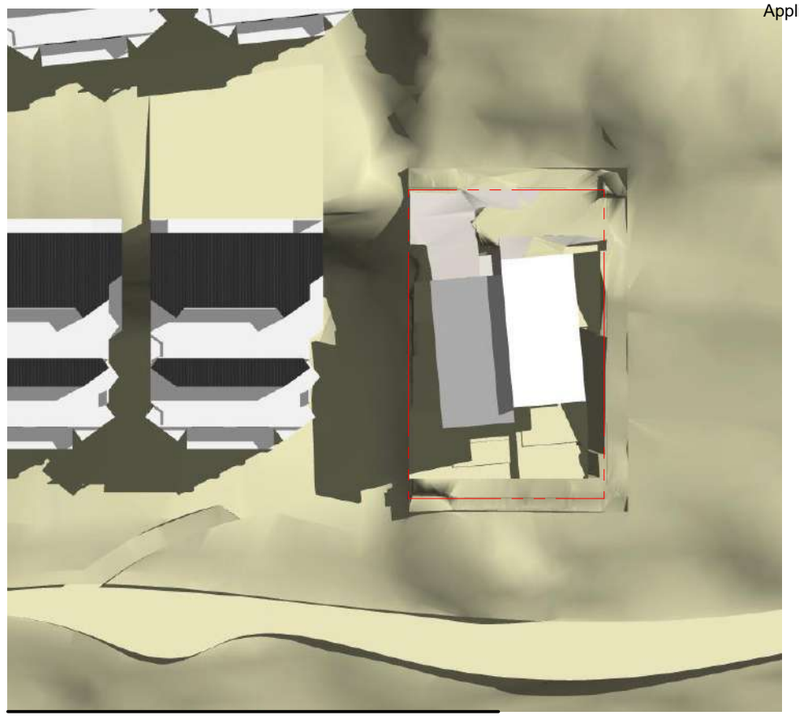
SOLAR STUDIES - 7m HEIGHT



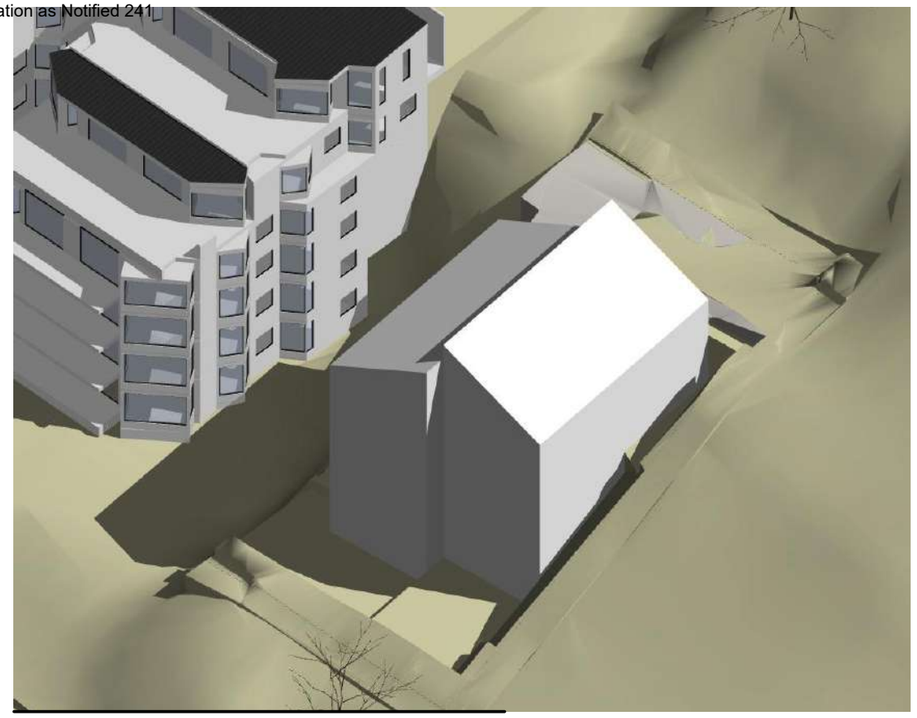
SOLAR - 21 MAR / SEPT - 9am

SOLAR - 21 MAR / SEPT - 9am 3D

SOLAR STUDIES PROPOSED

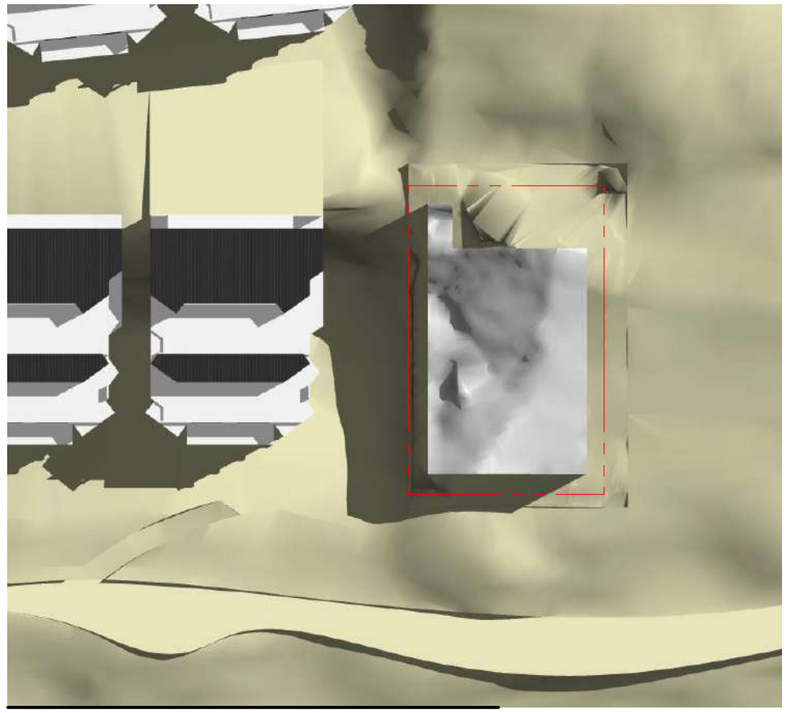


SOLAR - 21 MAR / SEPT - 12pm

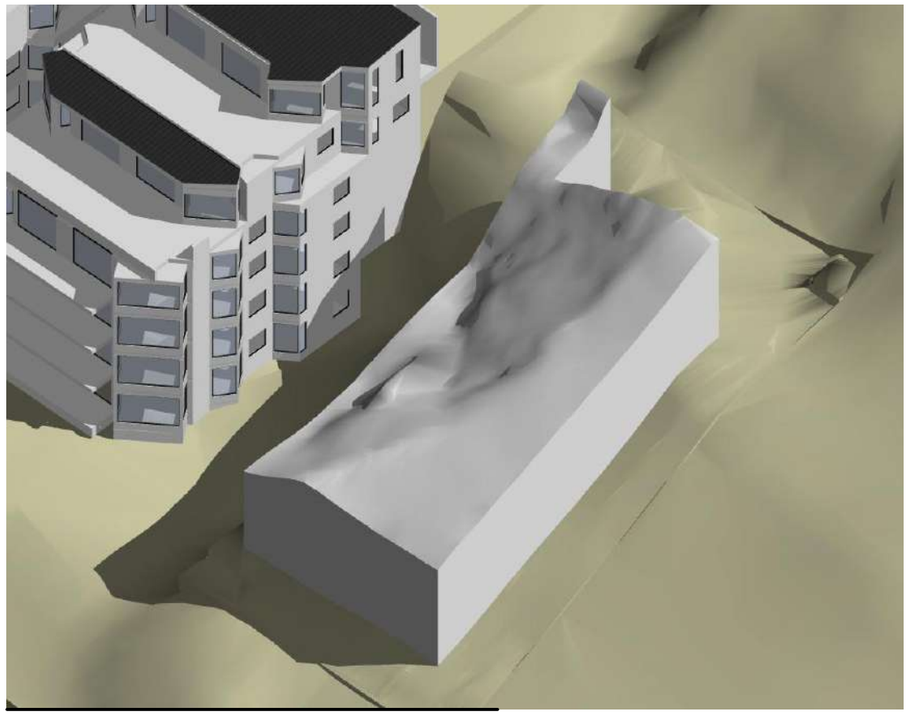


SOLAR - 21 MAR / SEPT - 12pm 3D

SOLAR STUDIES - 7m HEIGHT



SOLAR - 21 MAR / SEPT - 12pm



SOLAR - 21 MAR / SEPT - 12pm 3D

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| 07.12.23 | PRELIMINARY ISSUE |
| 21.06.24 | RESOURCE CONSENT ISSUE |

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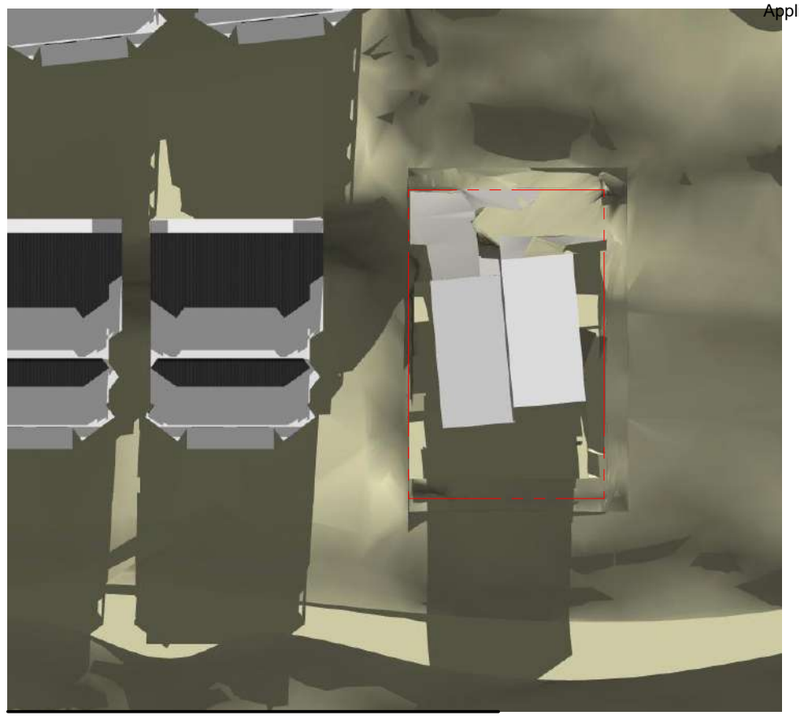
SHEET : SOLAR 21 MAR / SEPT 12PM - 7m
SHEET # : A.31
SCALE : 1:1292.37 @ A3
DATE : 20/03/2025

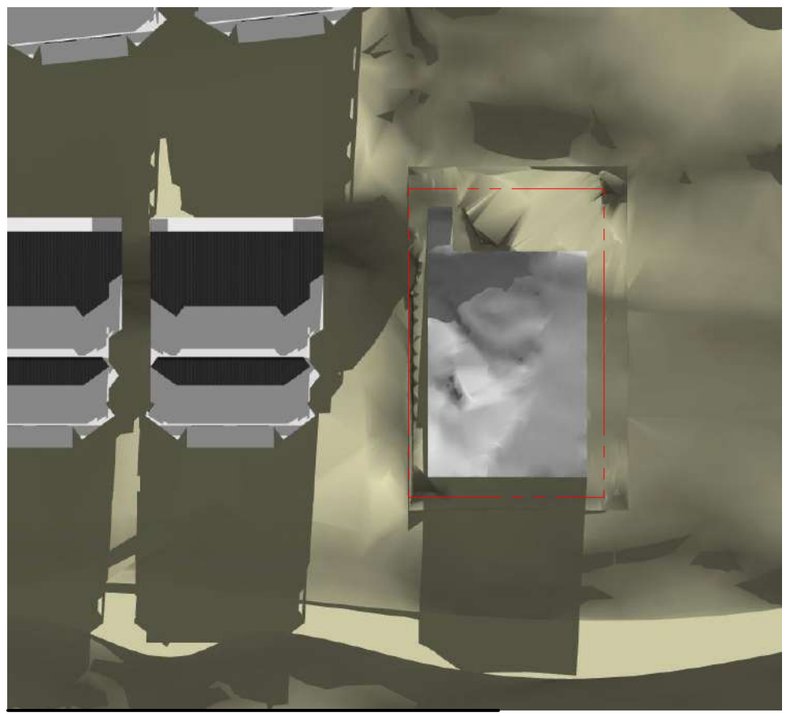
SOLAR STUDIES PROPOSED



SOLAR - 21 MAR / SEPT - 3pm

SOLAR - 21 MAR / SEPT - 3pm 3D

SOLAR STUDIES - 7m HEIGHT



SOLAR - 21 MAR / SEPT - 3pm

SOLAR - 21 MAR / SEPT - 3pm 3D

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FRANKTON ROAD

07.12.23
**21.06.24**

PRELIMINARY ISSUE
**RESOURCE CONSENT ISSUE**

**RESOURCE CONSENT ISSUE**
NOT TO BE USED UNTIL ENDORSED FOR BUILDING CONSENT BY QLDC. DO NOT SCALE DRAWING. CONTRACTOR TO VERIFY ALL DIMENSIONS PRIOR TO COMMENCING WORK

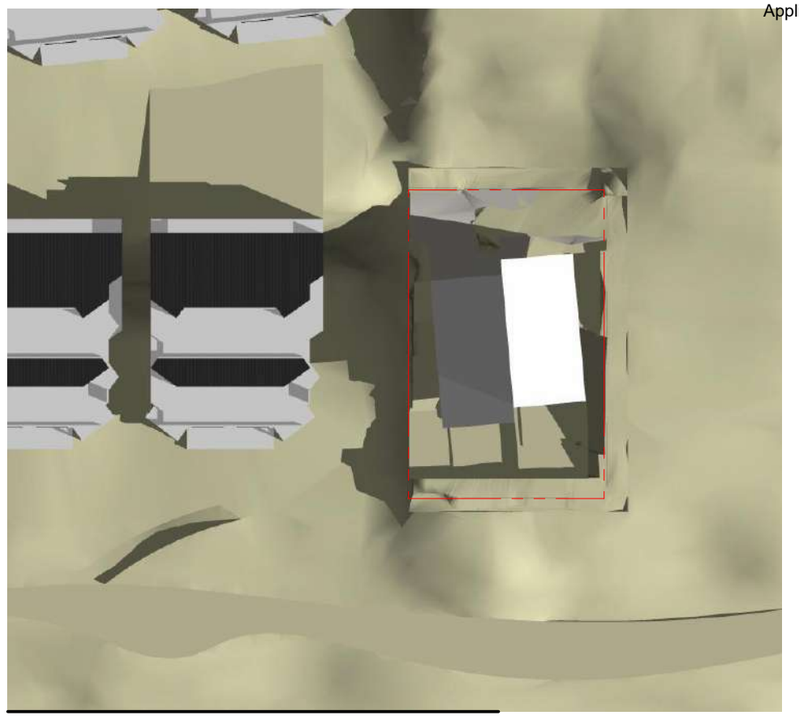
SHEET : SOLAR 21 MAR / SEPT 3PM - 7m

SHEET # : A.32

SCALE : 1:1292.37 @ A3

DATE : 20/03/2025

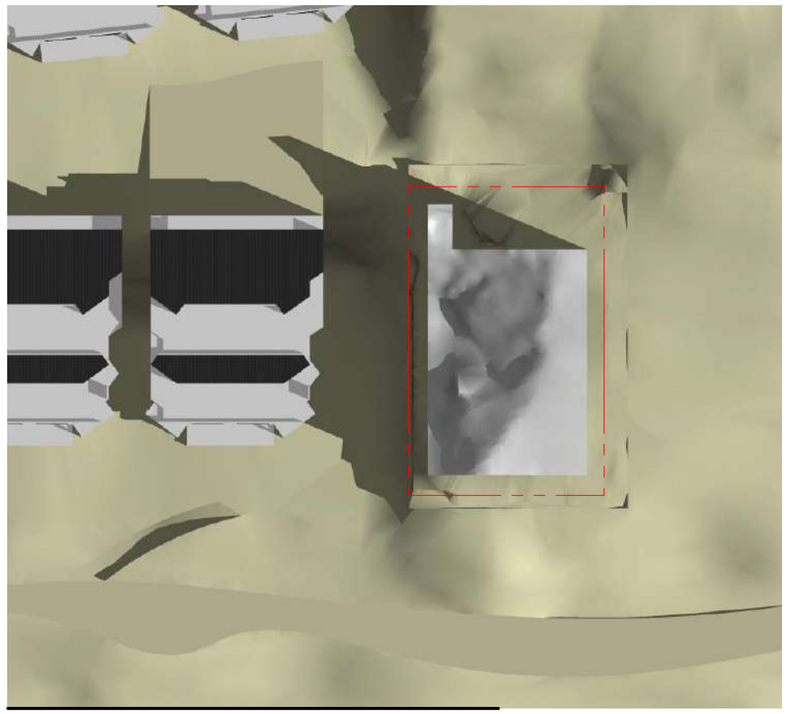
SOLAR STUDIES PROPOSED



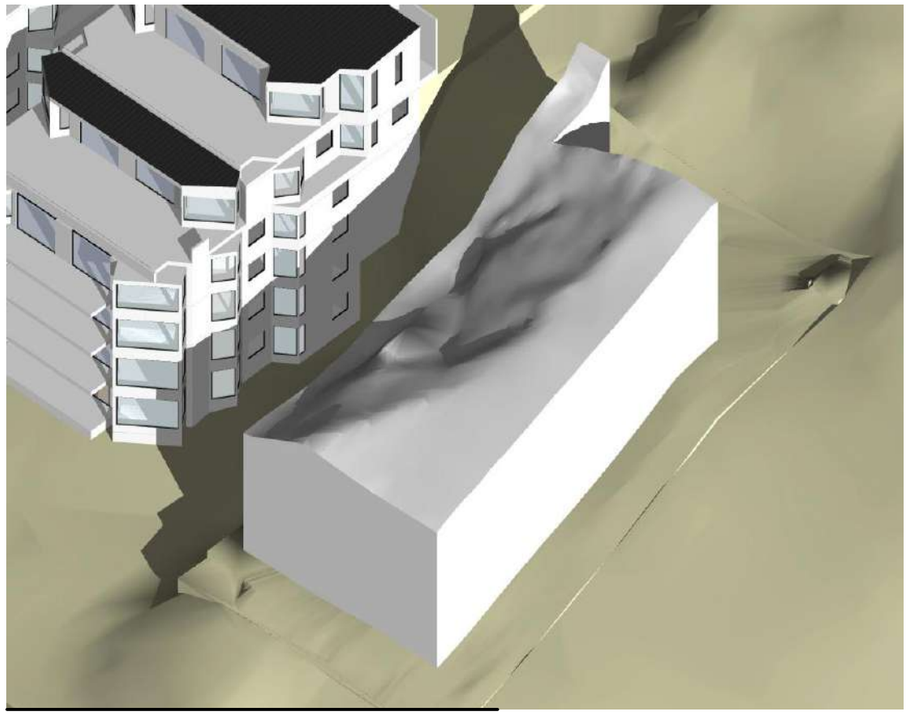
SOLAR - 21 MAR / SEPT - 9am

SOLAR - 21 MAR / SEPT - 9am 3D

SOLAR STUDIES - 10m HEIGHT

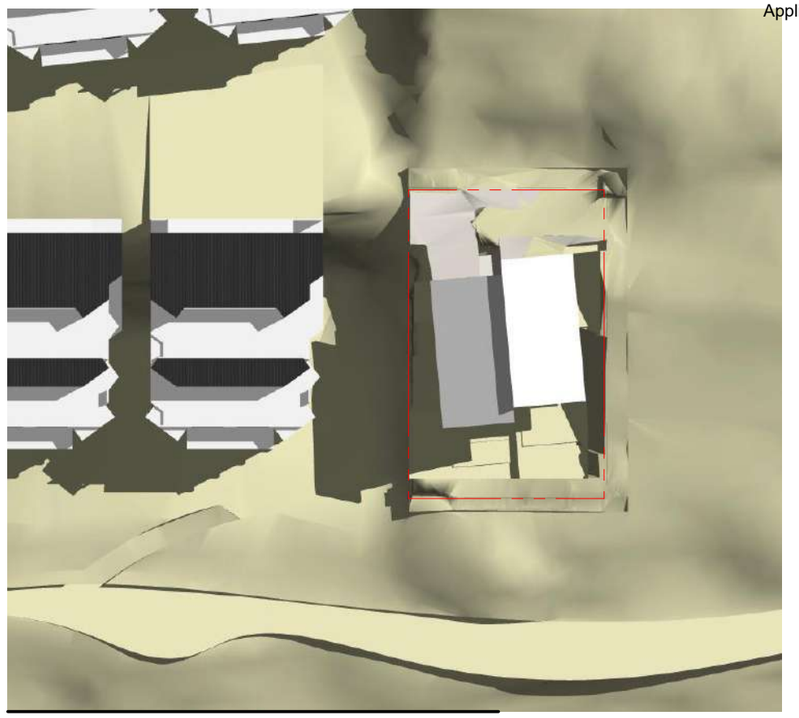


SOLAR - 21 MAR / SEPT - 9am

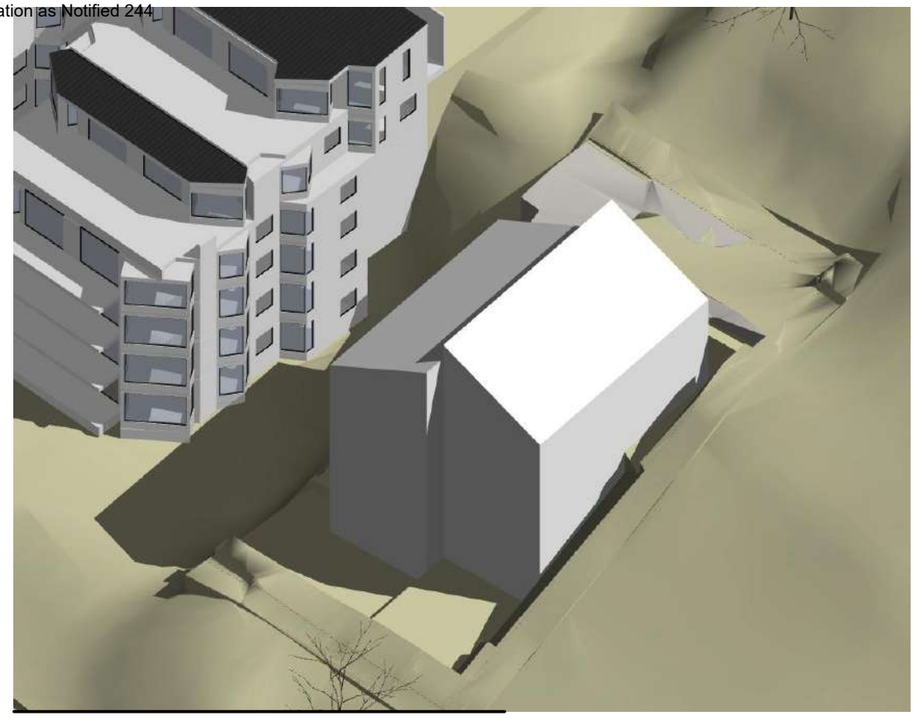


SOLAR - 21 MAR / SEPT - 9am 3D

SOLAR STUDIES PROPOSED

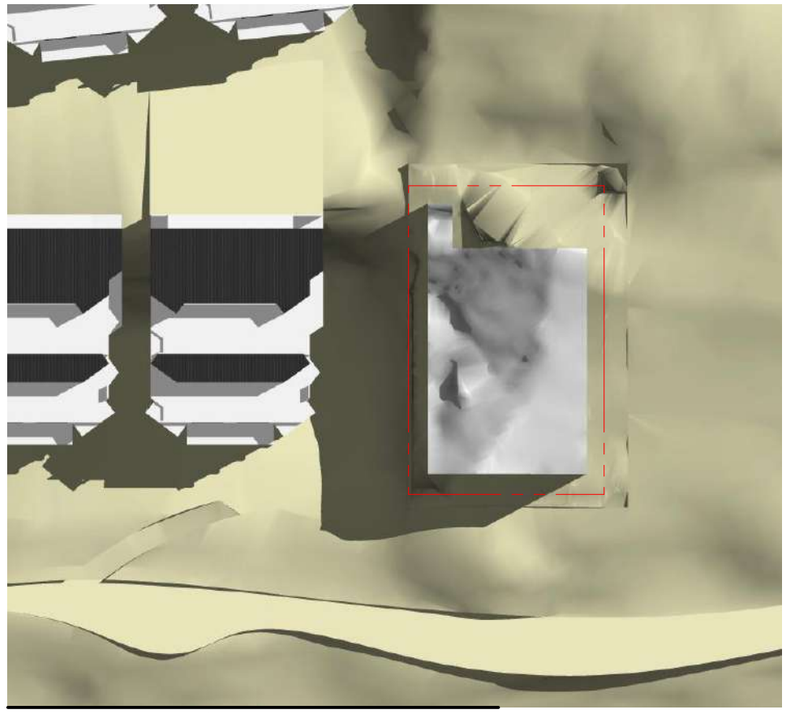


SOLAR - 21 MAR / SEPT - 12pm

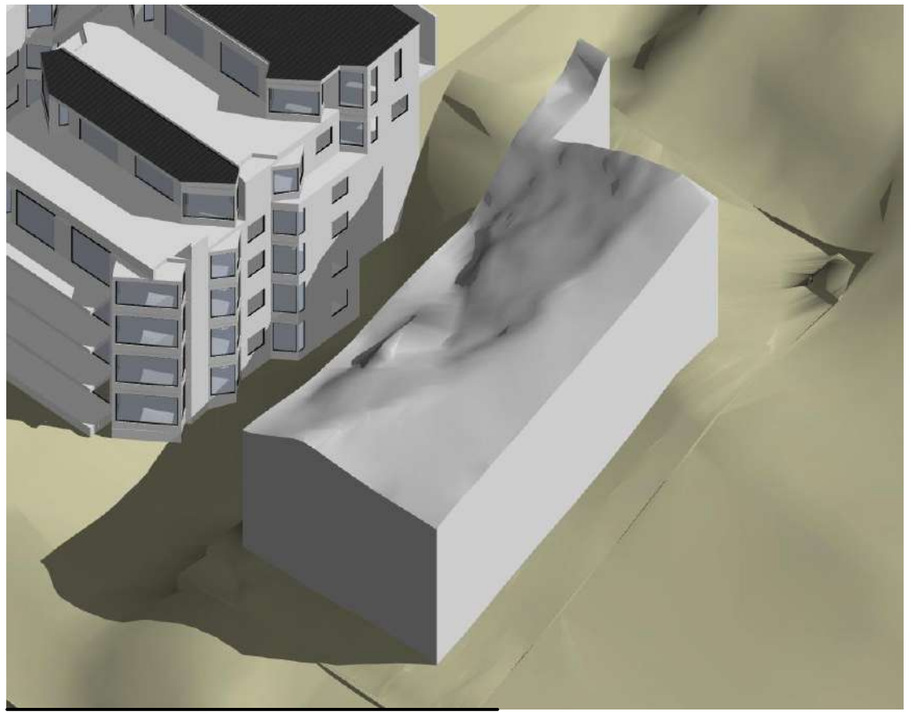


SOLAR - 21 MAR / SEPT - 12pm 3D

SOLAR STUDIES - 7m HEIGHT



SOLAR - 21 MAR / SEPT - 12pm



SOLAR - 21 MAR / SEPT - 12pm 3D

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| 07.12.23 | PRELIMINARY ISSUE |
| 21.06.24 | RESOURCE CONSENT ISSUE |

**RESOURCE CONSENT ISSUE**
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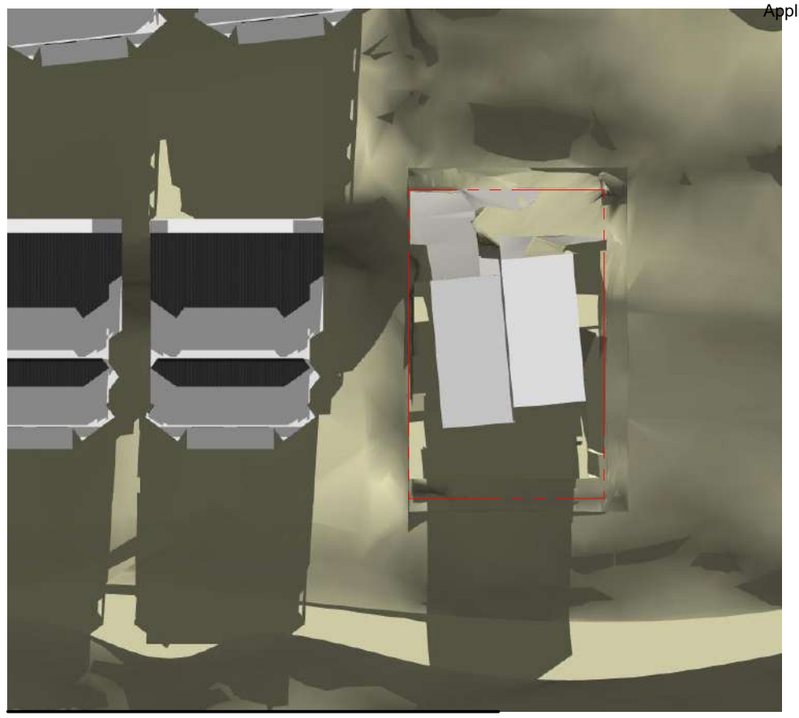
SHEET : SOLAR 21 MAR / SEPT 12PM - 10m
SHEET # : A.34
SCALE : 1:1292.37 @ A3
DATE : 20/03/2025

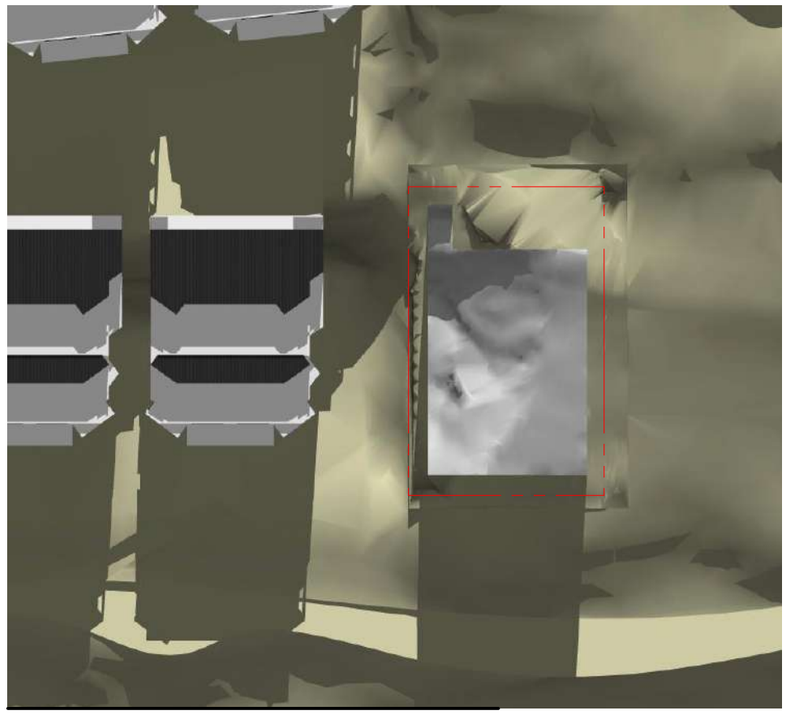
SOLAR STUDIES PROPOSED



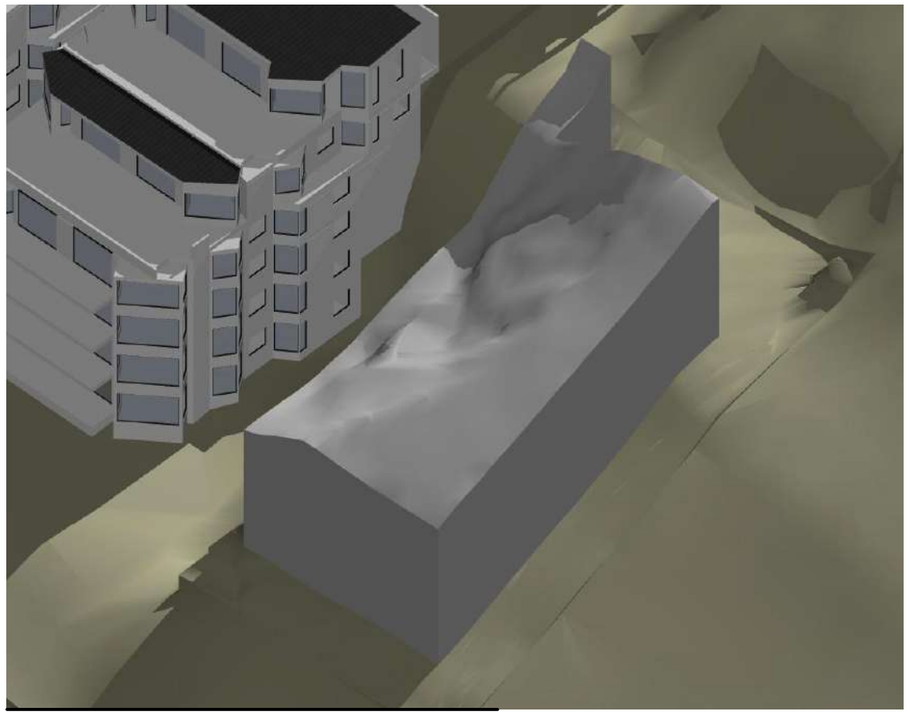
SOLAR - 21 MAR / SEPT - 3pm

SOLAR - 21 MAR / SEPT - 3pm 3D

SOLAR STUDIES - 7m HEIGHT



SOLAR - 21 MAR / SEPT - 3pm



SOLAR - 21 MAR / SEPT - 3pm 3D

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**21.06.24**

PRELIMINARY ISSUE
**RESOURCE CONSENT ISSUE**

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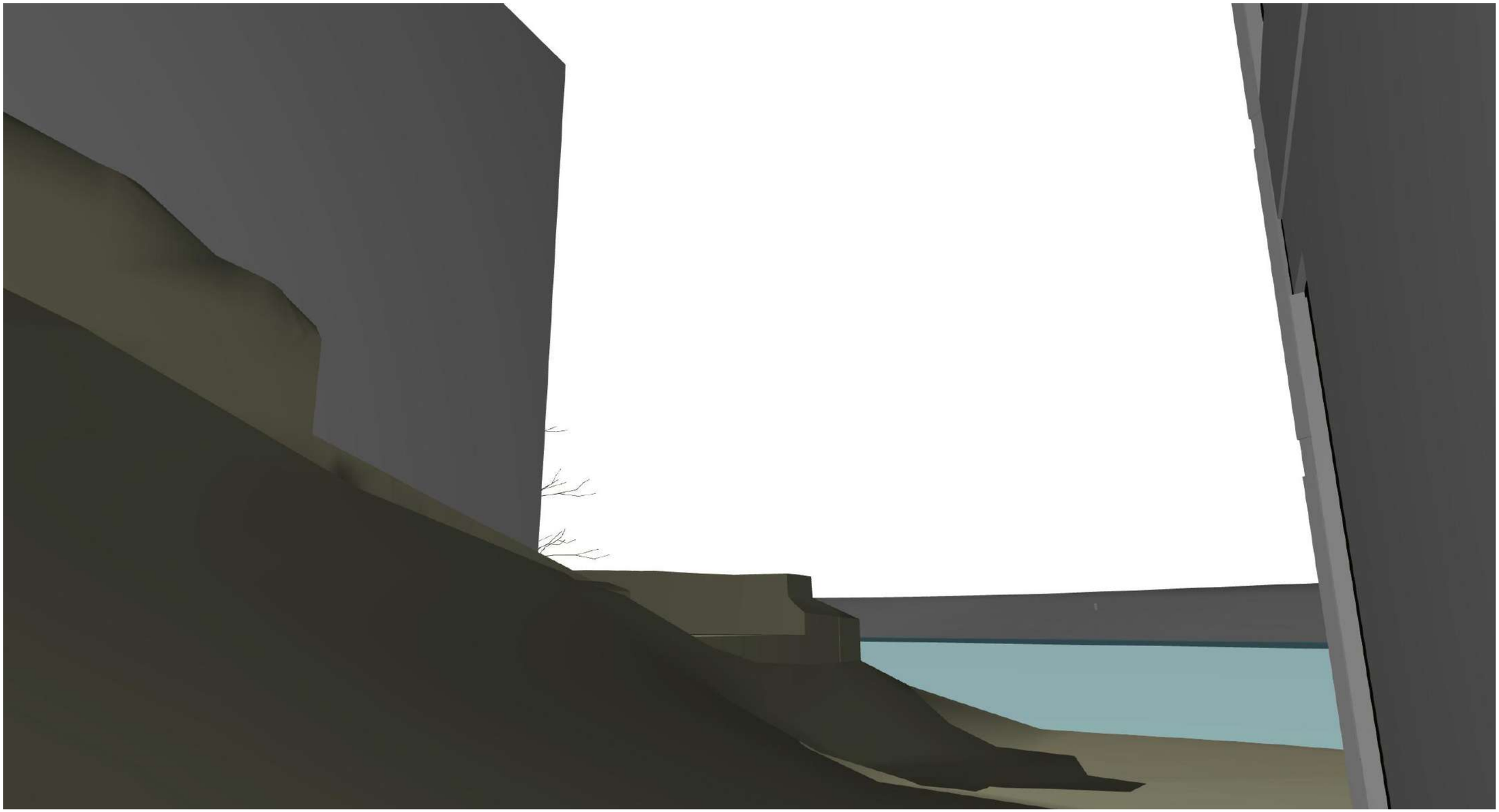
SHEET : SOLAR 21 MAR / SEPT 3PM - 10m

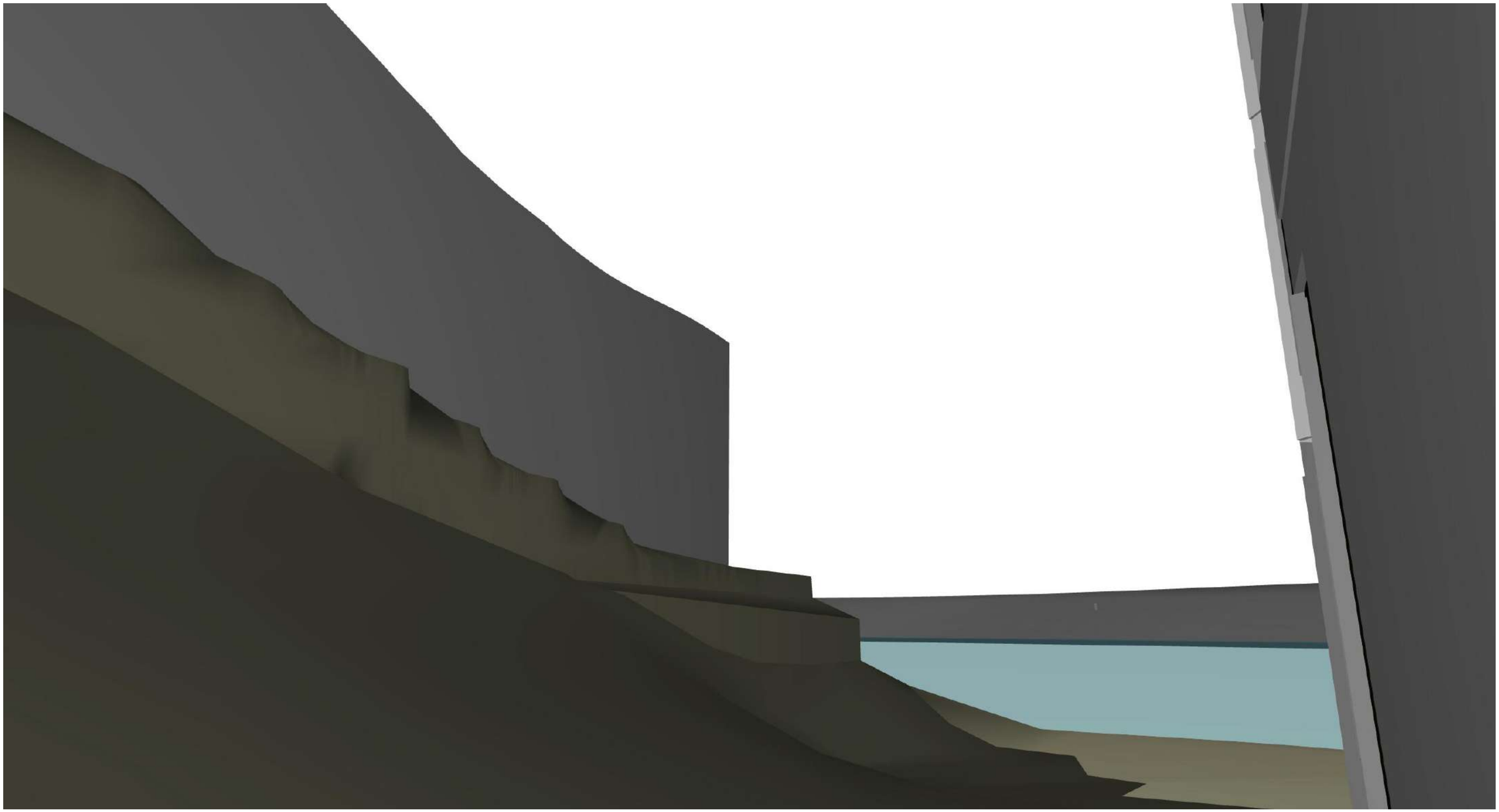
SHEET # : A.35

SCALE : 1:1292.37 @ A3

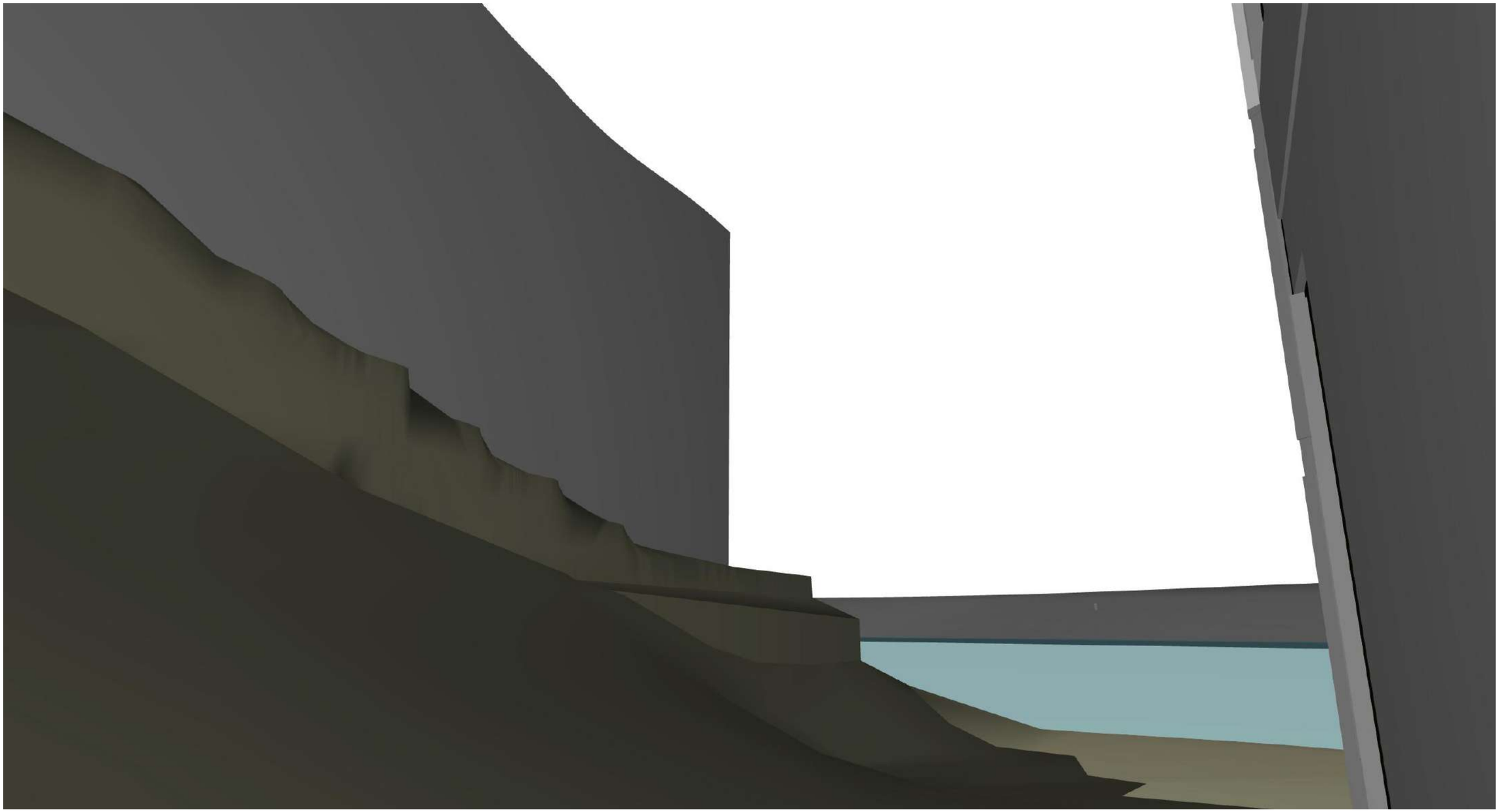
DATE : 20/03/2025



VIEW FROM LOWER BACK OAKS APARTMENT - PROPOSED BULK



VIEW FROM LOWER BACK OAKS APARTMENT - 7m BULK



VIEW FROM LOWER BACK OAKS APARTMENT - 10m BULK

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**21.06.24**

PRELIMINARY ISSUE
**RESOURCE CONSENT ISSUE**

**RESOURCE CONSENT ISSUE**
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SHEET : OAKS 3D - 10m
SHEET # : A.38
SCALE : 1:1250 @ A3
DATE : 20/03/2025

WAKA KOTAHI NZ TRANSPORT AGENCY

| RCA consent (eg CAR/WAP) and/or RCA contract reference | |
|---|---|

## TRAFFIC MANAGEMENT PLAN (TMP) – FULL FORM

*Use this form for complex activities. Refer to the NZ Transport Agency's Traffic control devices manual, part 8 Code of practice for temporary traffic management (CoPTTM), section E, appendix A for a guide on how to complete each field.*

| | | | |
|---|---|---|---|
| **Organisations /TMP reference** | **TMP reference:** | **Contractor (Working space)**<br>1 Geotechnical Ltd | **Principal** *(Client)*<br>D Murphy & S Greening |
| | | **Contractor (TTM):**<br>TBC | **RCA:**<br>Queenstown Lakes District Council<br>NZTA |

| | **Road names and suburb** | **House no./RPs** *(from and to)* | **Road level** | **Permanent speed** |
|---|---|---|---|---|
| **Location details and road characteristics** | Frankton Road Queenstown SH6A | RP 3.810 to 3.850 | Level 2 | 70kph |
| | | | | |

| | | |
|---|---|---|
| **Traffic details (main route)** | **AADT**<br>22998 vpd 4% Heavy | **Peak flows**<br>Estimated 2874 vehicles per hour |

**Description of work activity**

• Earthworks in excess of 1200cu.m. are proposed within the site. The site is located towards the end of the shared access with limited turning provisions. Trucks will be entering and exiting via Frankton Road

**Planned work programme**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Start date** | TBC | **Time** | TBC | **End date** | TBC | **Time** | TBC |

| | |
|---|---|
| **Consider significant stages**, for example:<br>• road closures<br>• detours<br>• no activity periods. | • TTM to be installed and disassembled between start and finish times<br>• No Road closures required<br>• No detours required<br>• No activity periods: Signage will be disassembled and removed from site |
| **Alternative dates if activity delayed** | • No alternate dates required. |

**Road aspects affected** *(delete either Yes or No to show which aspects are affected)*

| | | | | | |
|---|---|---|---|---|---|
| **Pedestrians affected?** | No | **Property access affected?** | No | **Traffic lanes affected?** | No |
| **Cyclists affected?** | No | **Restricted parking affected?** | No | **Delays or queuing likely?** | No |

| RCA consent (eg CAR/WAP) and/or RCA contract reference | |
|---|---|

| Proposed traffic management methods | |
|---|---|
| **Installation** *(includes parking of plant and materials storage)* | • All vehicles entering the site to have at least 1 flashing beacon that can be seen from all directions, and all workers to be wearing CoPTTM approved Hi Vis clothing and PPE<br>• On arrival to site, the STMS will complete a drive through of the entire site shown in TMD 1 to inspect the work/safety area locations and road environment for potential hazards and challenges.<br>• After the inspections and before any installation commences, the STMS will complete and record a pre start/site induction with TTM work crew going over the installation procedure, emergency procedures, potential hazards identified and appropriate controls required to complete site installation safely.<br>• TTM equipment vehicle to be fitted with a VMS board at the rear of vehicle.<br>• Mobile Op F4.3 must be used and the pilot vehicle is to:<br>- Have radio contact with equipment vehicle.<br>- Be fitted with at least 1 flashing beacon visible from all directions<br>- Be fitted with a VMS board at the rear<br>• Signs and delineators are to be installed at positions shown in TMD 1.<br>• Signs to be erected by travelling around the road network in a clockwise direction starting with the advance warning sign.<br>•The remaining signs on that side of the road are installed in order as shown in TMD 1.The vehicle then turns around in a safe manner to continue the installation process on the opposite side of the road.<br>• Once all TTM equipment has been installed, a drive through check of the worksite must be made in both directions by the STMS.<br>• CoPTTM on site record must then be filled out by STMS ( including TSL section ) |
| **Attended (day)** | • All advanced warning signage to be place as per TMD 1. This is to warn approaching drivers of the risk of trucks turning and to give them an indication of any action that may have to be taken ahead. A temporary speed limit will be in place to slow drivers down so as trucks can enter and exit the driveway safely<br>• Additional trucks crossing signage will be installed within the complex to warn drivers that trucks will be crossing<br>• Pedestrian signage will be installed as per TMD 1 at the entrance to the footpath to remind drivers that pedestrians may be present. This will be covered in the toolbox talk each morning with contractors |
| **Attended (night)** | • No night work will be done |
| **Unattended (day)** | • Signage will be disassembled and removed from site so as not to create a hazard for motorists or pedestrians |

| WAKA KOTAHI NZ TRANSPORT AGENCY | **RCA consent (eg CAR/WAP) and/or RCA contract reference** | |
|---|---|---|

| | |
|---|---|
| **Unattended (night)** | • Signage will be disassembled and removed from site so as not to create a hazard for motorists or pedestrians |
| **Detour route** | • No detours required |
| | Does detour route go into another RCA's roading network? No *(delete either Yes or No)*<br>*If Yes, has confirmation of acceptance been requested from that RCA?* No *(delete either Yes or No)*<br>***Note:** Confirmation of acceptance from affected RCA must be submitted prior to occupying the site.* |
| **Removal** | • TTM is to be taken down only once work is completed and confirmed by contractor to STMS<br>• All vehicles on site to have at least 1 flashing beacon that can be seen from all directions, and all workers to be wearing CoPTTM approved Hi Vis clothing and PPE<br>• TTM equipment vehicle to be fitted with a VMS board at the rear of vehicle.<br>• Mobile Op F4.3 must be used and the pilot vehicle is to:<br>- Have radio contact with equipment vehicle.<br>- Be fitted with at least 1 flashing beacon visible from all directions<br>- Be fitted with a VMS board at the rear<br>• Signs are then to be disassembled and stored on equipment vehicle by travelling around the road network in a clockwise direction starting with the advance warning sign, followed by the remaining signs,<br>•The remaining signs on that side of the road are to be disassembled in order as shown in TMD 1.The vehicle then turns around in a safe manner to continue the disestablishment process on the opposite side of the road. |

**Proposed TSLs** *(see TSL decision matrix for guidance)*

| | **TSL details as required**<br>Approval of Temporary Speed Limits (TSL) are in terms of Section 6 of Land Transport Rule: Setting of Speed Limits 2017, Rule 54001/2017<br>*(List speed, length and location)* | **Times**<br>*(From and to)* | **Dates**<br>*(Start and finish)* | **Diagram ref. no.s**<br>*(Layout drawings or traffic management diagrams)* |
|---|---|---|---|---|
| **Attended day/night** | A temporary maximum speed limit of **30**km/h is hereby fixed for motor vehicles travelling over the length of **125**m situated between **RP 3.635** and **RP 3.760** on **Frankton Road** | TBC | TBC | TBC |
| **Unattended day/night** | A temporary maximum speed limit of km/h is hereby fixed for motor vehicles travelling over the length of m situated between (House no./RP) and (House no./RP) on (street or road name) | Not Required | Not required | Nil |

| | |
|---|---|
| **RCA consent (eg CAR/WAP) and/or RCA contract reference** | |

| | | |
|---|---|---|
| **TSL duration** | Will the TSL be required for longer than 12 months?<br>***If yes**, attach the completed checklist from section I-18: Guidance on TMP Monitoring Processes for TSLs to this TMP.* | No |

**Positive traffic management measures**

- Signage installed as per attached TMD 1.
- Temporary 30Km/h TSL's.
- Pedestrian signage

**Contingency plans**

| **Generic contingencies for:** | **Major Incident** | **Actions** |
|---|---|---|
| • major incidents<br>• incidents<br>• pre planed detours.<br>*Remove any options which do not apply to your job* | A major incident is described as:<br>• Fatality or notifiable injury - real or potential<br>• Significant property damage, or<br>• Emergency services (police, fire, etc) require access or control of the site. | The STMS must immediately conduct the following:<br>• stop all activity and traffic movement<br>• secure the site to prevent (further) injury or damage<br>• contact the appropriate emergency authorities<br>• render first aid if competent and able to do so<br>• notify the RCA representative and / or the engineer<br>• under the guidance of the officer in charge of the site, reduce effects of TTM on the road or remove the activity if safe to do so<br>• re-establish TTM and traffic movements when advised by emergency authorities that it is safe to do so<br>• Comply with any obligation to notify WorkSafe. |
| | **Incident** | **Actions** |
| | An incident is described as:<br>• excessive delays - real or potential<br>• minor or non-inquiry accident that has the potential to affect traffic flow<br>• structural failure of the road. | The STMS must immediately conduct the following:<br>• stop all activity and traffic movement if required<br>• secure the site to prevent the prospect of injury or further damage<br>• notify the RCA representative and / or the engineer<br>• STMS to implement a plan to safely remove TTM and to establish normal traffic flow if safe to do so<br>• re-establish TTM and traffic movements when it is safe to do so and when traffic volumes have reduced. |

| WAKA KOTAHI NZ TRANSPORT AGENCY | RCA consent (eg CAR/WAP) and/or RCA contract reference | |
|---|---|---|

| | | |
|---|---|---|
| | **~~Detour~~**<br>~~If because of the on-site activity it will not be possible to remove or reduce the effects of TTM once it is established a detour route must be designed. This is likely for:~~<br>• ~~excessive delays when using an alternating flow design for TTM~~<br>• ~~redirecting one direction of flow and / or~~<br>• ~~total road closure and redirection of traffic until such time that traffic volumes reduce and tailbacks have been cleared.~~<br>~~The risks in the type of work being undertaken, the risks inherent in the detour, the probable duration of closure and availability and suitability of detour routes need to be considered.~~<br>~~The detour and route must be designed including:~~<br>• ~~pre- approval form the RCA's whose roads will be used or affected by the detour route~~<br>• ~~ensure that TTM equipment for the detour - signs etc are on site and pre-installed.~~ | **Actions**<br>~~When it is necessary to implement the pre-planned detour the STMS must immediately undertake the following:~~<br>• ~~Notify the RCA and / or the engineer when the detour is to be established~~<br>• ~~Drive through the detour in both directions to check that it is stable and safe~~<br>• ~~Remove the detour as soon as it practicable and safe to do so and the traffic volumes have reduced and tailbacks have cleared~~<br>• ~~Notify the RCA and / or the engineer when the detour has been disestablished and normal traffic flows have resumed.~~ |
| | **Note also the requirements for no interference at an accident scene:**<br>In the event of an accident involving serious harm the STMS must ensure that nothing, including TTM equipment, is removed or disturbed and any wreckage article or thing must not be disturbed or interfered with, except to:<br>• save a life of, prevent harm to or relieve the suffering of any person, or<br>• make the site safe or to minimise the risk of a further accident; or<br>• maintain the access of the general public to an essential service or utility, or<br>• prevent serious damage to or serious loss of property, or<br>• follow the direction of a constable acting in his or her duties or act with the permission of an inspector. | |
| **Other contingencies to be identified by the applicant** *(i.e. steel plates to quickly cover excavations)* | • Emergency vehicles will take preference through the site | |

| **Authorisations** | | | | |
|---|---|---|---|---|
| **Parking restriction(s) alteration authority** | **Will controlled street parking be affected?** | No | **Has approval been granted?** | No |
| | | | | |
| **Authorisation to work at permanent traffic signal sites** | **Will portable traffic signals be used or permanent traffic signals be changed?** | No | **Has approval been granted?** | No |
| | | | | |
| **Road closure authorisation(s)** | **Will full carriageway closure continue for more than 5 minutes (or other RCA stipulated time)?** | No | **Has approval been granted?** | No |
| | | | | |
| **Bus stop relocation(s) – closure(s)** | **Will bus stop(s) be obstructed by the activity?** | No | **Has approval been granted?** | No |
| | | | | |
| **Authorisation to use portable traffic** | **Make, model and description/number** | | | |

| | |
|---|---|
| **RCA consent (eg CAR/WAP) and/or RCA contract reference** | |

| | | | |
|---|---|---|---|
| **signals** | **NZTA compliant?** | No *(delete either Yes or No)* | |
| **EED** | | | |
| **Is an EED applicable?** | No *(delete either Yes or No)* | **EED attached?** | No |
| **Delay calculations/trial plan to determine potential extent of delays** | | | |
| | | | |
| **Public notification plan** | | | |
| • Notification to be given to the Rees Hotel and residents of impending work<br>• This must be done via a letter drop or door knocking | | | |
| **Public notification plan attached?** | No (***TBC)*** | | |
| **On-site monitoring plan** | | | |
| **Attended** *(day and/or night)* | • Site will be monitored by STMS or delegated TMO for compliance with TMP at 2 hourly intervals during work hours. | | |
| **Unattended** *(day and/or night)* | • Site will be fully disassembled | | |
| **Method for recording daily site TTM activity** *(eg CoPTTM on-site record)* | | | |
| • CoPTTM on-site record will be completed | | | |
| **Site safety measures** | | | |
| • All underground services are to be located and marked prior to work commencing.<br>• Staff onsite will be given a site safety briefing by the STMS on the TMP and its requirements the first time they enter the site. This is recorded on the prestart/site induction.<br>• An STMS will wear a CoPTTM approved STMS vest when on site.<br>• Workers will wear site-specific PPE at all times in accordance with 1 Geo H&S policies<br>• First aid kit to be on site.<br>• Fire extinguisher to be on site.<br>• All working plant must be fitted with a working beacon visible from all directions.<br>- They will be operational when entering site.<br>- On leaving site they will remain on until the vehicle is up to the posted speed. | | | |

| | | | | |
|---|---|---|---|---|
| **Temporary safety barrier system** | **Will a temporary safety barrier system be used at this worksite?** | No | **If yes, has the temporary safety barrier system been designed by an installation designer and independently reviewed as being fit for purpose?** | No |
| | **Statement from temporary safety barrier installation designer attached** | | Not attached | |

| RCA consent (eg CAR/WAP) and/or RCA contract reference | |
|---|---|

| Other information |
|---|
| |

| Site specific layout diagrams | |
|---|---|
| **Number** | **Title** |
| 1 | TMD 1 |
| 2 | F4.3 |
| 3 | Level 1 Distance Table |
| 4 | 1 Geo Methodology |

| Contact details | | | | | | |
|---|---|---|---|---|---|---|
| | **Name** | | **24/7 contact number** | **CoPTTM ID** | **Qualification** | **Expiry date** |
| **Principal** | D Murphy & S Greening | | TBC | | | |
| **TMC** | Queenstown Lakes District Council<br>NZTA | | | | | |
| **Engineers' representative** | | | | | | |
| **Contractor** | 1 Geotechnical Ltd | | TBC | | | |
| **STMS** | TBC | | | | | |
| **TC** | | | | | | |
| **Others as required** | | | | | | |

| TMP preparation | | | | | | |
|---|---|---|---|---|---|---|
| **Preparation** | Craig Sergeant | 21.11.24 | | 36729 | TTM Planner | 00/00 |
| | *Name (STMS qualified)* | *Date* | *Signature* | *ID no.* | *Qualification* | *Expiry date* |
| **This TMP meets CoPTTM requirements** | | | **Number of diagrams attached** | | 1 | |
| **TMP returned for correction** *(if required)* | | | | | | |
| | *Name* | *Date* | *Signature* | *ID no.* | *Qualification* | *Expiry date* |

| Engineer/TMC to complete following section when approval or acceptance required | | | | | | |
|---|---|---|---|---|---|---|
| **Temporary safety barrier system** | **The attached temporary road safety barrier design has been independently reviewed as being fit for purpose** | | | | Yes No Not required | |
| **TMP Approved** | | | | | | |

| | |
|---|---|
| **RCA consent (eg CAR/WAP) and/or RCA contract reference** | |

| | *Name* | *Date* | *Signature* | *ID no.* | *Qualification* | *Expiry date* |
|---|---|---|---|---|---|---|
| **Acceptance by TMC** *(only required if TMP approved by engineer)* | | | | | | |
| | *Name* | *Date* | *Signature* | *ID no.* | *Qualification* | *Expiry date* |

**Qualifier for engineer or TMC approval**

Approval of this TMP authorises the use of any regulatory signs included in the TMP or attached traffic management diagrams.

This TMP is approved on the following basis:

1. To the best of the approving engineer's/TMC's judgment this TMP conforms to the requirements of CoPTTM.
2. This plan is approved on the basis that the activity, the location and the road environment have been correctly represented by the applicant. Any inaccuracy in the portrayal of this information is the responsibility of the applicant.
3. The TMP provides so far as is reasonably practicable, a safe and fit for purpose TTM system.
4. The STMS for the activity is reminded that it is the STMS's duty to postpone, cancel or modify operations due to the adverse traffic, weather or other conditions that affect the safety of this site.

**Notification to TMC prior to occupying worksite/Notification completed**

| | | | |
|---|---|---|---|
| **Type of notification to TMC required** | Use activity reporting sheet. | **Notification completed** | Date<br>Time |

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| TMP or generic plan reference | |
|---|---|

| **ON-SITE RECORD**<br>On-site record must be retained with TMP for 12 months. | **Today's date** | |
|---|---|---|

| **Location details** | **Road names(s):** | **House number/RPs:** | **Suburb:** |
|---|---|---|---|
| | | | |

## Working space

| **Person responsible for working space** | | |
|---|---|---|
| | *Name* | *Signature* |
| *Where the STMS/TC is responsible for both the working space and TTM they sign above and in the appropriate TTM box below* | | |

## TTM

| **STMS in charge of TTM** | | | | | |
|---|---|---|---|---|---|
| | *Name* | *TTM ID Number* | *Warrant expiry date* | *Signature* | *Time* |
| **Worksite handover accepted by replacement STMS** | | | | | |
| | *Name* | *ID Number* | *Warrant expiry date* | *Signature* | *Time* |
| | **Tick to confirm handover briefing completed** | | | | |

## Delegation

| **Worksite control accepted by TC/STMS-NP** | | | | | |
|---|---|---|---|---|---|
| | *Name* | *ID Number* | *Warrant expiry date* | *Signature* | *Time* |
| | **Tick to confirm briefing completed** | | | | |

## Temporary speed limit

| **Street/road name (RPs or street numbers):** | **TSL action** | **Date:** | **Time:** | **TSL speed:** | **Length of TSL (m):** |
|---|---|---|---|---|---|
| | TSL installed | | | | |
| | TSL remains in place | | | | |
| From: To: | TSL removed | | | | |

| **Street/road name (RPs or street numbers):** | **TSL action** | **Date:** | **Time:** | **TSL speed:** | **Length of TSL (m):** |
|---|---|---|---|---|---|
| | TSL installed | | | | |
| | TSL remains in place | | | | |
| From: To: | TSL removed | | | | |

| **Street/road name (RPs or street numbers):** | **TSL action** | **Date:** | **Time:** | **TSL speed:** | **Length of TSL (m):** |
|---|---|---|---|---|---|
| | TSL installed | | | | |
| | TSL remains in place | | | | |
| From: To: | TSL removed | | | | |

| **Street/road name (RPs or street numbers):** | **TSL action** | **Date:** | **Time:** | **TSL speed:** | **Length of TSL (m):** |
|---|---|---|---|---|---|
| | TSL installed | | | | |
| | TSL remains in place | | | | |
| From: To: | TSL removed | | | | |

| TMP or generic plan reference | |
|---|---|

## Worksite monitoring

TTM to be monitored and 2 hourly inspections documented below.

| Items to be inspected | TTM set-up | 2 hourly check | 2 hourly check | 2 hourly check | 2 hourly check | 2 hourly check | TTM removal |
|---|---|---|---|---|---|---|---|
| High-visibility garment worn by all? | | | | | | | |
| Signs positioned as per TMP? | | | | | | | |
| Conflicting signs covered? | | | | | | | |
| Correct delineation as per TMP? | | | | | | | |
| Lane widths appropriate? | | | | | | | |
| Appropriate positive TTM used? | | | | | | | |
| Footpath standards met? | | | | | | | |
| Cycle lane standards met? | | | | | | | |
| Traffic flows OK? | | | | | | | |
| Adequate property access? | | | | | | | |
| Barrier deflection area is clear? | | | | | | | |
| *Add others as required* | | | | | | | |
| Are delays expected?<br>eg 0 – 5 Minutes | | | | | | | |
| **Time inspection completed:** | | | | | | | |
| **Signature:** | | | | | | | |

**Comments:**

| Time | Adjustment made and reason for change |
|---|---|
| | |
| | |
| | |
| | |
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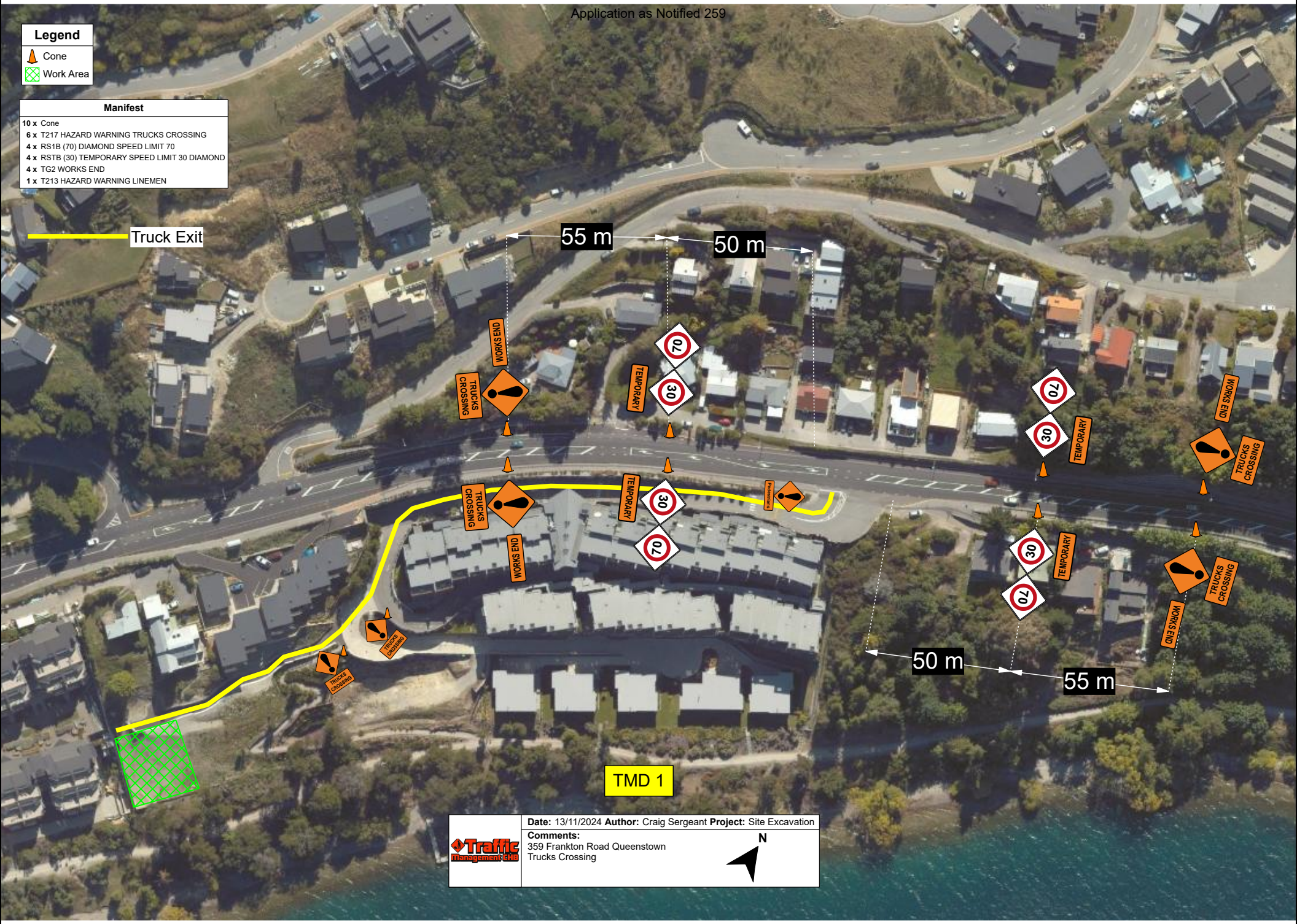
| | |

Application as Notified 259



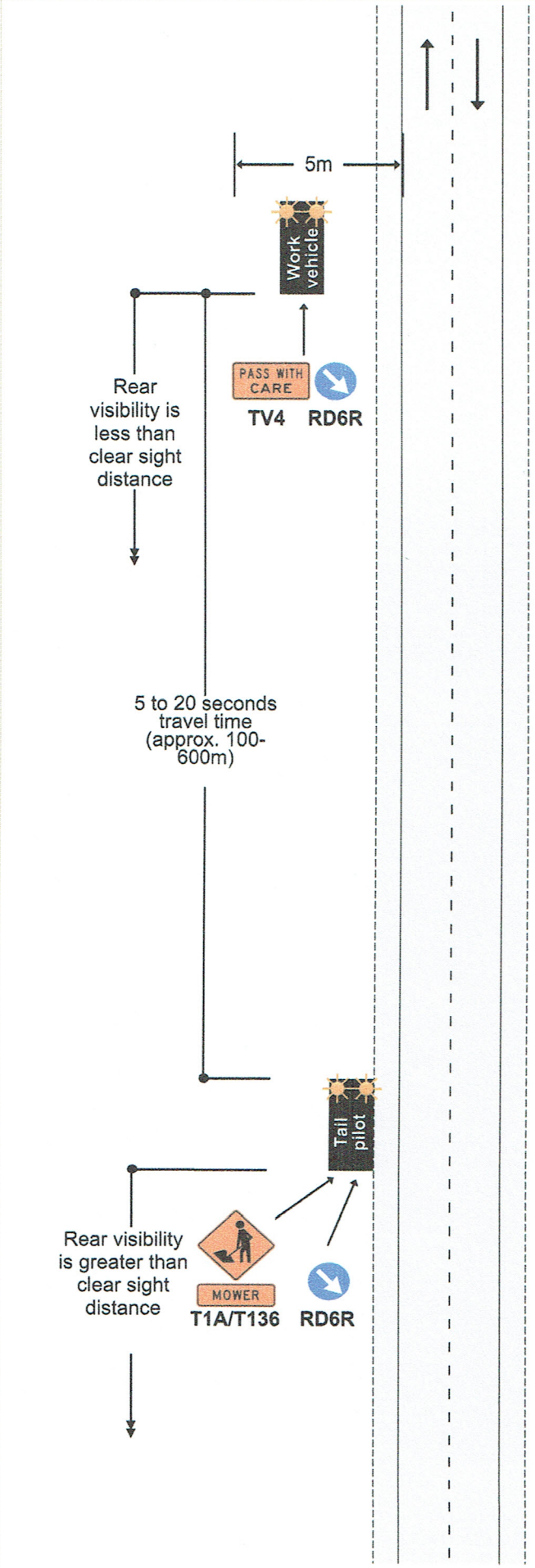

Document Set ID: 8401033
Version: 1, Version Date: 04/12/2024

# TWO-WAY TWO-LANE ROAD
## Work vehicle is within five (5) metres of the edgeline
## Speed limit over 65km/h - the rear visibility is less than CSD

**F4.3**
**Level 1**

**Notes**

1. This TMD can replace TMD F4.2 when permanent speed is under 65km/h. In these situations, static signs are not required



## LEVEL 1 LAYOUT DISTANCES TABLE

| Permanent speed limit or RCA-designated operating speed (km/h) | | ≤50 | 60 | 70 | 80 | 90 | 100 |
|---|---|---|---|---|---|---|---|
| **Traffic signs** | | | | | | | |
| A | Sign visibility distance (m) | 50 | 60 | 70 | 80 | 90 | 100 |
| B | Warning distance (m) | 50 or 30* | 80 | 105 | 120 | 135 | 150 |
| C | Sign spacing (m) | 25 or 15* | 40 | 50 | 60 | 70 | 75 |
| **Safety zones** | | | | | | | |
| D | Longitudinal (m) | 10 or 5* | 15 | 30 | 45 | 55 | 60 |
| E | Lateral (m) | 1 | 1 | 1 | 1 | 1 | 1 |
| | Lateral behind barrier installation | As specified by the Installation Designer | | | | | |
| **Tapers** | | | | | | | |
| G | Taper length (m)# | 30 | 50 | 70 | 80 | 90 | 100 |
| K | Distance between tapers (m) | 40 | 50 | 70 | 80 | 90 | 100 |
| **Delineation devices** | | | | | | | |
| Cone spacing in taper (m) | | 2.5 | 2.5 | 5 | 5 | 5 | 5 |
| Cone spacing: Working space (m) | | 5 | 5 | 10 | 10 | 10 | 10 |

* Larger minimum distances apply on all state highways and also on all multi-lane roads. The smaller minimum distances may be applied on other roads to accommodate road environment constraints.

\# 1. On non-state highways with speeds 50km/h or less, a **10m taper** (with cones at 1m centres) may be used when there are road environment constraints (eg intersections and commercial accesses).

2. On all roads where the shoulder width is less than 2.5m and the activity does not affect the live lane, a **10m shoulder taper** is permitted (with at least 5 cones at no greater than 2.5m centres).

3. A **taper of 30m** (with cones at 2.5m centres) **must** be used where manual traffic control (stop/go), portable traffic signals or priority give way are employed.

**Lane widths** (based on permanent speed or TSL if applied)

| Speed (km/h) | | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 |
|---|---|---|---|---|---|---|---|---|---|
| F | Lane width (m) | 2.75 | 2.75 | 3.0 | 3.0 | 3.25 | 3.25 | 3.5 | 3.5 |

Except for delineation device spacings, which are maximum values, the distances specified in the above tables are minimum values.

# Traffic Management Methodology (Excavation)

**Resource Consent Reference: RM240855**

## 1. *Introduction*

This method statement introduces the proposed activities to be undertaken and acts as a general methodology for traffic diversion during construction in reference to 359 Frankton Road. This has been prepared to identify the work stages & the construction methodology for ensuring the works are carried out in compliance with contract requirements.

## 2. *Objective*

This method statement describes the overall sequence of the traffic diversion that will carry out at the sites. It also outlines the materials used, machinery and equipment involved for ensuring the works are carried out safely and in compliance with contract requirements.

## 3. *Site – Excavation*

All location roadway's have sufficient width to provide continued vehicle use. The area to the top of the section will be used as the loading point for transporting excavated fill. Loading time is estaimted to be 15 minuets and a 10tn truck due to access will be used. In total 1200 cubic meters is planned from removal which equates to 200 truck loads – this will be 20 truck movement sper day over the course of 10 days (in total). Vehicle movements and loading trucks shall be completed in a manner that allows continued access to neighbouring properties and in a manner that causes as minimal nuisance as possible. Clear signage on entry to the road will be installed to give road users and pedestrians prior warning to the works and increased traffic during the works. The area is typically subject to low traffic flow, increased traffic flow can be expected to the over public holidays or during public events due to the hotel on entry to Frankton Road. 1Geo will have signage in place for both pedestrian and vehicles. The speed limit will be reduced to 30km/h and STMS /TMO daily visits as required and if applicable. No Traffic management plan is currently submitted however a approved TMP can be submitted prior to works commencing. 1Geo will obtain the approval from roading authority pre-commencement of works if this is a requirement.

## 4. *Reference*

- Compliance to the Local Authority Requirements.
- Compliance with 1Geo H&S manual.

## 5. *Machinery and Equipment*

- Traffic cones
- Site fencing to the site boundary to form a visual barrier to keep pedestrians out of the work zone.
- Temporary compliable traffic signage.
- Orange flashing beacons installed to all site machinery / vehicles.

## 6. *Manpower*

- Project Manager
- Level 1 STMS and/or traffic controllers
- Site Manager
- Operators and truck drivers
- General Workers and Labourers

## 7. *Procedure*

### Definition

The traffic management shall be implemented as NZTA requirements and in a safe, accident-free manner. The following measures shall be carried out without fail on-site. The details stages of temporary internal/external roads, control of junctions with, signage, cones, barriers and blinkers shall be shown sufficiently at site for the information of the project site workers. All traffic management shall be under supervision of a qualified traffic manager.

### Planning

If required 1Geo will submit the proposed traffic management plan via the submittica online portal & update the portal CAR as milestones progress. The TMP will only be implemented after approval is obtained & works notification issued upon the day of establishment. Paper versions of the approved TMP & checklists will remain on-site for the duration of the project.

### Work Instruction

The persons involved should be informed about the possible presence of traffic diversion in the working and transportation area, the safety clearances and the possible instructions from the local authority. The persons involved should be acquainted with the local authority and its telephone number. Local authority and client will be informed about any incidents in relation to traffic diversion. We will issue neighbours within 50m radius of the site a letter drop approved by the client. LQDC may elect to communicate via internet notice to the public of start/end dates. 1Geo will carry out a letter drop to the neighbouring properties that may be effected by the works with site contact number for any additional information they may like to attain.

### Road and Signage Maintenance

The road will be kept free from any debris resulting from any construction works. The traffic manager will ensure that the road is clean and safe to use at all time for the public. The traffic manager will also ensure that daily inspections are carried out.

### Signage

Compliable signage classified as advance warning area placed according to NZTA guidelines. Within the advanced warning area, approaching drivers are informed of risk (e.g. trucks crossing signage) and given an initial indication of any action to be taken ahead. A temporary reduce speed limit could be applied in the road area, signing for this is in the advanced warning area.

## 8. *Health & Safety*

- All the works to be carried out shall be in accordance with the approved NZTA requirements & guidelines, CoPTTM and the Project Site Safety Plan. Induction's shall be given to all workers and staff before the commencement of works or site visits to ensure they have full knowledge on all the precautions, hazards and risks on-site. The STMS will conduct a separate TA upon establishment.
- All the workers shall be equipped with sufficient PPE such as safety helmets, safety shoes, orange safety vests, hand gloves, safety glasses etc. whichever is suitable to the activity being carried out.
- Toolbox meeting shall be carried out weekly in order to ensure the safety procedures are compiled at all times throughout the construction period.
- Task Analysis' shall be completed for every task or every two weeks whichever falls first.
- Excavation permits (Permit to dig) shall be completed prior to excavation, before U dig plans made available onsite. Any present services marked by the relevant utility provider(s) and signed permits at required intervals completed e.g. close approach permit.
- Pre-start and end of day checks will be conducted daily prior to 1Geo departing site.
- On-site contacts (Project Manager/Site Manger/STMS) shall be made available within the letter drop. Note: A hazard board to the site will also be present with this information.


Friday 29 November 2024

Novo Group
Level 1, 279 Montreal Street
Christchurch 8140
Email: kim@novogroup.co.nz
Ref: 2024_203_Murphy 359 Frankton Road Queenstown UDA_A

**URBAN DESIGN ASSESSMENT – RESIDENTIAL DUPLEX DEVELOPMENT**
359 FRANKTON ROAD, QUEENSTOWN (LOT 4 DP 540220)

Dear Kim,

The following letter is an Urban Design Assessment prepared for the residential duplex proposed at 359 Frankton Road, Queenstown. The assessment is based on the following documents:

- Land Use Consent Application prepared by Novo Group, dated 10 October 2024
- Architectural plans by awarchitects, dated 21/08/24
- Landscape Architecture plan by awarchitects, dated 21/08/24
- Site photos provided by Novo Group
- Familiarity with the area based on previous visits to Queenstown

Under the Queenstown Lakes Proposed District Plan the proposal site is zoned as High Density Residential. The land use consent sought is a **Discretionary Activity**, as the units will exceed the maximum building height of 10m noted in Rule 9.5.3.4 of the proposed district plan. Although there are other non-compliances, they are not relevant to the scope of this report.

The proposal has been assessed against the QLDC Residential Design Guidelines 2021's Design Element 03, Building Dominance and Sunlight Access, due to the non-compliance with the building height rules for the High Density Residential zone.

**THE PROPOSAL**
The application seeks land use consent for the development of two residential units in a duplex configuration along with associated earthworks, at 359 Frankton Road, Queenstown.

Access to the units will be via an existing sealed and formed ROW from Frankton Road, and each unit will have a layout divided across four floors. The top floor will feature a double garage, entryway and mezzanine, while the three floors beneath will hold an open plan living- kitchen- dining area and four bedrooms each with an ensuite bathroom. Both units will have their own private outdoor living space, accessible directly from the ground floor. The units are orientated to face southeast, working with the underlying topography to maximise views across Lake Wakatipu. A secure storage space for each unit is provided in the garage, while each unit also has a designated rubbish bin enclosure on the northwestern boundary of the site (adjacent to the ROW).

The landscape plan proposes various native species to provide screening along the lateral site boundaries, including Black Beech trees (*Northofagus solandri*), underplanted with *Muehlenbeckia astonii* and *Chionochloa rubra*. The outdoor living areas of units are proposed to be screened with *Meuhlenbeckia astonii* trimmed to shape, while the lower boundary of the site is proposed to be planted with a mix of native species (*Chionochloa rubra, Coprosma virescens, Griselinia ardmore* and *Muehlenbeckia astonii*).

**SITE AND CONTEXT**

The proposal site is a 634m$^2$ area located to the south of Frankton Road, accessible via a sealed and formed ROW as mentioned, which is shared with The Rees Hotel. The site currently exists as a vacant grassed site, with the steep topography sloping down to the shores of Lake Wakatipu.


Figure 1: Site Location Plan (Source: QLDC Map Viewer)

To the northwest and northeast, the site adjoins directly to other vacant lots (357 and 361 Frankton Road). To the southeast the site connects to the Queenstown- Frankton cycle track; and the Oaks Queenstown Shores Resort is located directly to the southwest. Other than hotels (Oaks Queenstown Shores Resort and The Rees Hotel), there are two other residential properties in close proximity to the site, located at 347 and 351 Frankton Road.

Frankton Road (State Highway 6A) is a key access route to Queenstown's town centre. It is a double lane road with a central median strip, a bike lane and a separate footpath, on the southern (lake) side of the road. Steep sloping topography borders both sides of the road, with intermittent scenic views available from Frankton Road, across Lake Wakatipu to the Kelvin peninsula and the peaks beyond. Otherwise, views from Frankton Road generally consist of a mix of residential housing/units, hotels, vegetated/grassed banks, gabion basket retaining, and various stands of tall established vegetation, both up Queenstown Hill to the north/ northwest and down towards Lake Wakatipu to the south/southeast.

Building types in the local area are an eclectic mix, reflecting both residential and commercial use (mostly visitor accommodation), featuring various styles, architectural detailing and materials. Many of the dwellings, units and hotel buildings are more than one story, maximising their layout and views by integrating their form into the steep lake-side slopes of the area.

The proposal site is in good proximity to Queenstown's town centre (2.5km, a 33 min walk), providing access to a variety of retail options and eateries, as well as supermarkets.

Frankton is located 4.6km from the proposal site, offering additional commercial areas, as well as various healthcare, educational and religious/cultural facilities and services. The proposal site is conveniently located in regard to bus stops along Frankton Road, located 100m (1 min walk) and 240m (3 min walk) from the top of the ROW. As noted above, the development site's lower boundary joins onto the Frankton cycle track, with a public accessway to the track located approximately 60m northeast of the proposal site, providing opportunities for outdoor recreation.

# QLDC RESIDENTIAL DESIGN GUIDE 2021

**03 BUILDING DOMINANCE AND SUNLIGHT ACCESS**

*To allow for flexibility in building height where positive designs and visual interest can be created without resulting in any adverse effects due to visual dominance.*

As noted in the residential design guide "*Maintaining consistency between building heights contributes to the character* and overall feel of a street". The existing area features a great deal of variation, in building height, scale and form (as mentioned in the contextual description above), and so in this instance I do not consider height (within reason) to be a key element regarding the existing urban character, given the diversity of built form that currently exists. Therefore, when considering the local character, it is not anticipated that the proposed dwellings will appear out of place or generate any adverse effects regarding character due to their breach of the building height rules.

The residential design guide also outlines that if additional height is desired that does not meet the standards, that the following design aspects should be considered to maintain suburban intensity and character:

Building design

The proposed building is considered to be visually interesting and is largely in keeping with the modern forms, colour palettes and finishes of residential housing design in Queenstown. The roof form and step down of the western dwelling clearly articulates each unit, while the recessed front doors with timber feature cladding provide further modulation when viewed from the ROW. Built form has been designed to work with the sloping site topography, replicating the multi-storey design common in this part of Queenstown. The units are well designed with a spacious and practical layout, which will function well for a wide demographic of potential future residents. Overall, the building design is considered appropriate for the site and is anticipated to be positively perceived by the surrounding urban landscape.

Roof form

The opposing pitches of the angled roofing provides an important visual cue in distinguishing between the two units, while also adding visual interest to the form of the building. The roofing proposed is also considered unique, when viewed in the context of the surrounding buildings, contributing to a variation in form and contributing to the creation of an interesting street scene in the local landscape.

Building dominance

When viewed from the ROW (simulated by the render of the north entry to the residence) the proposed building is not considered to generate a scale which is

overly dominant, particularly as the bulk of the building will be hidden from view, as it will be located down the sloping site. The angled nature of the roof further reduces the visual bulk of the building in this location, by tapering the built form to an apex, providing visual relief.

Greater visibility of the whole building will be available from lateral views, and from the lower boundary of the site. However, in the context of the surrounding developments, namely the Oaks Queenstown Shores Resort, I do not consider that this will appear out of place. When viewed from the southeast (as shown in the South Elevation- Track on page A.05 of the architectural set, it is anticipated that the Oaks Queenstown Shores Resort will remain the most visually dominant building, with the proposal alleviating the repetitive form of the resort with it's contrasting glazing and angular form. To be noted, visibility of the bulk of the building will be partially screened and softened by existing and proposed vegetation from this viewpoint.

In a residential context the property at 351 Frankton Road is the most comparable, to the proposed development. When considering the proposal in relation to this property, it appears as though building site coverage would not be vastly different.

Sunlight access to neighbouring properties and public spaces (including roads)

Comprehensive commentary on sunlight access to neighbouring properties has been provided in the Land Use Consent Application (paragraphs 30. and 32.-36.) with support from the shading diagrams in the architectural set. I concur with this commentary, and that shading effects will largely be minimal and temporary, and often no greater than when considering a compliant building.

The shading diagrams indicate that no additional shading of the Frankton cycle track is expected, when compared to a compliant building.

Privacy for occupants and neighbours

The main aspects of the building where the privacy of neighbours could be a concern would be to the sides of the building (shown as the east and west elevation on Sheet A.06 of the architectural set), as the northern aspect consists only of the front and garage doors (facing the ROW), while the southern aspect is orientated to the lake.

On the lateral facades, there is limited glazing, consisting of two elongated horizontal windows, one vertically orientated window and a glass sliding door. This glazing design effectively breaks up the façade, while limiting outlooks to neighbouring properties. To be noted, neighbouring properties, as with the proposed building, are also orientated with their predominant outlook to the lake, with views less focussed laterally.

The privacy of future occupants is most likely to be impacted by the large extent of glazing on the southern elevation, which maximise views out to the lake. The concern from this aspect would be views into the dwellings from users of the Frankton cycle track. However, existing vegetation largely interrupts these views up to the site, while most users are also more likely to have their views concentrated to the lake or the track itself.

Where the future residents of the proposal are able to overlook the track, even if intermittently, this is considered a positive in regard to the provision of passive surveillance.

Effects on public views

The proposed building will have limited visibility from public viewpoints, being set below Frankton Road and existing residential properties, and as mentioned above, being partially screened by vegetation along the Frankton Cycle Track. Where the building is visible, it will not exist in isolation, but will form part of the surrounding built environment, which exists as a diverse mix, within which the building is not expected to appear unusual or out of place. Furthermore, as an architecturally designed building with high quality finishes, where able to be seen, it is expected to be engaged with positively.

**CONCLUSION**

Having reviewed the Land Use Consent Application, site photos and the architectural and landscape drawings for the proposed development, I can support the development from an urban design perspective. Despite the breach in rules regarding building height, and in the context of assessment against Design Element 03 of the QLDC Residential Design Guide 2021, I do not believe the development will have any adverse effects for current and future residents for the following reasons:

- The building is well designed in regard to function and amenity for future residents, and landscape planting considered appropriate.
- The roof form (which is the main subject of the non-compliance with height limits) is considered to play a key role in articulating the two dwellings within the duplex, providing variation in regard to surrounding built form, and providing visual interest.
- The building is not expected to be perceived as overly or unusually dominant.
- The proposal is anticipated to generate only minimal and temporary shading effects when compared to a complying design.
- The proposal is not expected to generate any unreasonable adverse effects regarding the privacy of neighbours.
- Limited views of the proposal are available from public viewpoints, and where the proposal is visible, it is not anticipated to be received adversely.

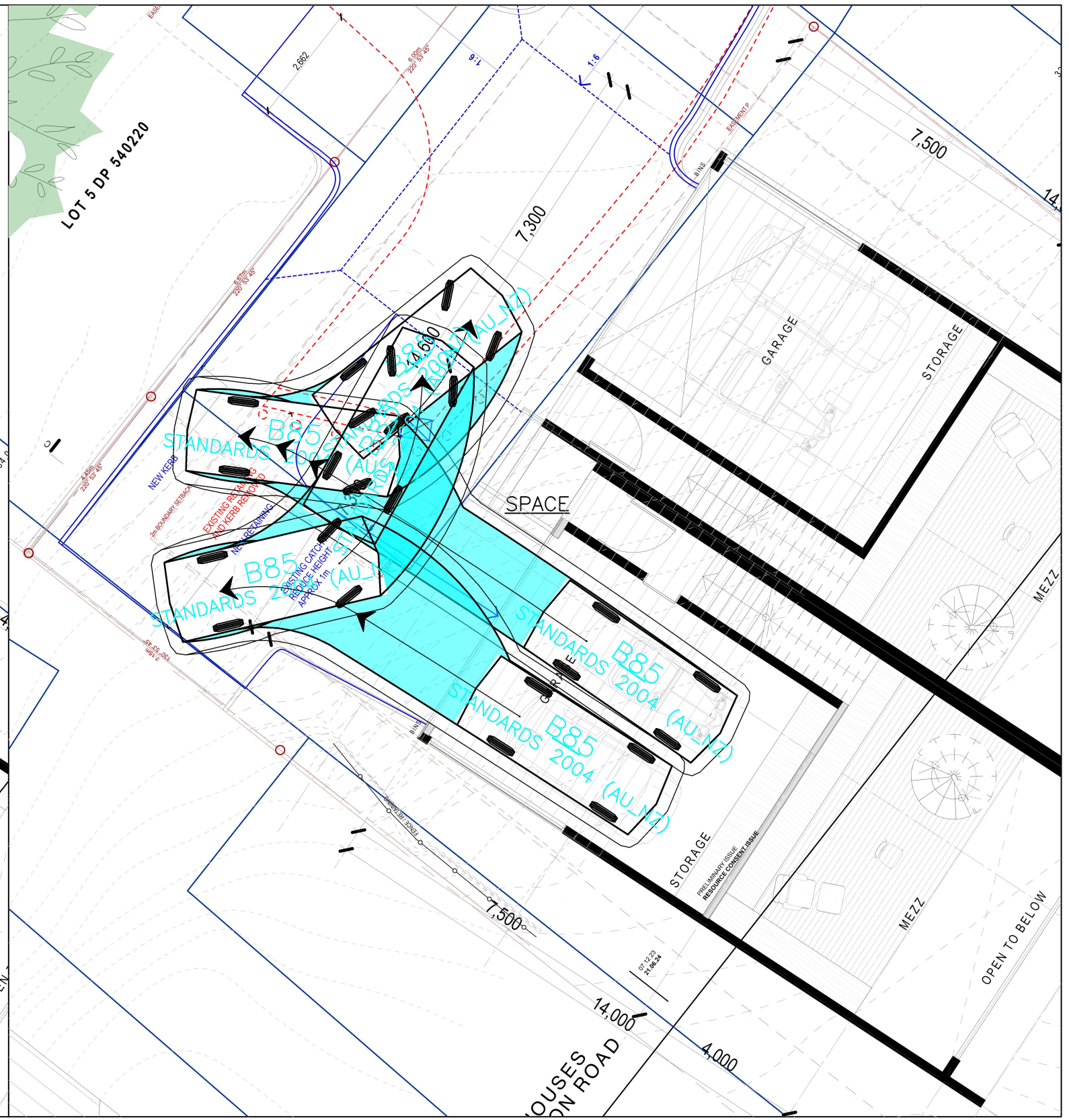
Yours sincerely

David Compton-Moen

**Urban Designer / Landscape Architect**

DIRECTOR OF DCM URBAN DESIGN LIMITED


GARAGE 1 – EXIT




GARAGE 2 – EXIT

Application as Notified 272

Novo Group Limited
PO Box 365
Christchurch 8014

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# 339 FRANKTON ROAD, QUEENSTOWN
# AW ARCHITECTS

## 85TH PERCENTILE VEHICLE TRACKING - REVERSE MANOEUVRE

**FOR RFI RESPONSE**

Drawing: 1319002_339 FRANKTON_T_D_DWD100X_A

Sheet 1319-002 DWD1001-A

Scale @A3

Date 27/11/2024

By A MACE–COCHRANE

Project #1319002

Document Set ID: 8401025
Version 1, Version Date: 04/12/2024

**Contract: 359 Frankton Road, Queenstown**
**Resource Consent Reference: RM240855**

**Purpose of construction methodology**
1Geo submit the below construction methodology to accompany the RFI response in reference to Resource consent No. RM240855.

The below items shall not form the entirety of the construction methodology; however are submitted prior to full building consent plans being received to provide confidence to the council that works will be carried out safely and to the required standards ensuring protection of existing assets and surrounding boundary / properties.

**Stage 1: Site establishment**
**Pre -start:**

- All works to be carried out within the current Queenstown Lakes District Council safety parameters.
- On-site establishment for all suggested affected areas will be fenced and all road users / public will be aware of the civil works that are to follow by way of site signage and traffic management signage.
- Excavation works pre-start meeting will take place before commencing works on site. This will include but not be limited to marking out of the required SAFE ZONES & escape routes for site staff. These will take place along with a briefing & emergency test run. 1Geo will sign off tagging areas prior to start.
- Review of existing site excavation interface shall be reviewed by the team to confirm the safest passage and location for the machinery access both onsite and offsite.
- If required, actions will also be followed with any Seismic or Severe Weather Plan. During a weather or seismic event, site & management staff will check & maintain silt and erosion controls or any other issues that may arise as a result of these events.
- All 1Geo staff will be inducted to site. Establishment of Site Specific Safety Plan (SSSP) allows weekly toolbox talks to be carried out.
- Traffic Management Plan & Corridor Access Request will be submitted for approval to the Queenstown Lakes District Council.
- No works shall be permitted without Before U Dig lodgement and obtained plans if services are in the vicinity of works. Utility providers will be requested to mark service location if any are present.

**Start-up establishment:**

- Fencing to all areas including barriers checked and secured;
- Code of Practice for Temporary Traffic Management will be imposed and signed off by STMS or designated TMO.
- Continuous visual monitoring will take place for both sites while working within the CONTROLLED ACCESS AREA. Once works are required in the RESTRICED ACCESS AREA, visual and photo monitoring will take place at predetermined intervals or hold points by a 1Geo supervisor;
- All earthworks and contract will be undertaken in accordance with TNZ F/1:1997 Earthworks Construction and the technical specifications;
- All radio and alternative devices including cell phones will not be permitted for the entire duration of the excavation, two-way radio receivers between spotter and operator being the only communication on site.
- Surface water runoff bunding to be established with silt socks in order to control surface water from the road to not enter the site.
- Sediment control shall be installed to the bottom of the site with waratahs and silt fencing tucked at least 200mm into the existing ground level. Refer Hewland report.
- Surrounding sumps and drainage points shall be covered in geotextile cloth to control sediment entering stormwater outlets and checked daily and cleaned out weekly or when required.

**Sediment control plan from Hewland Projects Limited report. See Traffic management metholdology for trucking movements and safety requirements.**


**Stage 2: Excavation**
**Scope**

- This procedure provides a standardised framework for the control of excavation, earthwork and filling to ensure compliance with conditions of contract and contract specifications.
- In review of the submitted resource consent documentation the site can be adequately excavated to a self-retained angle of repose with exception of the boundaries.
- There are numerous points along the cut excavation that will require temporary measures to protect the neighbouring boundaries.
- Where the retaining wall is present, sufficient space and is available to remove the backfill and provide an angle of repose at ground level.

**Assessed excavation cuts to boundary**

a. Eastern side to 361 Frankton Road.
   i. 1st floor bench - 3.3m high cut within the 2m boundary set back.
   ii. Ground floor bench - 6.5m high cut within the 2m boundary set back.
b. Western side to 327 – 343 Frankton Road.
   i. 1st Floor bench - 2.1m high cut within the 2m boundary set back (approx. 1m below existing retaining wall base).
   ii. Ground floor bench – 3.8m high cut within the 2m boundary set back.

All the above cuts to the boundary areas will require temporary stabilisation after excavation. To allow satisfactory space for working within the site and to construct the dwelling, we recommend a temporary shotcrete spray is applied to the excavated surface. Excavation shall not exceed 2.5m

increments in depth to excavations in close proximity to the neighbouring boundary(s) without shotcrete being applied. Once the top angle of re-pose (at a 45 degree angle) of the excavation has been excavated, 2.5m cuts shall be made for the proposed shotcrete application. Once shotcrete is applied the next 2.5m of excavation cut may continue. Allowance has been made for shotcrete to be applied to an 80 degree angle maximum with 0.5m working space around the proposed dwelling footprint which will ensure safe and practical working space to the dwelling once it is constructed.

Adequate space around the proposed dwelling required for:

- Foundation placement and establishment & disestablishment of formwork.
- Drainage installation
- Dish channels
- Construction of walls to dwelling
- Waterproofing of dwelling
- Removal of shotcrete once backfilling in progress

Visual monitoring during excavation will be conducted. If material on the angle of re-pose above the shotcrete is loose or at risk of scour from weather etc the angle of re-pose may be shotcreted as well as the excavated face. This may be required to guarantee the cut faces of excavation do not extend or jeopardise the neighbouring boundaries.

Furthermore, once the dwelling has been constructed and backfilling is in progress the temporary shotcrete shall have holes punched through the face to allow water ingress to freely pass through underground.

All above shall be undertaken under suitably qualified Cpeng engineer direction and instruction during construction phases.

**Work Procedure**

1. All excavation, earthwork & backfilling will be carried out in accordance with the specification (TBC) detailed in the project contract documentation. In any circumstances where specifications are not provided or they are in any way incomplete, the matter shall be referred back to Engineer for additional information.

2. Existing Utilities

- If present liaise with all public utility companies e.g. water, electricity, telephone sewerage and surface water etc. to ensure that all the available information on the location of utilities and underground services through and adjacent to the site of the excavation is obtained.
- Ensure that utilities & underground services are located on-site using markings, which are clearly visible. Ensure plant operators & operatives involved with the activity are fully aware of the location of the various utilities and underground services & their respective depths.
- Plant operators must be aware of overhead or underground cables. Use height control indicators where necessary.
- Silt fencing shall be erected around to site prior to any excavation or works being started. Silt fencing shall be waratahs with sediment fabric into a trench of 200mm depth and trench fill backfilled over the bottom 200mm of sediment fabric. Sediment fencing shall be checked for breeches during construction and maintained if necessary.

**Site Survey and Grid of Levels**

- Prior to commencement of any excavation work, site setup and markout will be carried out to confirm the information included on the contract drawings. This will be a **Hold Point.**
- Survey grid and layout to offset excavation areas for shotcrete whereby the boundary shall be pegged and travellers setup for visual monitoring purposes**.**
- Checklist with review of ground conditions and assessment for any fissures or movement of the travellers or pegs. In this event the angle of re-pose being shotcreted.

## Excavation Work

- Excavation shall be allowed to progress to the designed formation level less 50mm (unless specified otherwise). The remaining 50mm shall be carried out by further careful excavation to avoid disturbing the proposed formation ground level.
- Excavation & clearing works will be subjected to Engineer's Approval, this will be a **Hold Point**.
- After reaching the designed formation level, Engineer shall be requested in writing to inspect & approve the formation prior to the commencement of any subsequent activities.
- Great care shall be taken to minimise noise, vibration & dust pollution, which can cause nuisance & damage. Adequate safety barriers, sign boards, advance warning signs will be used.
- All excavations will be battered to a safe slope.
- Proper hydraulic breaking equipment shall be used for harder rock material to ensure the designed batter angle will be achieved. (We note the geotechnical report suggests glacier lake despots only at the deepest cut).
- All excavated material shall be kept a minimum of 1 meter from the edge of any other benching excavation or shall be stockpiled in the area designated by the Engineer.
- If any excavated material is stored close to the road etc it shall be surrounded by sediment socks to control any unwanted wash out from weather.
- No excavated material is permitted to be stored off the legal boundaries.

## Back Filling – Assumed GAP65 (If 40/20 used methodology to be amended)

- Prior to commencement of filling, the Engineer's representative shall be requested in writing to inspect and approve the fill starting level. This will be a **Hold Point**.
- All geotextile material and subsoil drains will be installed prior to beginning of any backfill works.
- Filling shall be carried out using approved materials in accordance with the specification.
- A sample of the proposed backfill material to be tested, to identify the optimum moisture content, the maximum dry density, gradation and the percentage of the fines which should conform with the project specifications.
- Backfill will be executed in layers not exceeding 150mm loose depth. Steel rods may be driven through the ground, if possible, to indicate level of the layers.
- Each layer shall be compacted either by plate compactor depending on the size of the area to be filled. Only light compaction equipment shall be used in the proximity of the wall face.
- Using a loader and/or excavator the granular material will be mixed well to make sure the moisture content is uniform through the mixed material.

## Safety

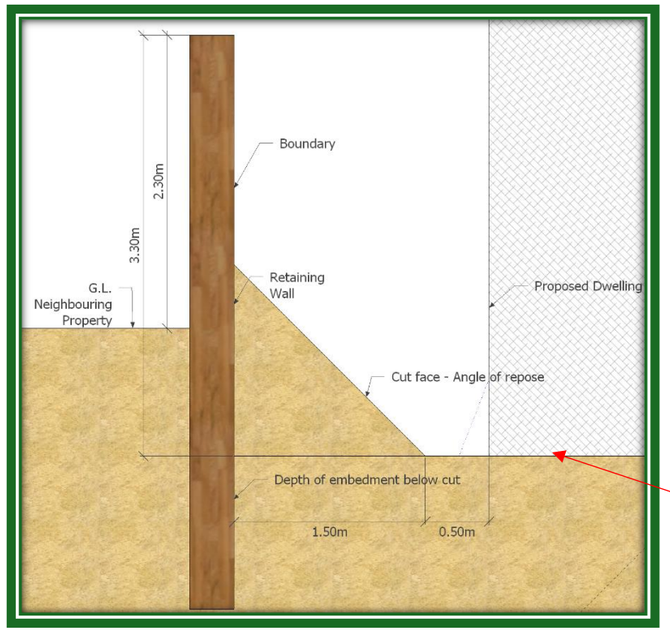
- All works shall comply with safety procedure or instruction as set in out in project Safety Plan and Municipality rules and regulation.
- Basic Personal Protective Equipment (PPE) shall be worn by all staff at all times inside the site perimeter, including harnesses for scaffolding works if applicable.
- Only trained operator shall be engaged to control or operate heavy equipment machine.
- Only competent and trained staff shall be permitted to complete works on-site.
- All excavation areas around the site shall be hoarded with site fencing. Onsite and within the site all areas subject to a 1m fall risk shall have a form of either visual identity or physical protection.
    a. Cones and bumblebees 1m from edge of fall risk
    b. Waratahs and tango fencing to edge of fall risk
    c. Safety fencing to edge of fall risk.
    d. Areas with a fall risk over 1.5m shall have a physical barrier present with warning signage.
- Underrunners
    a. If under runners are present these shall be reported to the engineer.
    b. If under runners are present installation of a weep hole within the shotcrete may be adequate to allow discharge and the application intervals may be reduced to ensure satisfactory stabilisation of open excavations to posed shotcrete application locations.

**Stage 3. Shotcrete (temporary retention to open excavation to boundaries)**

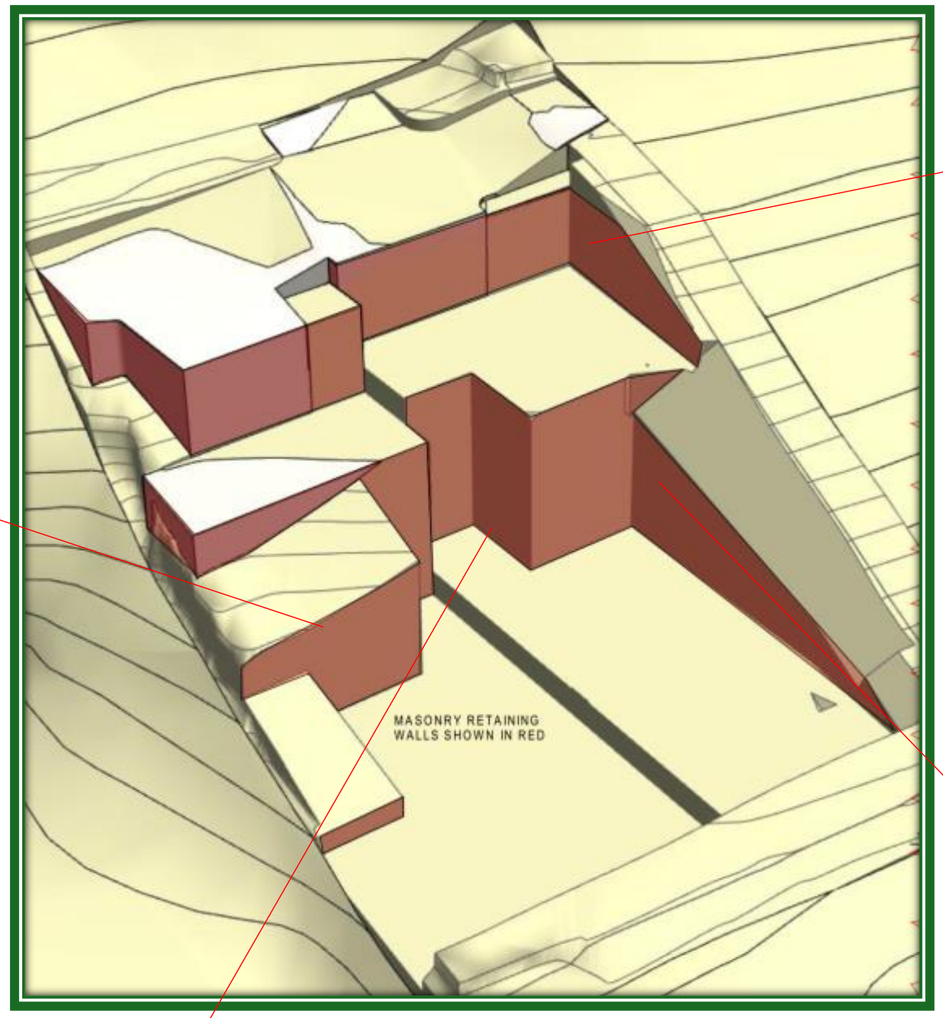
- Excavation shall be completed in 2.5m deep stages reducing the risk of collapse to the boundaries. The expectation is that shotcrete application will be 6.0m high at its absolute maximum (to the ground floor and boundary with 361 Frankton Road. This total takes into account the angle of re-pose above.
- Where 2.5m high intervals are required, the application may be staged with potential 0.1m wide “lips” per interval to increase strength of the application (at discretion of the applicator). This will depend on the ground conditions and be relevant in the event of potential slips from the subsoils.
- Prepare a cement/water mix. Pour this mix into Pump hose for lubrication before starting to pump the production mixture.
- When the pumped mixture reaches the nozzle, turn on the compressed air.
- Apply shotcrete evenly to targeted surfaces. Built-up the desired thickness of shotcrete in layers of about 30 mm thick each layer. The presence of voids can be found by hollow hammering sound after the shotcrete has attained strength after around 3 days.
- Engineer to confirm if reinforcement is required and/or satisfactory before shotcrete is placed.
- The purpose of the shotcrete is to temporarily support the excavated faces while construction works proceed.
- After construction works to the dwelling are completed the shotcrete shall have holes punched, cored or cut through to eliminate underground moisture and water from becoming trapped behind the temporary shotcrete. If practical removal of the shotcrete in backfilling stages is also an option at engineer discretion.

# Methodology – Locations for shotcrete application areas. Shotcrete application to be applied minimum of 100mm thickness.

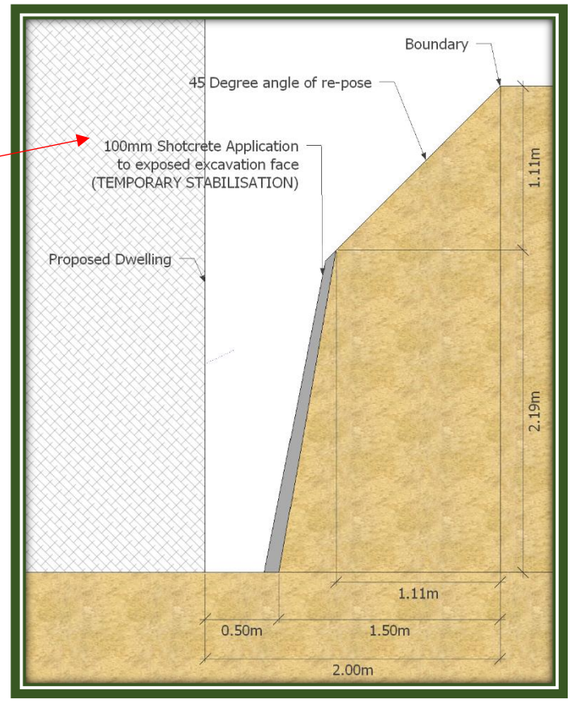
**Elevation of 3.1m cut to western boundary**



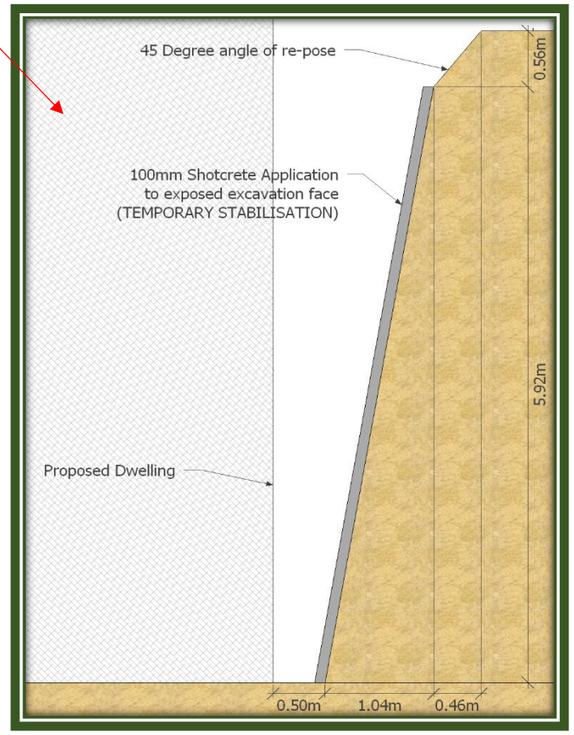

**Layout of footprint of proposed dwelling**




**Elevation of 3.3 m cut – shotcrete**

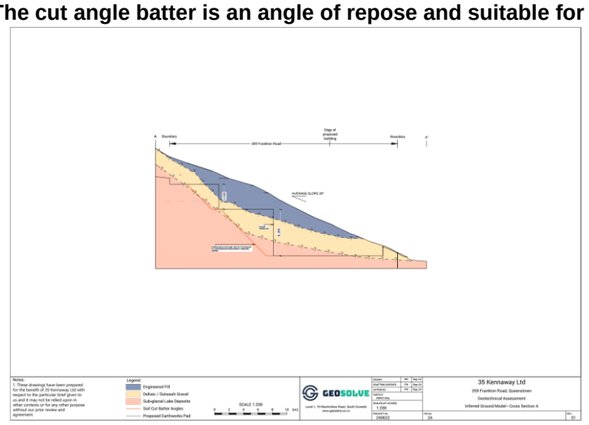


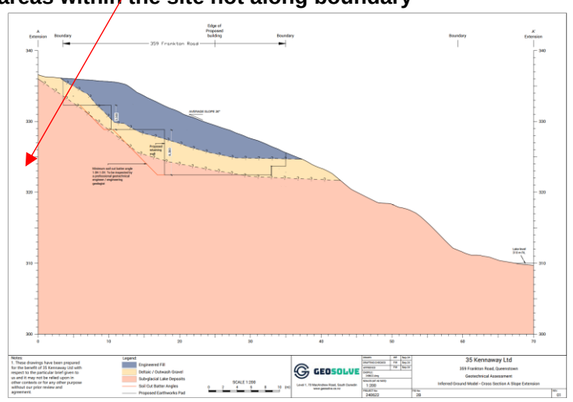

**Elevation of 6.5m cut – Shotcrete application to exposed excavation face**

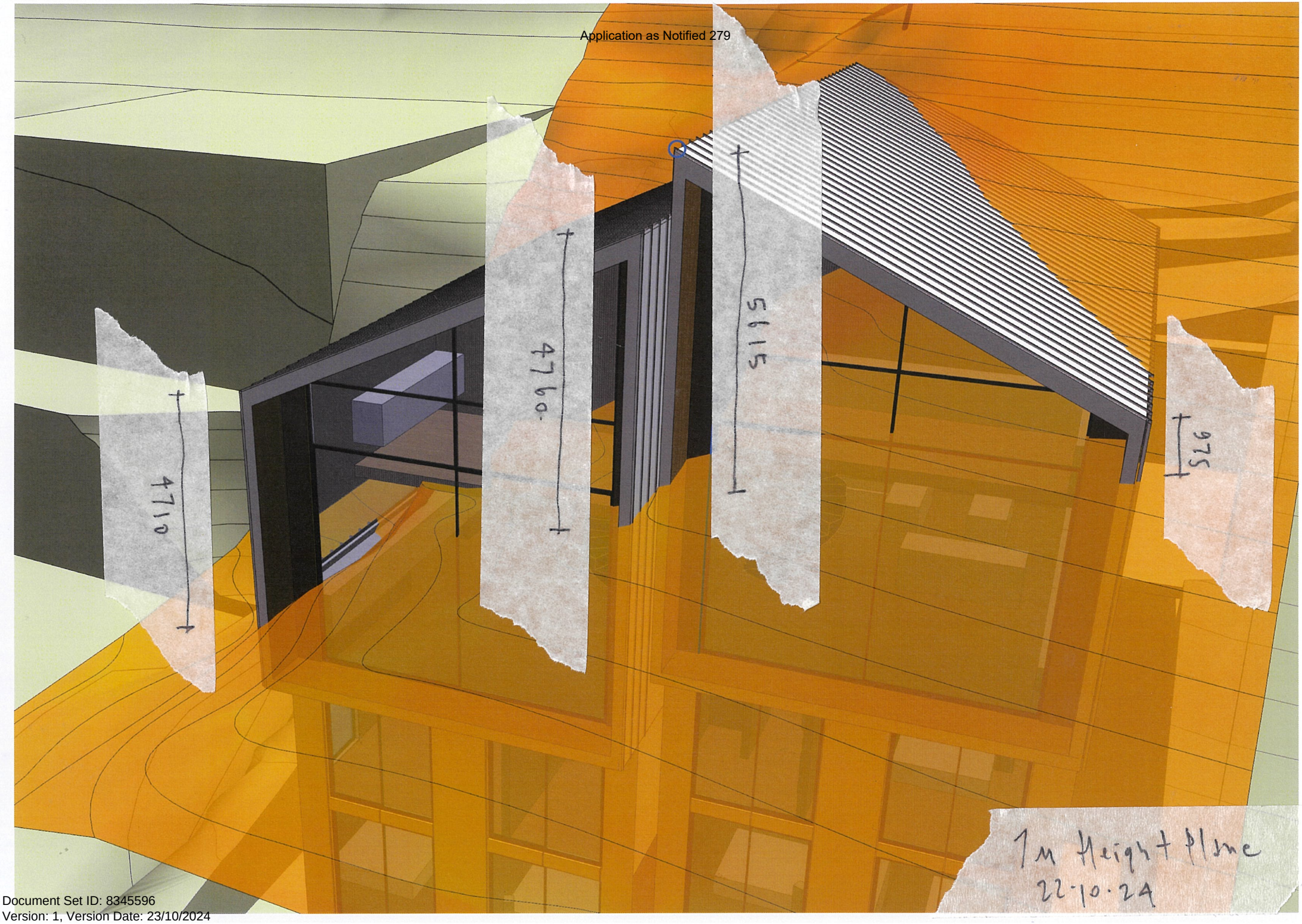


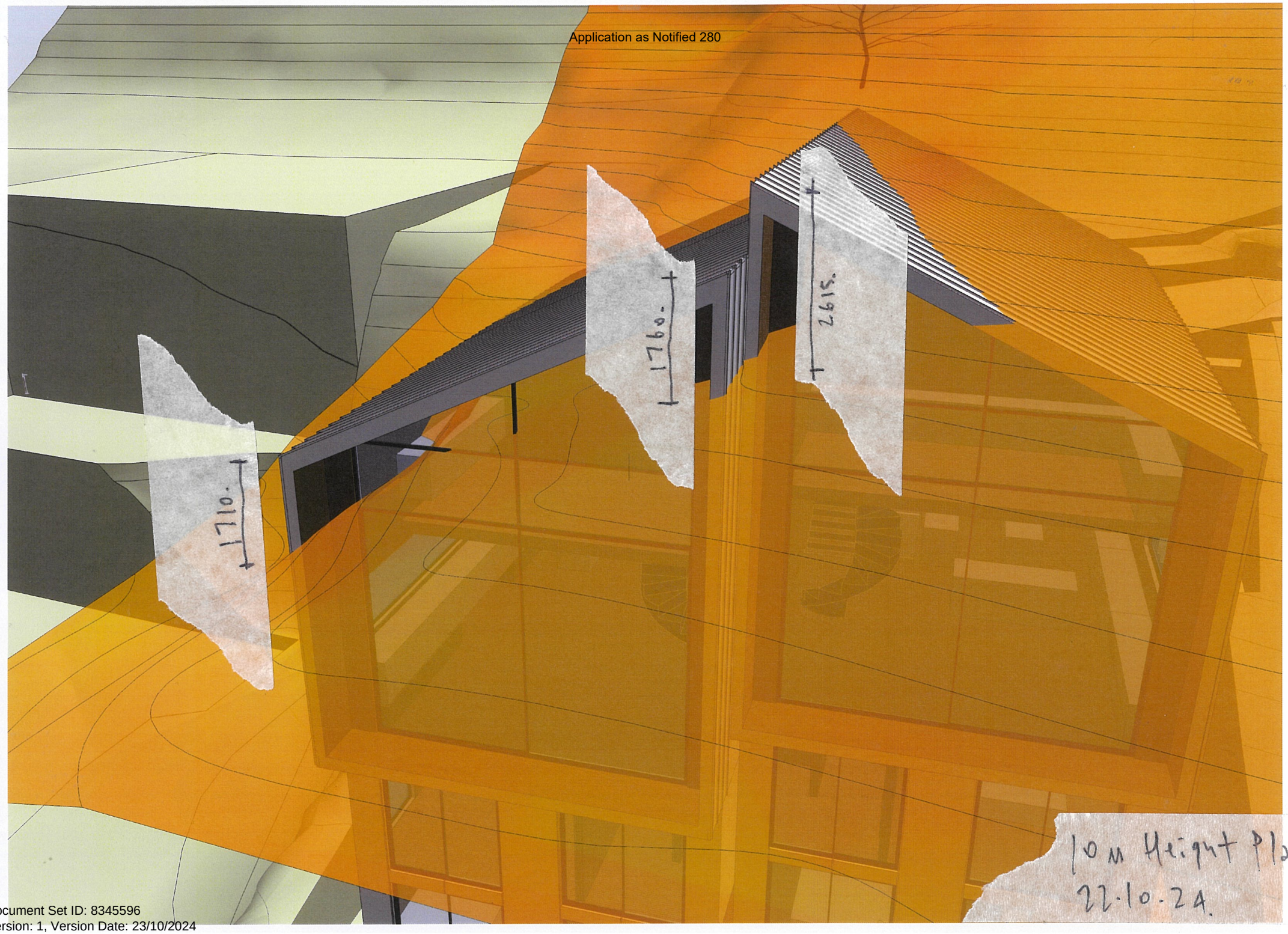

**Refer page(s) 115 and 116 (below) of the resource consent submission**

**The cut angle batter is an angle of repose and suitable for areas within the site not along boundary**










10m Height Plane
22.10.24.

# AFFECTED PERSON'S APPROVAL

## FORM 8A

QUEENSTOWN LAKES DISTRICT COUNCIL

Resource Management Act 1991 Section 95

## RESOURCE CONSENT APPLICANT'S NAME AND/OR RM #

Dan Murphy & Stephen Greening

## AFFECTED PERSON'S DETAILS

I/We Nora Zenasni and Kieran Charles Buckham

Are the owners/occupiers of

361 Frankton Road, Queenstown, 9300

## DETAILS OF PROPOSAL

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

Establish two residential units with associated earthworks.

at the following subject site(s):

359 Frankton Road, Queenstown, which is legally described as Lot 4 DP 540220.

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

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

## WHAT INFORMATION/PLANS HAVE YOU SIGHTED

☑ PLEASE TICK I/We have sighted and initialled ALL plans dated and approve them. 20/05/2025

## APPROVAL OF AFFECTED PERSON(S)

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

**A**

Name (PRINT)
Nora Zenasni

Contact Phone / Email address
02108103914 / norazee@hotmail.com

Signature

Date
20/05/2025

**B**

Name (PRINT)
Kieran Buckham

Contact Phone / Email address
0276384544

Signature

Date
20/05/2025

**C**

Name (PRINT)

Contact Phone / Email address

Signature

Date

**D**

Name (PRINT)

Contact Phone / Email address

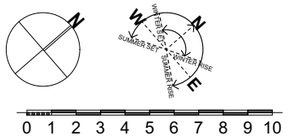
Signature

Date

Note to person signing written approval

Conditional written approvals cannot be accepted.
There is no obligation to sign this form, and no reasons need to be given.
If this form is not signed, the application may be notified with an opportunity for submissions.
If signing on behalf of a trust or company, please provide additional written evidence that you have signing authority.


SITE LOCATION PLAN (NTS)

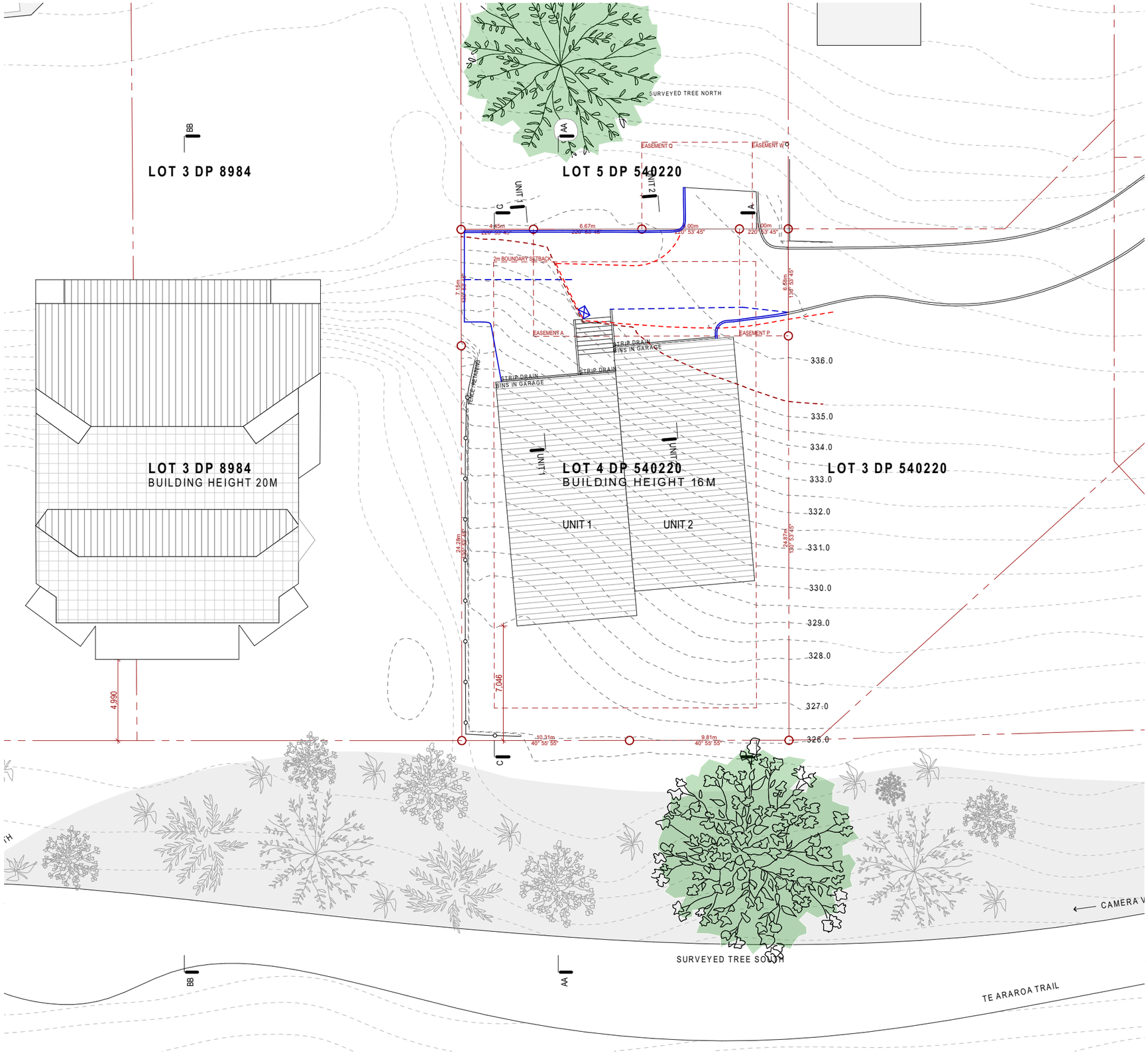



**359 FRANKTON ROAD**
**QUEENSTOWN 9300**

| | |
|---|---|
| LEGAL DESCRIPTION | LOT 4<br>DP 540220 |
| GROSS SITE AREA | 632m² |
| NET SITE AREA | 529m² (LESS ROW EASEMENT A & P) |
| GFA | 620m² (310m² UNIT 1 & 310m² UNIT 2) |
| SITE COVERAGE | 35% (70% MAX, 222m² BUILDING FOOTPRINT TOTAL) |

**SITE CONDITIONS:**

| | |
|---|---|
| EQ ZONE: | 3 |
| EXPOSURE ZONE: | B |
| RAINFALL: | 20-30 |
| CLIMATE ZONE: | 6 |
| WIND ZONE: | HIGH |
| DISTRICT PLAN ZONE: | HIGH DENSITY RESIDENTIAL |
| SUBJECT TO RULES: | 9.5.1.3 & 9.5.3.3 |
| OVERLAY TYPE: | QUEENSTOWN & FRANKTON URBAN GROWTH BOUNDARY |

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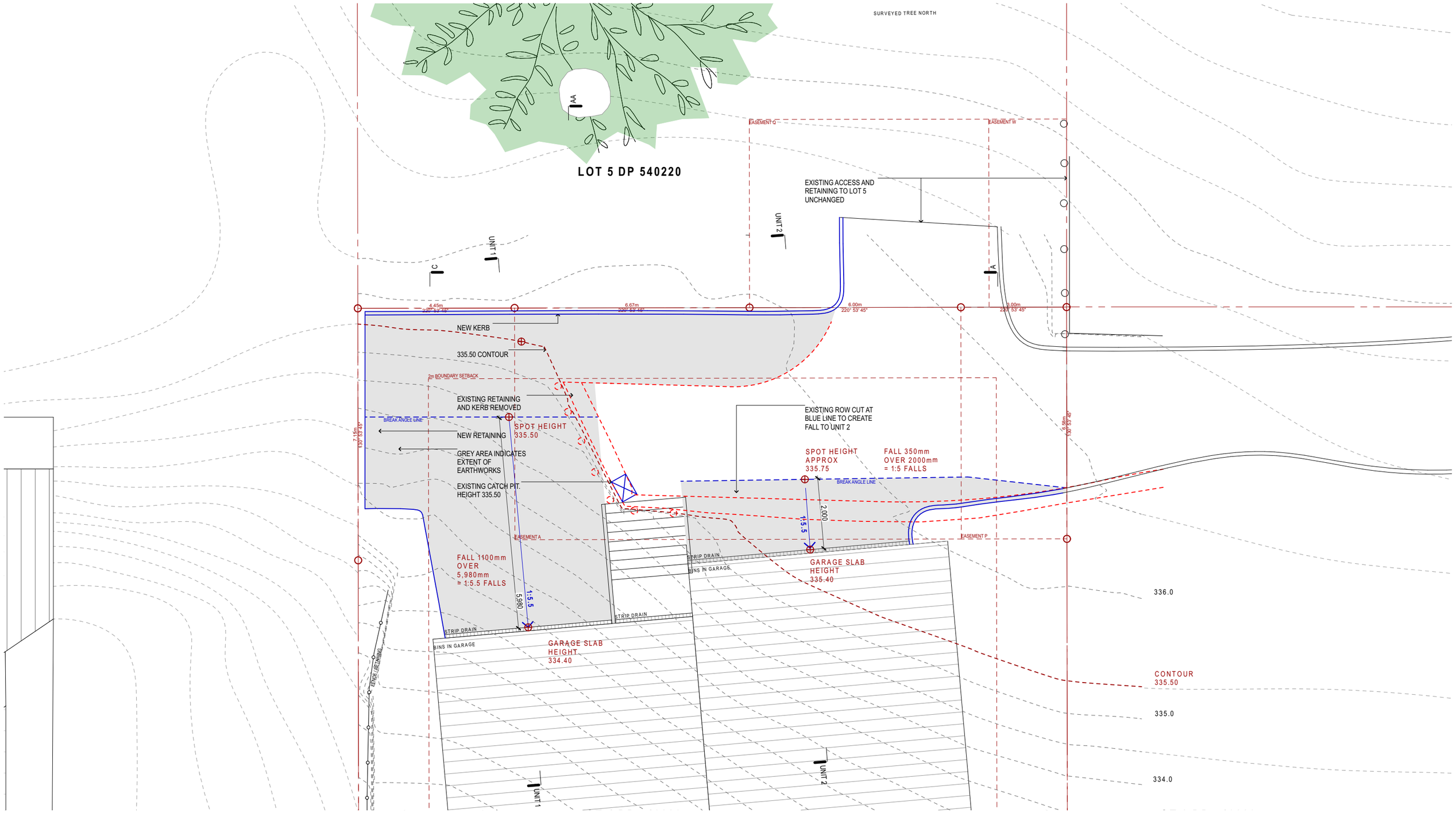
TOWNHOUSES
FRANKTON ROAD

| | |
|---|---|
| 07.12.23 | PRELIMINARY ISSUE |
| **21.06.24** | **RESOURCE CONSENT ISSUE** |

**RESOURCE CONSENT ISSUE**
NOT TO BE USED UNTIL ENDORSED FOR BUILDING CONSENT BY QLDC. DO NOT SCALE DRAWING. CONTRACTOR TO VERIFY ALL DIMENSIONS PRIOR TO COMMENCING WORK.

SHEET : SITE PLAN 1:250
SHEET # : A.01
SCALE : 1:250 @ A3
DATE : 20/03/2025

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# TOWNHOUSES FRANKTON ROAD

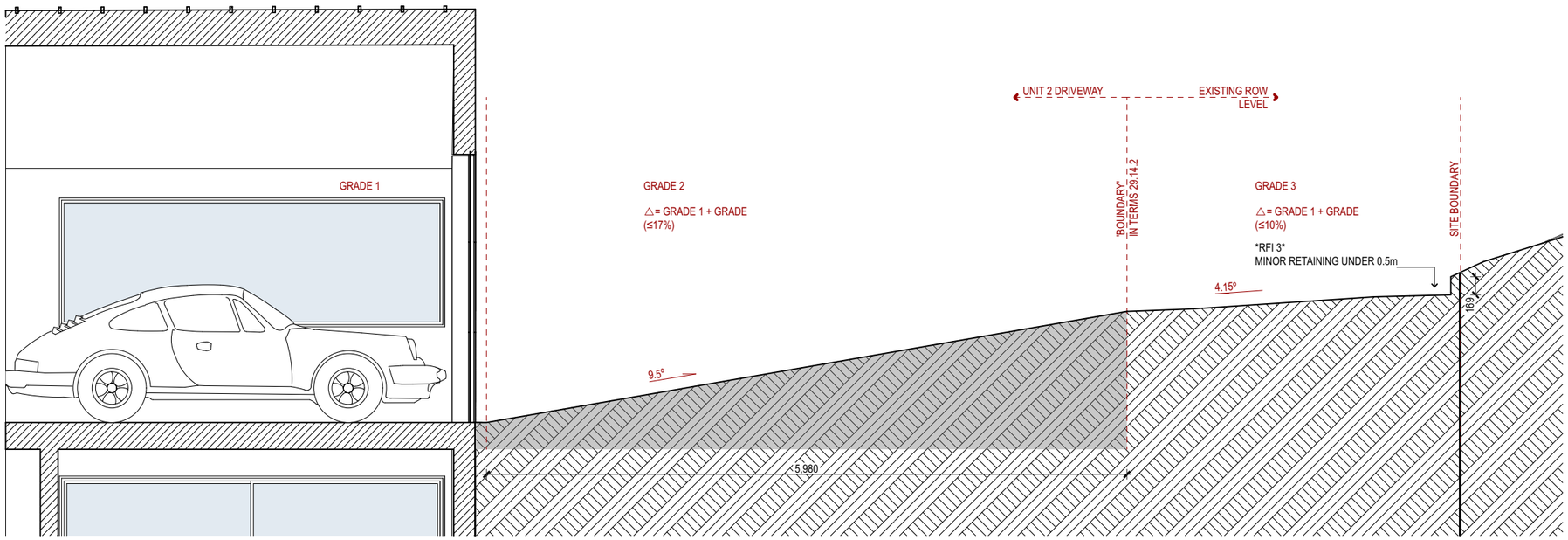
07.12.23
**21.06.24**

PRELIMINARY ISSUE
**RESOURCE CONSENT ISSUE**

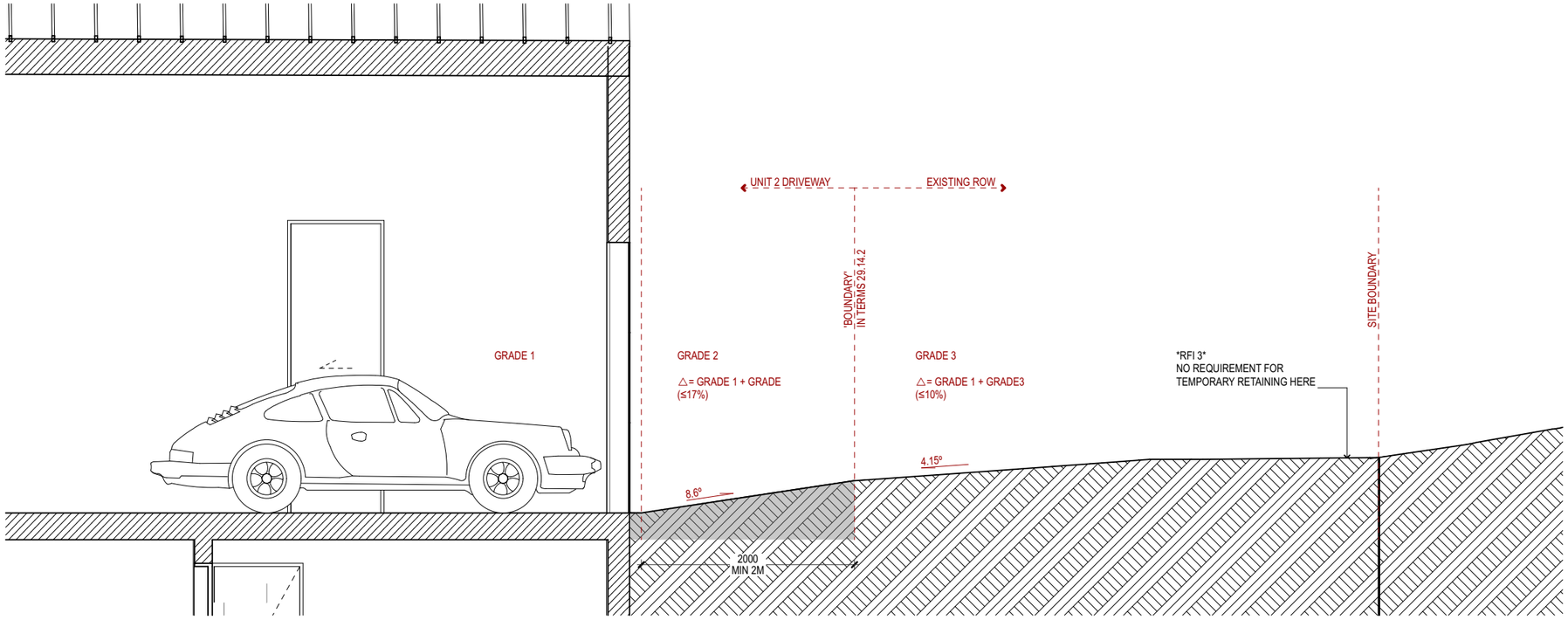
**RESOURCE CONSENT ISSUE**
NOT TO BE USED UNTIL ENDORSED FOR BUILDING CONSENT BY QLDC. DO NOT SCALE DRAWING. CONTRACTOR TO VERIFY ALL DIMENSIONS PRIOR TO COMMENCING WORK

SHEET :
SHEET # :
SCALE : 1:100 @ A3

DRIVEWAY PLAN
A.01a
DATE : 20/03/2025




UNIT 1 SECTION | SCALE 1:200




UNIT 2 SECTION | SCALE 1:200

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TOWNHOUSES
FRANKTON ROAD

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|---|---|
| 07.12.23 | PRELIMINARY ISSUE |
| **21.06.24** | **RESOURCE CONSENT ISSUE** |

**RESOURCE CONSENT ISSUE**
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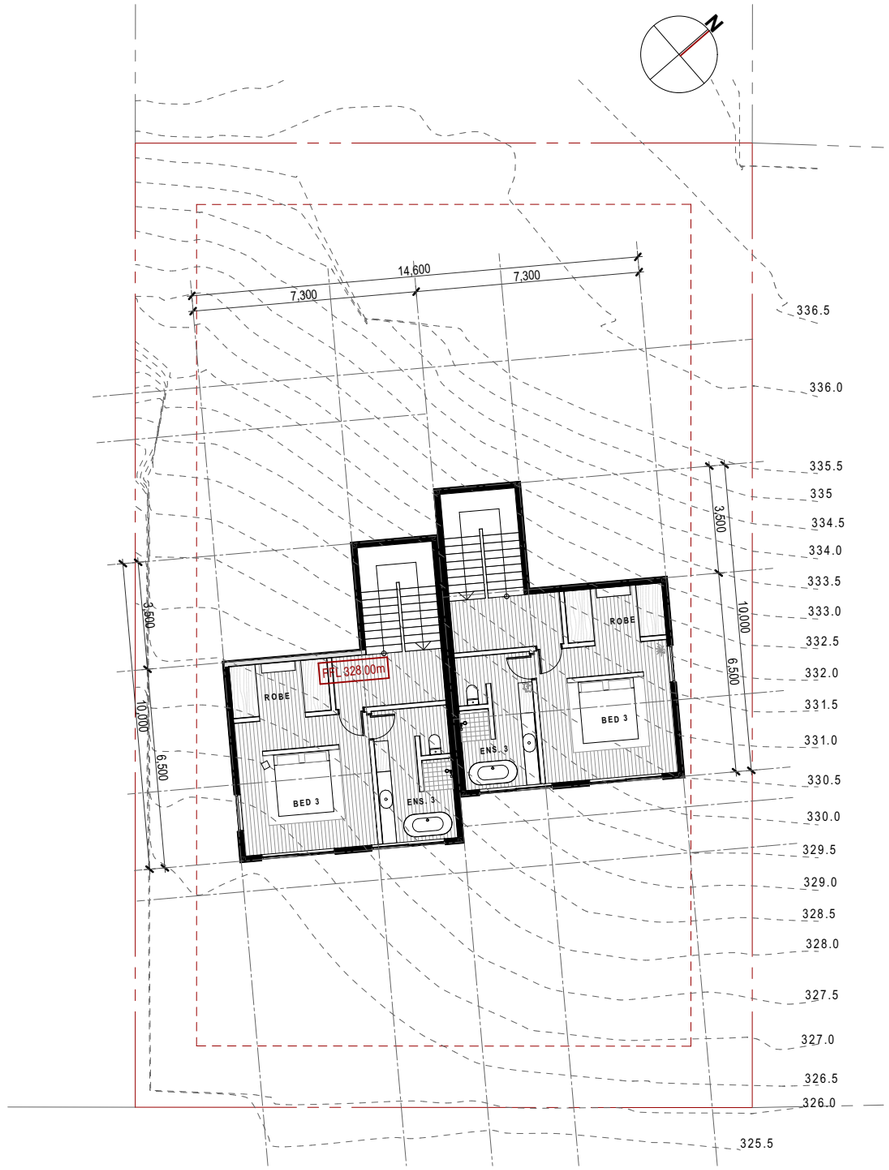
SHEET : DRIVEWAY SECTIONS
SHEET # : A.01b
SCALE : 1:50 @ A3
DATE : 20/03/2025


GROUND FLOOR




FIRST FLOOR