



**DECISIONS OF THE QUEENSTOWN LAKES DISTRICT COUNCIL**

**NOTIFICATION UNDER s95A AND S95B AND DETERMINATION UNDER s104**

**RESOURCE MANAGEMENT ACT 1991**

|                                       |  |
|---------------------------------------|--|
| <b>Applicant:</b>                     | Man Street Properties Limited  |
| <b>RM reference:</b>                  | RM180981   |
| <b>Application:</b>                   | Application under Section 88 of the Resource Management Act 1991 (RMA) to construct and operate a 205 guest room hotel for visitor accommodation purposes with associated landscape and servicing. |
| <b>Location:</b>                      | 14 – 26 Man Street, Queenstown   |
| <b>Legal Description:</b>             | Lot 1 Deposited Plan 399240 held in Record of Title 395926   |
| <b>Operative Zoning:</b>              | Queenstown Town Centre Zone (Town Centre Transitional Sub-Zone)  |
| <b>Proposed District Plan Zoning:</b> | Queenstown Town Centre Zone  |
| <b>Activity Status:</b>               | <b>Non-complying</b>   |
| <b>Date</b>                           | <b>20 September 2019</b>   |

**SUMMARY OF DECISIONS**

1. Pursuant to sections 95A-95F of the RMA the application will be processed on a **non-notified** basis given the findings of Section 3 of this report. This decision is made by name, Katrina Ellis, Team Leader, Resource Consents on 19 September 2019 under delegated authority pursuant to Section 34A of the RMA.
2. Pursuant to Section 104 of the RMA, consent is **GRANTED FOR THE LAND USE SUBJECT TO CONDITIONS** outlined in **Appendix 1** of this decision imposed pursuant to Section 108 of the RMA. This consent can only be implemented if the conditions in Appendix 1 are complied with by the consent holder.

To reach the decision to grant consent the application was considered (including the full and complete records available in Council’s electronic file and responses to any queries) by Katrina Ellis, Team Leader, Resource Consents, as delegate for the Council.

## 1. PROPOSAL AND SITE DESCRIPTION

### Proposal

Consent is sought to construct and operate a 205 room hotel with associated landscaping and servicing. A summary is as follows:

- The hotel will be a part three, part four storey building with 205 guest rooms comprising of four towers (tower one being the eastern most tower) interlinked via ground floor circulation spaces, the hotel lobby and entry bridge (located at street level) and guest rooms.
  - The ground floor (located partially below street level) comprises 27 guest rooms, restaurant and bar facilities, including an outdoor dining area, back of house areas, lift cores and plant and mechanical space. Access is achieved directly from Man Street. Guest rooms are located toward the western end of the building, the restaurant and bar to the east. Internal access is achieved via ground floor circulation spaces.
  - Level One (street level) comprises 67 guest rooms spread over four towers, the hotel lobby and entry bridge, back of house areas and lift cores. Access to the western most tower is achieved via the entry bridge.
  - Level Two comprises 75 guest rooms, spread over four towers. Access to the western most tower is achieved via the entry bridge and lift core on level one. Back of house areas and lift cores are also proposed.
  - Level Three comprises 36 guest rooms, back of house areas and lift cores. A roof deck extends from the west to the east (third to the second tower).
  - Two light weight pergola structures are proposed in the eastern view corridor. One over the vehicle access ramp, and another over the outdoor area associated with the restaurant and bar.
  - Three view corridors are provided for, as shown in red below. Note the blue view corridors are those specified in the District Plan:

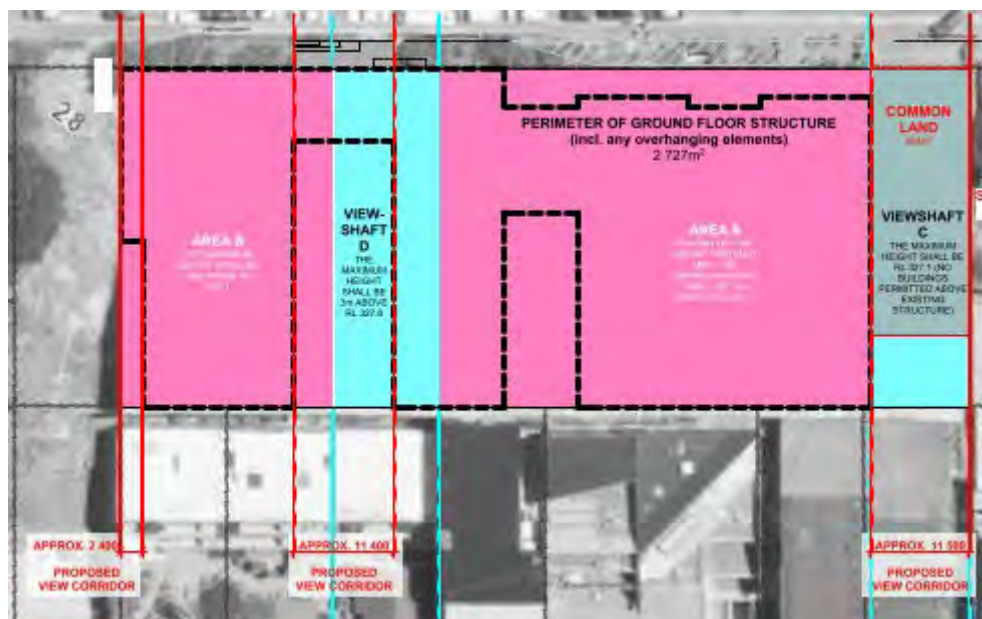


Figure 1: View Corridors

- The restaurant and bar area is proposed to operate until 2am daily. It is proposed to restrict access to the outdoor area from 10pm.

- Vehicle and pedestrian access is achieved via Man Street. A pedestrian access lane down the eastern side of the hotel to the car park is maintained.
- Waste and recycling spaces are proposed to be located within the back of house areas.
- An off-site loading zone to cater for loading/unloading of guests via coaches, buses and taxis and servicing requirements is proposed to the west of the entry/exit to the car park.
- Associated services and landscaping are proposed.

The applicant has provided a detailed description of the proposal, the site and locality and the relevant site history in Sections 2 – 5 of the report entitled “Resource Consent Application to Construct a Hotel”, prepared by Scott Freeman of Southern Planning Group, and submitted as part of the application (hereon referred to as the applicant’s AEE and attached as Appendix 1). This description is considered accurate and is adopted for the purpose of this report with the following clarifications:

- On 21 December 2018, amended plans were submitted to Council removing the sky bridge from the western view shaft. In addition, the pergola structures located within the eastern view shaft over the vehicle entrance and proposed outdoor dining area were reconfigured.
- It is important to note that the site that forms part of this application is legally described as Lot 1 DP 399240. Lot 1 is a fee simple strata allotment comprising of a podium level of the building and two lift cores. Lot 1 has airspace development rights over Lot 2 DP 399240 (the lower levels of the car park building). Lot 2 is subdivided by Unit Title Plan DP 424696. Lot 2 also includes the vehicle entry ramp and the airspace above the ramp to a maximum level of 329.7m.
- The agent has confirmed that the proposed built form is to be located wholly within Lot 1.
- A Licence to Occupy for construction and post construction relating to the subject site was issued and subsequently signed by Mr Blake Hodger on behalf of Queenstown Lakes District Council (QLDC) and Ms Laura Morel on behalf of Man Street Properties Limited on 19 June 2019. This is discussed in detail in Section 3.3.4 of this report.
- Further, on 29 August 2019 Environment Court Appeal (ENV-2018-CHC-128) was resolved via Consent Order issued by Judge J J M Hassan.
- No signage is proposed as part of this Resource Consent application.

To clarify the location of the application site and specifically that of 14, 16, 18, 20, 22, 24 & 26 Man Street refer to the aerial image in Figure 1 below.



Figure 2: Subject site (outlined in blue)

### Relevant Site History

A number of Resource Consents have been granted over time in relation to the existing commercial car parking operations on site which are detailed fully in the applicants AEE. Of particular relevance to this application is Resource Consent RM040920, granted 18 November 2004 for the construction of an underground commercial car park building and associated earthworks which was processed on a non-notified basis. Subsequent variations were granted authorising design layout changes, additional earthworks and amendment to hours of operation.

Resource Consent (RM070158 and RM070159) authorised the construction of two lift cores and a plant room on top of the car park building.

Resource Consent RM070911, granted 12 November 2007, allowed the subdivision of the car parking building. Two allotments were created, Lot 1 (subject to this application) comprising of the podium level of level of the car park building, the air space above the podium, two lift cores, and ownership of the airspace above the vehicle entry ramp into the car park building. Lot 2 comprised the car park building, aside from the lift cores. Subsequently, Resource Consent RM090519, granted 28 August 2009 authorised a unit title subdivision within the car park building.

A License to Occupy (LTO) was issued in November 2004 relating to the permanent anchors and sheet piling. The LTO also included the excavation work and occupation of Man Street during the construction of the car park building.

## **2. ACTIVITY STATUS**

### **2.1 THE DISTRICT PLAN**

#### **OPERATIVE DISTRICT PLAN**

The subject site is zoned Queenstown Town Centre Zone (Town Centre Transitional Sub-Zone) and the proposed activity requires resource consent for the following reasons:



### Queenstown Town Centre

- A **restricted discretionary** activity pursuant to Rule 10.6.3.3 as the proposal breaches Site Standard 10.6.5.1(i)(b) in regard to the maximum 70% building coverage. It is proposed to construct a hotel with a building coverage of 76.2%. Council's discretion is restricted to this matter.

### **PROPOSED DISTRICT PLAN**

Council notified its decisions on Stage 1 of the Proposed District Plan (PDP) on 7 May 2018 and Stage 2 of the PDP on 21 March 2019. The subject site is zoned Queenstown Town Centre by the PDP and the proposed activity requires resource consent for the following reasons:

Rules that are treated as operative under s86F:

### Queenstown Town Centre

- A **controlled** activity resource consent pursuant to Rule 12.4.2 for Visitor Accommodation in the Queenstown Town Centre zone. Council's control is reserved to:
  - (a) The location, provision, and screening of access and parking, traffic generation, and travel demand management, with a view to maintaining the safety and efficiency of the roading network, and minimising private vehicle movements to/ from the accommodation; ensuring that where onsite parking is provided it is located or screened such that it does not adversely affect the streetscape or pedestrian amenity; and promoting the provision of safe and efficient loading zones for buses;
  - (b) Landscaping;
  - (c) The location, nature and scale of visitor accommodation and ancillary activities relative to one another within the site and relative to neighbouring uses; and
  - (d) Where the site adjoins a residential zone:
    - i. Noise generation and methods of mitigation;
    - ii. Hours of operation, in respect of ancillary activities.
- A **controlled** activity resource consent pursuant to Rule 12.4.4.1 for the consumption of liquor on the premises between the hours of 11pm and 8am. Council's control is reserved to:
  - (a) The scale of the activity;
  - (b) Effects on amenity (including that of adjoining residential zones and public reserves);
  - (c) The provision of screening and/ or buffer areas between the site and adjoining residential zones;
  - (d) The configuration of activities within the building and site (e.g. Outdoor seating, entrances); and
  - (e) Noise issues, and hours of operation.
- A **restricted discretionary** activity resource consent pursuant to Rule 12.4.6 for buildings located in the Queenstown Town Centre zone. Council's discretion is restricted to:
  - (a) Consistency with the Queenstown Town Centre Special Character Area Design Guidelines (2015), (noting that the guidelines apply only to the Special Character Area);
  - (b) External appearance, including materials and colours;

- (c) Signage platforms;
  - (d) Lighting;
  - (e) The impact of the building on the streetscape, heritage values, compatibility with adjoining buildings, the relationship to adjoining verandas;
  - (f) The contribution the building makes to the safety of the Town Centre Through adherence to CPTED principles;
  - (g) The contribution the building makes to pedestrian flows and linkages and to enabling the unobstructed kerbside movement of high sided vehicles where applicable;
  - (h) The provision of active street frontages and, where relevant, outdoor dining/patronage opportunities; and
  - (i) Where a site is subject to any natural hazard and the proposal results in an increase in gross floor area:
    - I. The nature and degree of risk the hazard(s) pose to people and property;
    - II. Whether the proposal will alter the risk to any site; and
    - III. The extent to which such risk can be avoided or sufficiently mitigated.
- A **restricted discretionary** activity resource consent pursuant to Rule 12.5.1.2 for comprehensive developments located in the Queenstown Town Centre zone. Council's discretion is restricted to:
    - (a) The adequate provision of cycle, vehicle, and pedestrian links and lanes, open spaces, outdoor dining opportunities;
    - (b) The adequate provision of storage and loading/ servicing areas;
    - (c) The provision of open space within the site, for outdoor dining or other purposes; and
    - (d) The site layout and location of buildings, public access to the buildings, and landscaping, particularly in relation to how the layout of buildings and open space interfaces with the street edge and any Adjoining public places and how it protects and provides for view shafts, taking into account the need for active street frontages, compatibility with the character and scale of nearby residential zones, listed heritage items, and heritage precincts, and the amenity and safety of adjoining public spaces and designated sites, including shading and wind effects.
  - A **non-complying** activity pursuant to Rule 12.5.9.4 as the proposal breaches maximum building height (in Height Precinct 7 – Man Street), which is:
    - (a) In Area A shown on the Height Precinct Map, the maximum height shall be 11m above RL 327.1 masl. The applicant is proposing to construct a building which is partially located within Area A to a height of 14.2m;
    - (b) In Area B the maximum height shall be 14m above RL 327.1 masl. The applicant is proposing to construct a building which is partially located within Area B to a height of 14.2m high;
    - (c) In Viewshaft C the maximum height shall be RL 327.1 masl (i.e. no building is permitted above the existing structure). The applicant is proposing to construct a building which is partially located within Viewshaft C to a height of 11.45m; and
    - (d) In Viewshaft D, the maximum height shall be 3 m above RL 327.6 masl. The applicant is proposing to construct a building which is partially located within Viewshaft D to a height of 10.7m.

Note:

- Environment Court Appeal (ENV-2018-CHC-89) was resolved on 1 February 2019 via Consent Order issued by Judge J R Jackson; and
- Environment Court Appeal (ENV-2018-CHC-128) was resolved on 29 August 2019 via Consent Order issued by Judge J J M Hassan.

Given the above, Rule 12.5.9.4 is treated as operative.

Transport

- A **restricted discretionary** activity resource consent pursuant to Rule 29.5.10 in regard to loading areas. No off-street loading area is proposed. Council's discretion is restricted to:
  - (a) The location, size and design of the loading spaces and associated manoeuvring; and
  - (b) Effects on the safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.

Rules that have legal effect under s86B(1) (but are not yet treated as operative due to appeals) are:

- A **restricted discretionary** activity resource consent pursuant to Rule 12.5.1.1 as the proposal breaches Site Standard 10.6.5.1(i)(b) in regard to the maximum 70% building coverage. It is proposed to construct a hotel with a building coverage of 76.2%. Council's discretion is restricted to:
  - (a) The adequate provision of cycle, vehicle, and pedestrian links and lanes, open spaces, outdoor dining opportunities;
  - (b) The adequate provision of storage and loading/ servicing areas;
  - (c) The provision of open space within the site, for outdoor dining or other purposes;
  - (d) The site layout and location of buildings, public access to the buildings, and landscaping, particularly in relation to how the layout of buildings and open space interfaces with the street edge and any adjoining public places and how it protects and provides for view shafts, taking into account the need for active street frontages, compatibility with the character and scale of nearby residential zones, listed heritage items, and heritage precincts, and the amenity and safety of adjoining public spaces and designated sites, including shading and wind effects.

**RULES TREATED AS INOPERATIVE**

The avoidance of doubt, the following rules of the Operative District Plan are now treated as inoperative

Queenstown Town Centre

- A **controlled** activity resource consent pursuant to Rule 10.6.3.2(i) for buildings located in the Queenstown Town Centre zone. Council's control is in respect of:
  - Design;
  - Appearance;
  - Landscaping;
  - Signage (which may include directional street maps);
  - Lighting;
  - Materials;
  - Colours; and
  - Contribution to the character of the streetscape.

- A **controlled** activity resource consent pursuant to Rule 10.6.3.2(iii)(b) for sale and consumption of liquor between the hours of 6pm and 11pm. Council's control is restricted to:
  - (a) The scale of the activity;
  - (b) Car parking;
  - (c) Amenity;
  - (d) Noise, and
  - (e) Hours of operation.
- A **controlled** activity resource consent pursuant to Rule 10.6.3.2(v) for Visitor Accommodation in the Queenstown Town Centre zone. Council's control is in respect of:
  - (a) Building external appearance;
  - (b) Setback from internal boundaries;
  - (c) Setback from roads;
  - (d) Access;
  - (e) Landscaping;
  - (f) Screening of outdoor storage and parking areas.
- A **restricted discretionary** activity pursuant to Rule 10.6.3.3 as the proposal breaches Site Standard 10.6.5.1(xii) in regard to for sale and consumption of liquor between the hours of 11pm and 7am. Council's discretion is restricted to:
  - (a) The scale of the activity;
  - (b) Car parking;
  - (c) Amenity;
  - (d) Noise, and
  - (e) Hours of operation.
- A **restricted discretionary** activity pursuant to Rule 10.6.3.3 as the proposal breaches site standard 10.6.5.1(iv)(c) in regard to the minimum 4.5m road boundary setback when measured from Man Street. In it is proposed to construct a building within the minimum road setback. Council's discretion is restricted to this matter.
- A **non-complying** activity pursuant to Rule 10.6.3.4 as the proposal breaches zone standard 10.6.5.2(i) in regard to maximum building height, which is 8m. It is proposed to erect a building with a maximum height of 14.2m.

### Transport

- A **restricted discretionary** activity resource consent pursuant to Rule 14.2.2.3 (ii) as the proposal breaches Site Standard 14.2.4.1(i)(a) in regard to the number of coach parking spaces provided on site, which are 5 coach parks. No coach parking is proposed. Council's discretion is restricted to this matter.
- A **restricted discretionary** activity resource consent pursuant to Rule 14.2.2.3 (ii) as the proposal breaches Site Standard 14.2.1 (xiii) in regard to loading areas. No off-street loading area is proposed. Council's discretion is restricted to this matter.

### **SUMMARY OF ACTIVITY STATUS**

Overall, the application is considered to be a **restricted discretionary** activity under the ODP, and a **non-complying** activity under the Proposed District Plan.

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

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

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



Public Notification is not required in terms of refusal to provide further information or refusal of the commissioning of a report under section 92(2)(b) of the Act (s95A(3)(b)).

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

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

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

The proposal is not a controlled activity, a restricted discretionary or discretionary subdivision or residential activity, or a restricted discretionary, discretionary or non-complying boundary activity as defined by section 87AAB and public notification is therefore not precluded.

The proposal is not a prescribed activity (95A(5)(b)(i-iv)).

### **3.3 Step 3 – If not precluded by Step 2, public notification is required in certain circumstances**

Public notification is not specifically required under a rule or national environmental standard (s95A(8)(a)).

A consent authority must publicly notify an application if it decides under s95D(8)(b) that the activity will have or is likely to have adverse effects on the environment that are more than minor (s95A(2)(a)). An assessment in this respect is therefore made in section 3.1 below:

#### **3.3.1 Assessment of Effects On The Environment (S95D)**

#### **3.3.2 Mandatory Exclusions From Assessment (s95D)**

- A: *Effects on the owners or occupiers of land on which the activity will occur and on adjacent land (s95D(a)).*
- B: *An adverse effect of the activity if a rule or national environmental standard permits an activity with that effect (s95D(b) (the permitted baseline, refer section 3.3.3 below).*
- C: *Trade competition and the effects of trade competition (s95D(d)).*

#### **3.3.3 Permitted Baseline (S95D(B))**

The consent authority **may** disregard an adverse effect of the activity if a rule or national environmental standard permits an activity with that effect. In this case construction of buildings and visitor accommodation activities require resource consent under both the ODP and PDP and therefore no permitted baseline is relevant in light of either plan.

It is noted that the construction of a wall 2m in height could occur as a permitted activity under both the ODP and PDP. Noting that, the definition of a building shall have the same meaning as the Building Act 2004. As such, fences and walls not exceeding 2m in height are not considered to be a building.

#### **3.3.4 Assessment: Effects On The Environment**

Taking into account sections 3.3.2 and 3.3.3 above, the following assessment determines whether the activity will have, or is likely to have, adverse effects on the environment that are more than minor.

The relevant assessment matters are found in:

*Operative District Plan:*

- *Section 10 (Queenstown Town Centre).*

*Proposed District Plan:*

- *Chapter 12 (Queenstown Town Centre); and*
- *Chapter 29 (Transport)*

The Assessment of Effects provided at Section 7 of the applicant's AEE, is comprehensive and is considered accurate. It is therefore adopted for the purposes of this report, with the following additional comments:

Additional comments are made in the relevant sections below. Further, Council's Consultant Resource Management Engineer, Mr Alan Hopkins has assessed the application documents, and provided comments in the relevant sections below. Council's consultant Urban Designer Mr Edward Jolly has also provided a memorandum regarding the application.

Operative District Plan

Section 10 (Queenstown Town Centre)

**Built Form**

Council's Consultant Urban Designer, Edward Jolly, has reviewed the proposal (attached as Appendix 4). Mr Jolly is of the opinion that the proposal is well designed to mitigate the effects of the scale, bulk and location of buildings.

*Building Coverage*

The development proposes a building coverage of 76.2% (3020m<sup>2</sup>), where 70% (2772.7m<sup>2</sup>) is allowed. Many sites within this precinct are expected to be redeveloped in the near future. With respect to scale, the bulk of the building has been designed sympathetically to the surrounding area accounting for the topographical constraints of the site.

Mr Jolly considers:

*"From a bulk and location perspective the strategy of providing a series of building wings perpendicular to Man Street and separated by courtyards facing the town centre will be successful in breaking down the bulk of the built form. This rhythm of built form will result in a fractured edge and finer grained massing of the built form facing the town centre which is supported"*

It is considered that the proposed bulk and scale of the building is generally a positive response to the site and is mitigated by appropriate facade modulation. The bulk and scale of the proposal is commensurate and compatible with that of the nearby development.

Overall, the building will sit comfortably within the streetscape, further it is considered that the development respects the desired future character of the area being the Queenstown Town Centre and any potential adverse effects on the environment in respect to building coverage would be less than minor.

Proposed District Plan

Chapter 12 (Queenstown Town Centre)

**Built Form & Urban Design**

Council's Consultant Urban Designer, Mr Edward Jolly, has reviewed the proposal (attached as Appendix 3). As noted above, Mr Jolly is of the opinion that;

*"From a bulk and location perspective the strategy of providing a series of building wings perpendicular to Man Street and separated by courtyards facing the town centre will be successful in breaking down the bulk of the built form. This rhythm of built form will result in a fractured edge and finer grained massing of the built form facing the town centre which is supported"*

The building has been sensitively designed regarding scale, bulk and form, high quality composition of building elements, textures materials, landscaping and colours, which respond to the setting and will contribute positively to the future character of the Town Centre area.

#### *External Appearance*

The proposal incorporates significant articulation and materials in the composition of the facades which serves to break up the visual scale and bulk of the development, visually reducing the apparent building mass. Mr Jolly considers;

*“In general the proposed built form addresses the existing town centre interface well. The building is generally larger in footprint than most other developments in the town centre however the massing strategy of providing a fractured edge and finer grained massing facing the town centre and more solid edge facing Man Street is appropriate and goes some way to managing the interface with the existing town centre”.*

The assessment of Mr Jolly is adopted, and overall, it is considered that the development will provide a contemporary building, reinforce the desired future character of the area and enhance the amenity of the locality.

#### *CPTED Principles*

Each level of the building has been designed to ensure that primary areas face the street frontages and overlook the common open spaces areas to assist with passive surveillance, as such, it is considered that CPTED principles are achieved.

#### *Pedestrian links*

Pedestrian access is achieved via the Ground Floor Level and footpath adjacent to the vehicle ramp. With regard to pedestrian links, Mr Jolly notes;

*“The proposal will maintain access to the existing Man Street Carpark and pedestrian link through to Shotover Street. The pedestrian route is somewhat convoluted. However the route is supported by active uses such as the proposed terrace bar above the carpark entrance which is supported”.*

The applicant has proposed public access to be secured via an easement over the subject site.

Overall it is considered that the proposal will result in an active street frontages that encourage pedestrian movement and pedestrian access which connects to and addresses the public domain.

#### *Streetscape*

It is considered that the proposed building is of a high architectural quality and will define the street frontage for this portion of Man Street. The building is well-articulated at all levels, with a mix of balcony elements and façade treatments. The proposed building will sit within a landscaped setting, creating opportunities for lower level planting and an active street frontage.

Mr Jolly notes that:

*“The proposal consists of relatively more solid edge facing Man Street which is appropriate. However, this edge is not continuous and strategies such as the stepping in plan, stepping in height and the clear articulation of the building wings as positive elements and the connecting corridors as recessive elements are successful. This built form modulation is further enhanced through the articulation of the facade with both recessed and expressed window reveals”.*

Overall, the extent of departure is assessed to be reasonable having regard building fit in the locality and neighbour amenity.

### *Outdoor Dining*

Good amenity combines appropriate outdoor space, access to sunlight, natural ventilation, outlook, visual and acoustic privacy, storage, efficient layouts and ease of access for all age groups and degrees of mobility. It is considered appropriate outdoor dining is provided for.

Taking these matters into consideration, it is assessed that the design of the building with regard to built form and urban design will have a less than minor effect on the wider environment.

### **Comprehensive Development**

The proposed hotel is of a high quality design which provides and maintains adequate pedestrian links and outdoor dining provisions.

The provision of storage and loading/ servicing areas is adequate and well designed to complement the streetscape and surrounding environment.

Taking these matters into consideration, it is assessed that the design of the building with regard to comprehensive development will have a less than minor effect on the wider environment.

### **Building and Façade Height**

As per Chapter 12 of the Proposed District Plan, the subject site is identified as being located within Height Precinct 7. Height Precinct 7 is subject to varying height limits, as depicted below:

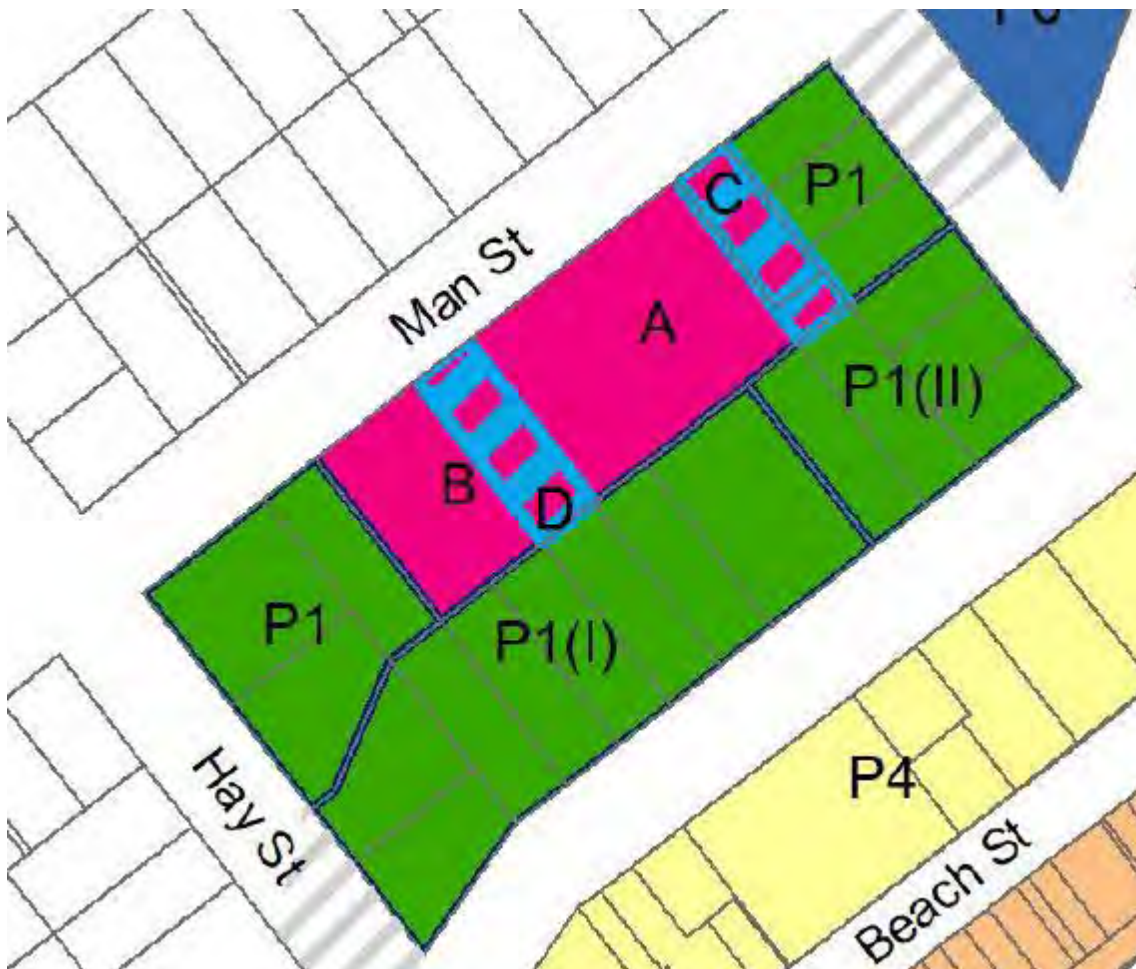


Figure 3: Height Precinct Map (Sourced from Applicants AEE)



On the Height Precinct Map:

- in Area A the maximum height shall be 11m above RL 327.1 masl.
  - In Area B the maximum height shall be 14m above RL 327.1 masl,
  - in Viewshaft C the maximum height shall be RL 327.1 masl and
  - in Viewshaft D, the maximum height shall be 3m above RL 327.6 masl.
- A search of Council's records has confirmed that Viewshaft C is 11.6m in width and Viewshaft D is 12.5m in width.

#### Area A

In Area A shown on the Height Precinct Map, the maximum height shall be 11m above RL 327.1 masl. The applicant is proposing to construct a building which is partially located within Area A to a height of 14.2m above RL 327.1 masl.

The elements of the proposal which exceed the building height is a portion of the upper level of the building. This is shown in below (red line indicated maximum height requirement).



Figure 4: Area A

It is noted that western most extent of the breach is for a length of approximately 7.6m, and a height of 14.2m (a breach of 3.2m). The breach to the centre and eastern extent of the building is for a height of 0.45m.

The proposed height breach, toward the western edge of Area A largely occurs as a result of the site attributes – namely the change in ground level from east to west (approximately 3m). With regard to the breach in building height, Mr Jolly notes;

*“In terms of building height there are some breaches in terms of rules in both the operative and proposed plans. However as previously discussed the built form bulk and location is successfully mitigated and these breaches do not result in significant effect on the visual appearance of the building”*

For example, Mr Jolly identifies, such mitigation includes:

*“From a bulk and location perspective the strategy of providing a series of building wings perpendicular to Man Street and separated by courtyards facing the town centre will be successful in breaking down the bulk of the built form”*

It is considered that the spatial arrangement of the buildings on the site and their design will result in a quality development outcome and a high standard of urban design. The building will not appear to be overly dominant or out of character with the surrounding environment when viewed by the public. Further, the proposal will not impact on any views to a more than minor degree that area achieved over the site.

The encroachment to the eastern end of the building (namely towers one and two) for a height of 0.45m is not considered to be overly dominant. The roof elements are quite centralised on the roof of the building such that these elements will not be overly prominent when viewed from Man Street. In addition, this portion of the building is setback approximately 3m from Man Street reducing the visual impact of the breach to a less than minor degree.

It is assessed that the proposed height breach in Area A itself is appropriate and the effect on the wider environment is assessed as no more than minor.

### Area B

In Area B the maximum height shall be 14m above RL 327.1 masl. The applicant is proposing to construct a building which is partially located within Area B to a height of 14.2m.

The elements of the proposal which exceed the building height is a portion of the upper level of the building (western most tower). This is shown in below.



Figure 5: Area B

It is considered that the breach will be largely unapparent and will have no adverse effects on the physical bulk, height or scale of the development. Further, the breach will not lead to a reduction in solar penetration on site nor will it lead to sunlight loss or overshadowing in a way that is considered to be more than minor.

### Viewshaft C

In Viewshaft C the maximum height shall be RL 327.1 masl (i.e. no building is permitted above the existing structure). The applicant is proposing to construct a building which is partially located within Viewshaft C to a height of 11.45m. In addition, the applicant is proposing to construct two light weight pergola structures within Viewshaft C. One over the vehicle access ramp (a height of 1m above the RL 327.1), and another over the outdoor area associated with the restaurant and bar to a height of 3m above the RL327.1).

It is noted that RL 327.1 masl is the height of the existing car park structure.

The building encroaches into Viewshaft C by 0.65m for a height of 11.45m. This protrusion, as it relates to the building is shown in below.



Figure 6: Building protrusion into Viewshaft C

The elements of the proposed building which exceed the control are largely the exterior façade of the building. With respect to this portion of the breach, it is considered that the building will continue to contribute positively to the visual amenity and character of the streetscape, without resulting in any unreasonable adverse amenity impacts. In particular, it is noted that there will be no unreasonable overshadowing, overlooking, loss of views or noise impacts as a result of this minor breach in Viewshaft C, as such, with regard to the height breach as it relates to this portion of the building, any resulting effects are considered to be less than minor.

With regard to the two light weight pergola structures within Viewshaft C. The following is noted;

*Pergola – Vehicle Access Ramp*

The pergola is a light weight structure proposed to be fixed to the existing carpark entry wall to the east and to the west, the pergola is proposed to be fixed to 1m high steal planters (acting as a balustrade to the car park void below). The pergola is to be of a cable and beam construction with creeping vine planting acting as a roof cover, as shown below and is 1m in height (above the existing RL). It is noted the roof of the pergola is not higher than the existing car park entry wall.

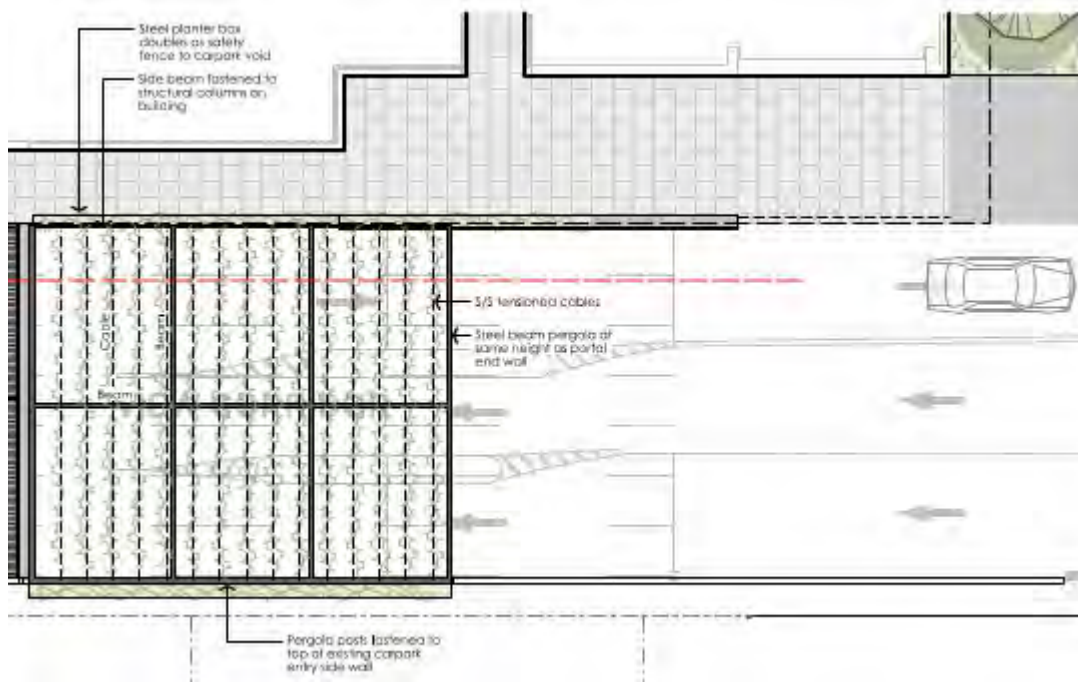


Figure 7: Car Park Entry Pergola.

When viewed from the car park entry, users of Man Street (pedestrians and vehicles) currently experience a typical car park entry ramp with entry/exit barriers, signage and side walls acting as balustrades to the car park void below. An existing concrete wall is located to the rear of the entry/exit ramp which is 1m in height above the existing RL. The proposed pergola will protrude 1m above the existing RL. In relation to Viewshaft C Mr Jolly notes:

*“The carpark view shaft is also compromised by vehicles moving in and out of the carpark building and hence in this location observing views maybe less desirable for pedestrians”*

Mr Jolly further notes:

*“The proposed steel structure to support climbing plants spanning the vehicle entrance and terrace will provide good amenity and activation outcomes”*

It is considered that the proposal as presented results in a greatly improved outcome in terms of amenity and built form. The additional height results in no adverse view loss for the public, or overshadowing of the public way and does not dominate the streetscape appearance.

The resulting impact of the car park entry pergola is therefore considered to be no more than minor.

#### Pergola – Outdoor Dining

The applicant is proposing to construct a louvretec pergola structure over the outdoor dining area to a height of 3.1m and an area of approximately 70m<sup>2</sup>, as shown below. The purpose of the pergola is to provide a level standard of amenity to diners.



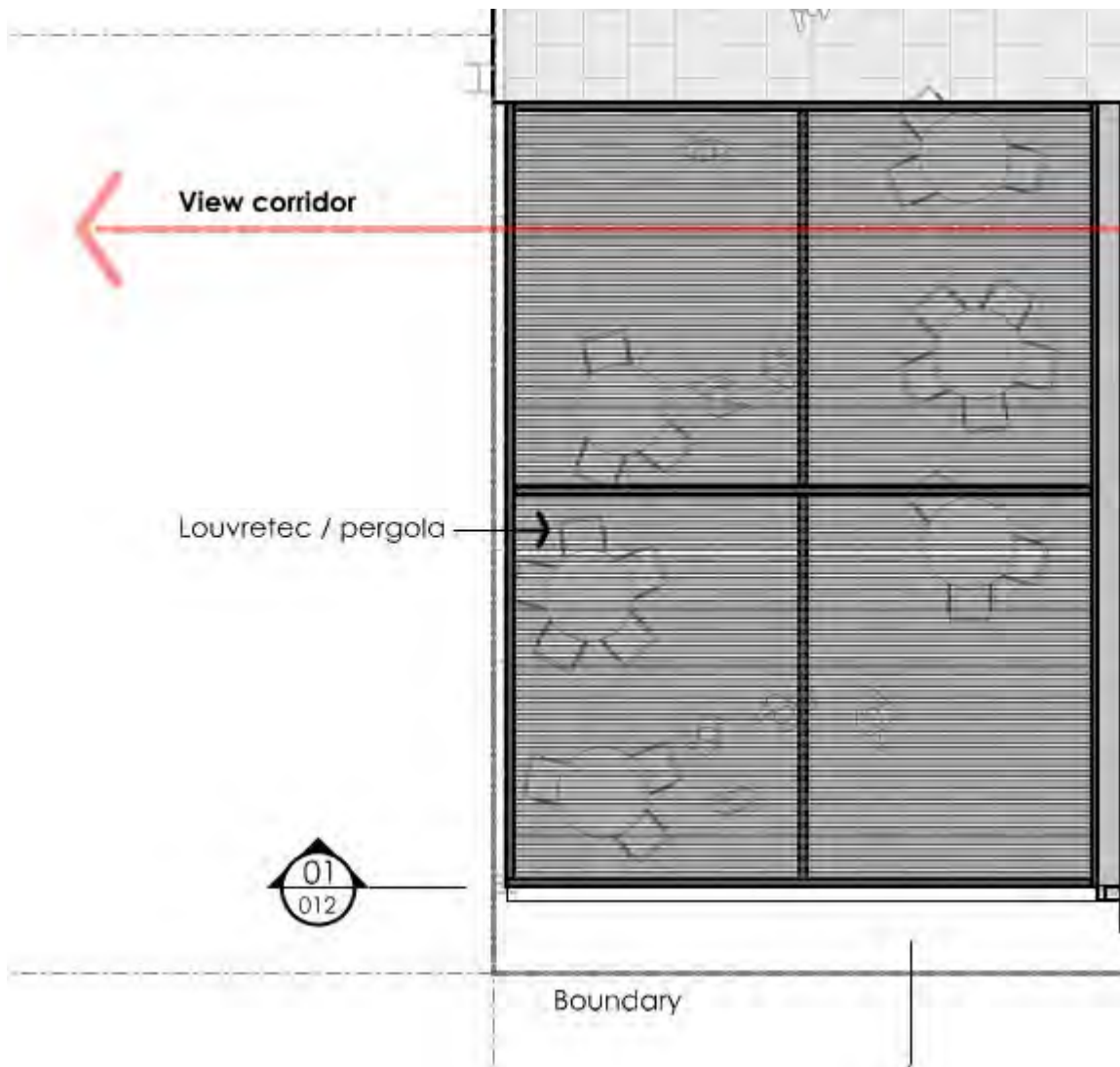


Figure 8: Pergola over outdoor dining area

It is noted that the construction of a wall 2m in height could occur as a permitted activity from a height of RL 327.1 masl. As such, the effects of the pergola being a light weight see through structure are only considered above and beyond 2m in height.

This pergola is a simple two post structure attached to the western elevation of the building with a setback of approximately 30m from the street boundary and a height of about 3m. The pergola is setback approximately 1m from the eastern boundary. The pergola will provide increased articulation and amenity to the dining area and highlight the public spaces of the building.

The louvered roof is approximately 0.25m in height and when viewed from Man Street, will be an indiscernible obstruction. Views above and below (albeit obstructed by the existing car park entry and pergola) the roof will be maintained. This awning is comparatively "light" in visual terms and will be partly obscured from pedestrians by the existing car park entry along the Man Street frontage.

As such, the pergola, over the outdoor dining area is considered to be acceptable.

It is considered the proposal is an appropriate response to the size of the site and it will make a positive contribution to the identity of this precinct it is consistent with the desired future character of the area as envisaged under the Proposed District Plan. It is assessed that the proposed height breach in Viewshaft C itself is appropriate and the effect on the wider environment is assessed as no more than minor.

### Viewshaft D

In Viewshaft D, the maximum height shall be 3m above RL 327.6 masl. In addition, Viewshaft D has a prescribed width of 12.5m. The applicant is proposing to construct a building which is partially located within Viewshaft D to a height of 10.7m. The building is proposed to protrude into Viewshaft D for a width of 5.5m, as shown in Figure 9 below:

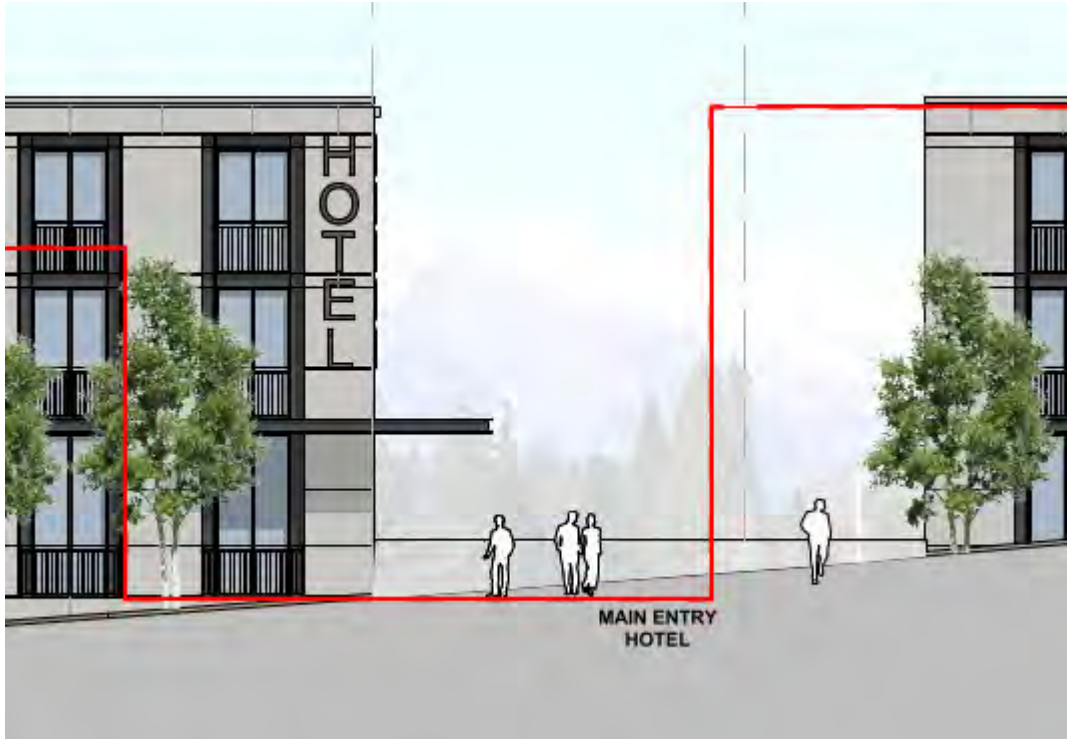


Figure 9: Viewshaft D

It is noted, the red line indicates Viewshaft D as per the Proposed District Plan. As stated above Viewshaft D has a prescribed width of 12.5m. In addition, buildings are to be no higher than 3m above RL 327.6 masl. Although, the building is proposed to be constructed within Viewshaft D (as prescribed by the Proposed District Plan) by a width of 5.5m, it is recognised that the applicant is effectively seeking to relocate Viewshaft D 4.4m to the west. Thus, creating an open corridor, relatively free of built form for a width of 11.4m. A small porch style awning is proposed within the open corridor. Further, this portion of the development is setback 2.4m from the western boundary, providing for pedestrian access to the lift cores and viewing spaces. It is considered that the relocation of the viewing corridor is reasonable, and that appropriate amenity will be afforded to passers-by.

It is considered that this portion of the proposed building is designed to align as closely as possible with the natural topography of the site. Planting around the street frontage centre will create a quality landscape setting which will assist to integrate the buildings within the streetscape and provide a high level of amenity. It is assessed that the proposed height breach in Viewshaft D itself is appropriate and the effect on the wider environment is assessed as no more than minor.

Given the above, the urban environment and the high quality of design, it is considered that the proposed building will not appear to be overly dominant or out of character with the surrounding environment when viewed by the public. Taking these matters into consideration, it is assessed that the design of the building with regard to building height will have a no more than minor effect on the wider environment.

### Hazards

QLDC GIS shows the following hazards present on site:

- Liquefaction Risk: LIC 1 (P).

Mr Hopkins has investigated the subject site and notes the following:

*The site is already fully developed and the applicant only seeks to add additional levels to the existing structure. There is little to be achieved from seeking additional geotechnical input regarding the LIC 1(P) liquefaction hazard. The underlying structure would have been assessed for any hazards under the associated land use consent and the associated BC would have taken into account hazards noted at the time.*

*I have discussed this matter with Mike Wardill (Team Leader RM Engineering) and we are in agreement that given the nature of the application we can proceed without additional comments regarding this potential hazard.*

The assessment of Mr Hopkins is adopted therefore it is considered any adverse effect on the subject site as a result of natural hazards will be less than minor.

### **Visitor Accommodation**

In relation to visitor accommodation, Council is directed to consider the design of buildings, the location, nature and scale of activities, parking, noise and hours of operation.

Assessment Matter 7.7.2(ii) enables Council to impose conditions in relation to character, scale, intensity, loss of privacy, the proximity of outdoor facilities, hours of operation, landscaping, urban design, adequacy of parking, noise from vehicles entering and leaving the site, pedestrian safety and provision for coaches to be parked off site.

The assessment of the effects of the visitor accommodation activity in Section 8 of the applicant's AEE is comprehensive and agreed with, with the following additional assessment:

#### Design, location, nature and scale of activities on site

The surrounding environment is characterised by large scale visitor accommodation developments. Given the urban environment and the high quality of design, it is considered that the proposed building will not appear to be overly dominant or out of character with the surrounding environment when viewed by the public.

Based upon the above assessment it is considered that any effects in respect to character, amenity, people and built form from the proposed use as visitor accommodation will be no more than minor.

#### Noise

This application is not seeking consent to breach the permitted noise standards of the District Plan as compliance is generally anticipated. In addition, a number of measures have been proposed to mitigate the potential noise effects of the activity.

In terms of operational visitor accommodation activities, the main potential sound sources are people (particularly outside on terraces), music, vehicles, service activities (e.g. bin emptying/collection, laundry), and building services equipment.

Building services equipment can be designed to comply with the PDP noise limits using standard measures, providing it is appropriately located. A condition of consent will ensure that all mechanical plant complies with the permitted noise standards of the District Plan.

Vehicle movements and service activities will not be generated at excessive levels given the nature and scale of the proposed activity. The noise associated with the activity will not be dissimilar to the noise generated by similar activities within the surrounding environment, from both residential activity and visitor accommodation activity, and will not result in noticeable effects in terms of noise emissions.

Overall, the noise generated by the proposed activity is not anticipated to have any more than minor effects on the surrounding environment. Conditions of consent will ensure noise emissions are mitigated to an appropriate level.

Overall, adverse effects of the proposed visitor accommodation activity are considered to be no more than minor.

## **Sale of Liquor**

Ancillary activities such as restaurant and dining facilities are anticipated as part of visitor accommodation activities. It is proposed that liquor would be able to be from a hotel bar between the hours of 8 AM and 2 AM the following day. This is a typical arrangement for many larger scale visitor accommodation premises, and this would primarily be for the benefit of hotel guests and the general public.

The proposed facility is in an area already containing visitor accommodation and bar and restaurant facilities and is appropriately setback from site boundaries. In addition, the applicant is proposing to close the outdoor dining area by 10pm (in the Queenstown Town Centre Zone, night time noise decrease at 10pm).

The sale of liquor is largely controlled through another piece of legislation, being the Sale and Supply of Alcohol Act 2012. Therefore, further assessment under the RMA and District Plan is not considered to be necessary. An advice note will be placed on the consent advising the applicant that they are required to obtain an On License application through Council's Licensing Department. License applications place further controls and conditions on the sale of liquor from any licensed premises to ensure public safety is maintained as well as general amenity and good order.

No smoking areas are proposed as part of this application, however, it is recognised that smokers are able to use the outdoor area at any point during licenced hours and must comply with relevant conditions associated with the use of outdoor areas imposed as part of this consent.

As such, it is considered that adverse effects of the proposed sale of liquor or associated activities will be internal to the site and therefore no more than minor.

## **Signage**

Signage is not proposed as part of the application and will be subject to future resource consent applications as and where necessary.

### Section 29 (Transport)

The applicant has provided a transportation assessment prepared by Mr Jason Bartlett which has been reviewed by Council's Consultant Engineer, Mr Alan Hopkins. The comments and recommendations of Mr Hopkins are adopted for the purpose of this report, with the following additions:

## **Parking**

Under the PDP, the subject site is zoned Queenstown Town Centre, and it not located within the Transition Zone. Therefore, as per Chapter 29 (Transport) of the PDP, specifically Rule 29.8.1, no provision of onsite bus or car parking is required.

Mr Hopkins is satisfied that no further assessment of parking is required, from an engineering perspective and recommends no specific consent conditions in this regard.

## **Loading/Unloading**

Under Chapter 29 of the PDP, the provision of an on-site loading/unloading area is required. The applicant proposes to establish a dedicated Loading Zone on Man Street, adjacent to the hotel. This facility will be a public facility able to be used by any bus/coach operator loading/unloading passengers for the proposed hotel, surrounding hotels or other local facilities.

Mr Hopkins has assessed the provision of the proposed loading/unloading area, and notes that prior to the lodgement of this application, the proposed off-site loading zone was designed by the applicant's traffic engineer (Jason Bartlett of Bartlett Consulting) in conjunction with QLDC and BECA (acting on behalf on Council).

The design is supported via Bartlett Consulting design report dated 22<sup>nd</sup> May 2018 and addendum report dated 13<sup>th</sup> August 2018, as well as Council's Property and Infrastructure Team. Council's Infrastructure Engineer, Mr Andrew Tipene reviewed the design and noted:



*'QLDC Property and Infrastructure have reviewed and accepted the general layout and dimensions of the Proposed Loading Bay on Man Street as per attached designs (SITE Landscape Architects: Stage 1 – Revision F and Stage 2 - Revision I)'*

In addition to that, Mr Hopkins is satisfied that the proposed loading/unloading zone can operate in a safe efficient manner and is appropriate for the current and future demands. Appropriate conditions have been recommended with regard to detailed design of the loading/unloading zone, including capacity and parking restrictions.

Further, with regard to the existing Man Street car park access and its proximity to the proposed loading/unloading zone, Mr Bartlett has assessed the risk and has confirmed the carpark access will have a Safe Intersection Sight Distance of 80m. Mr Hopkins is satisfied that the proposed loading zone will not adversely impact the existing use of the Man Street commercial carpark, and in order to ensure the sightlines are achieved and remain free of vehicle obstruction, a condition of consent is recommended that detailed design of the load zone shall include yellow 'no-parking' hatching within the loading zone tapers.

Both the applicant's engineer and Mr Hopkins have identified that Man Street is potentially impacted by QLDC's future Inner Links project. The Inner Links is a long term QLDC transport proposal to extend a primary transport route around the Queenstown town centre. Under the Inner Links it is possible that Man Street could be upgraded to an arterial road. Mr Hopkins notes that the applicant's traffic engineer (Bartlett Consulting) worked with QLDC and BECA to develop a staged design for the loading/unloading area that will accommodate the future upgrades of Man Street under the inner links project.

This staged approach requires the future formation of a public footpath and associated easement in gross over the subject site. In order to ensure that this area remains free from obstructions that could limit future Stage 2 works Mr Hopkins has recommended an appropriate condition that prior to occupation of the development an easement in favour of the Council shall be secured over the future Stage 2 footpath area.

Lastly, in relation to pedestrian access to the proposed Hotel, Mr Hopkins notes that the applicant is proposing that pedestrian access will be primarily via existing footpaths on Man Street. The applicant is proposing to widen the existing approximate 1.5m wide Council footpath on the southern side of Man Street fronting the hotel to a 3.4m wide path fronting the loading zone and tapering to a 2.45m path at the main hotel entrance. Mr Hopkins notes that if/when the Inner Links is completed the applicant has confirmed that this path can be upgraded to an acceptable width of 3.4m, with a short section at 2.8m. This future width has been reviewed and accepted by QLDC/BECA considering the current Inner Links draft plans. In order to ensure this footpath is appropriately designed and constructed Mr Hopkins has recommended a condition of consent that detailed design plans shall be provided for review and acceptance prior to commencement of any works.

It is noted that west of the main Hotel entrance the applicant is proposing to maintain the current 1m wide QLDC footpath until such a time as this is upgraded to 3.4m under the inner links upgrade. Mr Hopkins has recommended that the footpath be upgraded to a minimum width of 1.5m. The applicant has entered into a Developers Agreement with QLDC to undertake these works. Appropriate conditions have been recommended in this regard.

The comments and recommendations of Mr Hopkins are adopted and with the inclusion of the recommended conditions, it is considered that any effects on the environment resulting from the proposed access, parking, loading and unloading will be less than minor.

#### Other Matters

#### **Servicing**

### Water

Mr Hopkins has assessed the water component of the application and notes that network modelling provided by the applicant, prepared by Mott McDonald, confirms that there is sufficient flows and pressures to service the development via the 100mm QLDC main on Man Street. Council's Infrastructure Development Engineer, Mr Andrew Tipene has confirmed this finding.

Mr Hopkins notes that the applicant has not confirmed if the hotel will be serviced via the existing 100mm connection to the carpark building located at the vehicle ramp or through a new dedicated connection directly to the QLDC 100mm main on Man Street. Mr Hopkins notes that both are viewed as feasible options and recommends a consent condition that prior to the commencement of works the consent holder shall provide for review and acceptance detailed design plans for the provision of a water supply to the development from the QLDC 100mm main on Man Street.

In addition, as the proposed development is located on its own separate title to the carparking building below, Mr Hopkins recommends that any water supply to the hotel development be fitted with separate dedicated backflow prevention device and bulk metering. Appropriate conditions are recommended in this regard and have been accepted by the applicant.

Overall, Mr Hopkins is satisfied that the water supply can be provided from the Council reticulated scheme. The assessment of Mr Hopkins is adopted therefore it is considered any adverse effect on water will be less than minor.

### Fire Fighting

The applicant proposes to service the development via a fire suppression sprinkler system and existing hydrants on Man Street. Mr Hopkins notes that the applicant has provided network modelling from Mott McDonald that confirms there is sufficient flows and pressures to service the development with the required fire flows while maintaining required residual flows and pressures.

Mr Hopkins has recommended appropriate conditions of consent requiring detailed design plans be submitted to Council for review and acceptance demonstrating a fire sprinkler supply connection via a branch from the existing water supply to the carpark building (at the access ramp) or through a new dedicated connection to the 100mm Council main on Man Street can be achieved in accordance with Drawing B2-7 of the QLDC Code of Practice.

With regard to firefighting, Mr Hopkins is satisfied an appropriate hydrant supply exists to meet the firefighting needs, as such, any adverse effect with regard to firefighting needs will be less than minor.

### Wastewater

Wastewater from the proposed development is to be discharged through a new connection to the existing 150mm lateral that services the carpark building below and out to the QLDC 150mm main on Shotover Street. The applicant has provided network modelling from Hydraulic Analysis Limited that confirms there is sufficient capacity to service the development via additional flows to the 150mm QLDC main on Shotover Street. Council's Infrastructure Development Engineer, Mr Andrew Tipene has confirmed this.

Mr Hopkins is satisfied that the proposed development can be serviced for wastewater and recommends a consent condition that prior to the commencement of works the consent holder shall provide for review and acceptance detailed design plans for the provision of a wastewater connection from the development to the existing QLDC 150mm sewer main on Shotover Street. The applicant has accepted this condition.

It is considered any adverse effect on effluent disposal will be less than minor

### Stormwater

Stormwater is currently disposed via a lateral connection from the site to Council's stormwater reticulation in Shotover Street. With regard to future development, the applicant has confirmed that all stormwater will be disposed of via this reticulation. Mr Hopkins has recommended a condition that prior to the commencement of works the consent holder shall provide detailed design plans to confirm that all primary stormwater runoff from the development is captured and conveyed to the existing 225mm stormwater lateral that currently services the site via the 375mm QLDC main on Shotover Street. This has been accepted by the applicant.

Mr Hopkins notes that, the subject site is mostly impermeable currently, and the proposed hotel will have no impact on the existing stormwater infrastructure as the effective site coverage does not change from the current situation. Further, Mr Hopkins notes that no stormwater is permitted to drain to any new connections to Council's reticulated network. A condition has been recommended in this regard.

Mr Hopkins is satisfied that this is an acceptable approach. The assessment of Mr Hopkins is adopted and it is considered any adverse effect from stormwater disposal will be less than minor.

### Power & Telecom

Feasibility of supply letters have been provided by both Chorus and Aurora, associated conditions of consent have been recommended by Mr Hopkins.

It is considered any adverse effect on power or telecom will be less than minor.

### Construction Management

The applicant has provided a Construction Management Plan (CMP) prepared by Peak Projects International Ltd. Mr Hopkins has reviewed the CMP and has recommended a condition be imposed on the consent requiring further detail to be provided upon commencement of works.

Mr Hopkins identifies that the proposed construction will impact on the operation of Man Street with respect to both vehicles and pedestrians and further notes that to ensure the adverse effects of construction are suitably mitigated in this regard a consent condition is recommended that an approved Traffic Management Plan shall be obtained and implemented. The applicant has accepted this condition.

Mr Hopkins notes that the existing draft CMP proposes the use of part of the southern side of Man Street by way of a temporary licence to occupy (LTO) from Council. Mr Hopkins is satisfied that temporary occupation of minor areas of Council road reserve are generally in keeping with construction in the town centre zone

A Licence to Occupy for construction and post construction relating to the subject site was issued and subsequently signed by Mr Blake Hodger on behalf of Queenstown Lakes District Council (QLDC) and Ms Laura Morel on behalf of Man Street Properties Limited on 19 June 2019.

As such, construction effects on Man Street and the wider environment are considered to be no more than minor.

### Access

Mr Hopkins has assessed the means of access to and egress from the subject site, and notes the majority of the access to the site will be from Man Street via either footpath links or a dedicated vehicle loading/unloading area. Secondary pedestrian access to Shotover Street via existing foot traffic links through the Man Street carpark building is also provided.

The comments and recommendations of Mr Hopkins are adopted and with the inclusion of the recommended conditions, it is considered that any effects on the environment resulting from the proposed access will be less than minor.

## Summary of Effects on the Environment

For the reasons set out above, the proposed development will not have adverse effects on the environment that are more than minor.

### 3.3.5 Decision: Effects On The Environment (S95A(2))

Overall the proposed activity is not likely to have adverse effects on the environment that are more than minor. Therefore, public notification is not required under Step 3.

### 3.4 Step 4 – Public Notification in Special Circumstances

There are no special circumstances in relation to this application.

## **4.0 EFFECTS ON PERSONS (s95B)**

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

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

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

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

Limited notification is not precluded under Step 2, as the proposal is not subject to a rule in the District Plan or is not subject to an NES that precludes notification.

Limited notification is not precluded under Step 2, as the proposal is not a controlled activity or is not a prescribed activity.

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

Limited notification is not required under Step 3 as the proposal is not a boundary activity where the owner of an infringed boundary has provided their approval, and it is not a prescribed activity.

The proposal therefore falls into the 'any other activity' category and the effects on any persons are assessed in section 4.1 below to determine if limited notification is required.

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

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

The consent authority **may** disregard an adverse effect of the activity on a person if a rule or national environmental standard permits an activity with that effect. In this case, the permitted baseline is found within section 3.3.3 above.

#### 4.3.3 Assessment: Effects on Persons

Taking into account sections 3.3.3 and 4.3.2 above, the following assessment determines whether the activity will have, or is likely to have, adverse effects on the environment that are more than minor.

The Assessment of Effects provided at Section 8 of the applicant's AEE, is comprehensive and is considered accurate. It is therefore adopted for the purposes of this report, with the following additional comments:

The adjoining neighbours to the subject site are identified Figure 10 below and identified as follows:



Figure 10: Subject site (outlined in blue) and adjoining neighbours (marked by red circles)

Adverse effects on owners and occupiers of these sites are assessed as follows:

*Lot 2 DP 399240 (the car park levels under the podium)*

As stated above, Lot 1 (subject site) is a fee simple strata allotment comprising of a podium level of the building and two lift cores. As described in Deposited Plan 399240, Lot 1 has airspace development rights over Lot 2 DP 399240 (the lower levels of the car park building) to enable built form to occur. Built form on Lot 1 is required to be above an RL of 327.10. The agent has confirmed that the proposed built form is to be located wholly within Lot 1.

The built form has been designed to be sited so that the proposed bulk and scale of the building is generally a positive response to the site and is mitigated by appropriate facade modulation. The bulk and scale of the proposal is commensurate and compatible with that of the nearby development.

In addition, such a development is reasonably anticipated on the site, given the zoning and general compliance with applicable District Plan rules. Given the above, adverse effects on the owners and occupiers of Lot 2 DP 399240 with regard to built form are considered to be less than minor.

Visitor accommodation and associated commercial activities are anticipated in this zone, and the environment in this location is dominated by large scale visitor accommodation. The proposed development, is of a design and nature that it would be in keeping with the character of the surrounding environment, as such adverse effects on the owners and occupiers of Lot 2 DP 399240 with regard to the use of the premise as visitor accommodation are considered to be less than minor.

As such, no adverse effects as a result of the proposal are considered to arise to the owners/occupiers of Lot 2 DP 399240.

*12 Man Street (car park entry way)*

12 Man Street, known as both Lot 1 and 2 DP 399240 comprises the vehicle entry ramp and the airspace above the ramp. Specifically, Lot 1 comprises of the airspace above an RL of 320.7m and Lot 2 comprises the vehicle entry ramp and airspace above the ramp to a maximum level of RL of 320.7m. The agent has confirmed that the proposed built form of the hotel is to be located wholly within Lot 1, and the proposal will not obstruct the safe and efficient use of the vehicle ramp.

*Note: Man Street Properties Limited are the owner of Lot 1 DP 399240, and the airspace above the RL of 320.7m.*

No adverse effects as a result of the proposal are considered to arise to the owners/occupiers of 12 Man Street.

*28 Man Street, Queenstown / 65 Shotover Street*

This property adjoins the subject site to the north-west. A search of Council records indicates that both 28 Man Street and 65 Shotover Street are currently vacant. Although, it is noted that a garage type structure exists on the road frontage. It is noted that a Resource Consent Application (RM180599) is currently being processed for the subject site for a 260 room Hotel. RM180599 encompasses 65 – 67 Shotover Street, 28 – 30 Man Street and 3, 5 and 9 Hay Street.

With regard to 28 Man Street, the following is noted:

The elements of the proposal which exceed the building height directly adjacent to 28 Man Street is a portion of the upper level of the building (western most tower). The proposed breach 0.2m is considered to be largely unapparent.

It is considered that the proposal with regard to its physical bulk, height or scale will have no adverse effects on the owners and occupiers of 28 Man Street. Further, the breach in height will not lead to a reduction in solar penetration on site nor will it lead to sunlight loss or overshadowing.

With regard to overlooking, it is considered that the proposed Hotel has been designed to minimise the likelihood of any adverse overlooking or intrusion of aural privacy of adjoining properties. This has been achieved by providing sufficient setbacks.

The proposed Hotel is setback 2.4m from the adjoining boundary, noting that both the ODP and PDP have a nil internal boundary setback requirement.

Given the anticipated activity by zoning on this site (Town Centre Sub Zone), adverse effects on the owners and occupiers of 28 Man Street are considered to be less than minor.

With regard to 65 Shotover Street, the following is noted:

65 Shotover Street has the same zoning as the subject site albeit not contained within the Town Centre Sub Zone. Resultant shading from the height encroachment would be indiscernible from a 14.2m high building. Further, the building is setback 2.4m from the north-western boundary.

Given the anticipated activity by zoning on this site, adverse effects on the owners and occupiers of 65 Shotover Street from the proposed height along with additional traffic in the vicinity are considered to be less than minor.

*6 – 10 Brecon Street*

This property adjoins the subject site to the north-east. A search of Council records indicates that 6 – 10 Brecon Street is occupied by a number of restaurants and bars.

It is noted that the portion of the proposed Hotel which adjoins 6 – 10 Brecon Street is largely limited to the outdoor dining area. The northern corner of 10 Brecon Street abuts 12 Man Street to its rear, as described above, 12 Man Street contains the existing, approved car park entry ramp.

Given that the outlook obtained from the building on this site are away from the proposed development, and that it is considered that adverse effects in relation to views and outlook on the owners or occupiers of 6 – 10 Brecon Street would be less than minor. The proposed Hotel has been designed so that the form and bulk of the building is highly articulated and broken up, further the portion of the proposed hotel adjoining Brecon Street is the outdoor dining area.

In addition, given the distance between this property and the proposed hotel, in combination with the busy urban environment in which both buildings would be located, it is also considered that adverse effects in relation to privacy would be less than minor.

Overall, adverse effect on 6-10 Brecon Street owners and occupiers are considered to be less than minor.

#### *17 Man Street*

The property at 17 Man Street is located directly north of the subject site. A search of Council records indicates that this site is currently vacant. Resource Consent RM170564 for the construction of an 80 room hotel with an associated bar, restaurant and retail units.

Given the difference in building locations between the proposed development and that on 17 Man Street, the proposed building is considered to result in less than minor shading, privacy, or dominance effects on the owners and occupiers of that property.

Visitor accommodation activities are anticipated in this zone, and the environment in this location is dominated by large scale visitor accommodation. The proposed development, is of a design and nature that it would be in keeping with the character of the surrounding environment. For these reasons it is considered that effects from noise and amenity associated with the use of the premise as visitor accommodation is adequately mitigated through design, as such, any adverse effects are considered to be less than minor.

The proposed building may restrict the views from 17 Man Street from those which are presently available. However, the built form proposed is only marginally taller than the maximum height rule and as such effects from the additional bulk on views are negligible. Furthermore, the careful articulation material and colour consideration results in a building that will suitably integrate with the scale of the locality.

The result of the above is that the proposed development will have less than minor effects on the views and amenity values enjoyed by the owners and occupiers of that property.

Given the anticipated activity by zoning on this site (Town Centre Sub Zone), adverse effects on the owners and occupiers of 17 Man Street are considered to be less than minor.

#### *19 Man Street*

The property at 19 Man Street is located north-west of the subject site, directly across from Viewshaft C (vehicle access ramp). Views of the application site from this property is directly over the entry ramp of the Man Street car park building and vehicle access ramp.

As stated above, the applicant is proposing to construct a building which is partially located within Viewshaft C to a height of 11.45m. In addition, the applicant is proposing to construct two light weight pergola structures within Viewshaft C. One over the vehicle access ramp (a height of 1m above the RL 327.1), and another over the outdoor area associated with the restaurant and bar to a height of 3m above the RL327.1). The building encroaches into Viewshaft C by 0.65m for a height of 11.45m. This protrusion, as it relates to the building is shown in Figure 6 above.

The elements of the proposed building which exceed the control are largely the exterior façade of the building. This portion of the breach is considered marginal. In particular, it is noted that there will be no unreasonable overshadowing, overlooking, loss of views or noise impacts as a result on the owners and/or occupiers of 19 Man Street, any resulting effects are considered to be less than minor.



Visitor accommodation activities are anticipated in this zone, and the environment in this location is dominated by large scale visitor accommodation. The proposed development, is of a design and nature that it would be in keeping with the character of the surrounding environment. For these reasons it is considered that effects from noise and amenity associated with the use of the premise as visitor accommodation is adequately mitigated through design, as such, any adverse effects are considered to be less than minor.

No other effects from the proposed development are considered to be noticeable to the owners or occupiers of 17 Man Street.

Overall adverse effects on the owners or occupiers of 17 Man Street would be less than minor.

#### *21 – 23 Man Street*

The property at 21 – 23 Man Street is located directly north of the subject site. A search of Council records indicates that this site is currently occupied by residential units used for the purpose of visitor accommodation.

Views of the application site from this property are of the podium level of the Man Street car park building. 21 - 23 Man Street is located directly across Area A of the proposed hotel. As shown in Figure 4 above.

The applicant is proposing to construct a building which is partially located within Area A to a height of 14.2m above RL 327.1 masl. The elements of the proposal which exceed the building height is a portion of the upper level of the building. This portion of the breach is considered marginal. In particular, it is noted that there will be no unreasonable overshadowing, overlooking, loss of views or noise impacts as a result on the owners and/or occupiers of 21 - 23 Man Street, any resulting effects are considered to be less than minor.

Visitor accommodation activities are anticipated in this zone, and the environment in this location is dominated by large scale visitor accommodation. The proposed development, is of a design and nature that it would be in keeping with the character of the surrounding environment. For these reasons it is considered that effects from noise and amenity associated with the use of the premise as visitor accommodation is adequately mitigated through design, as such, any adverse effects are considered to be less than minor.

No other effects from the proposed development are considered to be noticeable to the owners or occupiers of 21 - 23 Man Street.

Overall adverse effects on the owners or occupiers of 21 - 23 Man Street would be less than minor.

#### *31 Man Street*

The property at 31 Man Street is located directly north of the subject site. A search of Council records indicates that 33 Man Street is occupied by a residential dwelling and flat.

Views from this property are of established commercial and visitor accommodation development with views of the mountain peaks and Lake Wakatipu beyond. Views of the application site from this property is characterised by the podium level of the Man Street car park building. This property is located directly across the road from the subject site.

31 Man Street is located directly across Area A of the proposed hotel. In Area A shown on the Height Precinct Map, the maximum height shall be 11m above RL 327.1 masl. The applicant is proposing to construct a building which is partially located within Area A to a height of 14.2m above RL 327.1 masl. The elements of the proposal which exceed the building height is a portion of the upper level of the building.

As discussed above, the proposed height breach, toward the western edge of Area A largely occurs as a result of the site attributes – namely the change in ground level from east to west (approximately 3m).

It is considered that the spatial arrangement of the buildings on the site and their design will result in a quality development outcome and a high standard of urban design. The building will not appear to be overly dominant or out of character when viewed from 31 Man Street.

The proposal incorporates significant articulation, architectural language and materials in the composition of the facades which serves to break up the visual scale and bulk of the development, visually reducing the apparent building mass.

As such it the effects and ensure that the visibility of future development will not be visually prominent when viewed from 33 Man Street and it is considered that any adverse effects in relation to dominance, loss of privacy, noise or shading would be less than minor.

Visitor accommodation activities are anticipated in this zone, and the environment in this location is dominated by large scale visitor accommodation. The proposed development, is of a design and nature that it would be in keeping with the character of the surrounding environment. For these reasons it is considered that effects including noise and amenity, associated with the use of the premise as visitor accommodation is adequately mitigated through design, as such, any adverse effects are considered to be less than minor.

No other effects from the proposed development are considered to be noticeable to the owners or occupiers of 31 Man Street.

Overall adverse effects on the owners or occupiers of 31 Man Street would be less than minor.

#### *33 Man Street (Lomond Lodge)*

The property at 33 Man Street is located directly north of the subject site. A search of Council records indicates that 33 Man Street is occupied by a three (3) storey visitor accommodation complex (Lomond Lodge).

Views from this property are of established commercial and visitor accommodation development with views of the mountain peaks and Lake Wakatipu beyond. Views of the application site from this property is characterised by the podium level of the Man Street car park building. This property is located directly across the road from the subject site.

Significant articulation and materials in the composition of the facades which serves to break up the visual scale and bulk of the development, visually reducing the apparent building mass. Proposed planting and appropriate building design controls will mitigate adverse effects and ensure that the visibility of future development will not be visually prominent when viewed from 33 Man Street and it is considered that any adverse effects in relation to dominance, loss of privacy, noise or shading would be less than minor.

Visitor accommodation and associated commercial activities are anticipated in this zone, and the environment in this location is dominated by large scale visitor accommodation. The proposed development, is of a design and nature that it would be in keeping with the character of the surrounding environment as such adverse effects on the owners and occupiers of 33 Man Street with regard to the use of the premise as visitor accommodation are considered to be less than minor.

With regard to view impediment, the following is noted. When looking south from 33 Man Street the proposed building would be visible. However, as discussed above the applicant is seeking to relocate Viewshaft D 4.4m to the west. Thus, creating an open corridor, relatively free of built form for a width of 11.4m directly across from 33 Man Street. A small porch style awning is proposed within the open corridor.. It is considered that the relocation of the viewing corridor is reasonable, and that appropriate amenity will be afforded to the owners/occupiers of 33 Man Street. The view impediment from 33 Man Street is negligible noting no unreasonable view impacts will result to the owners and/or occupiers of 33 Man Street.

Overall, the proposed Hotel has been designed to minimise any adverse overlooking or invasion of aural privacy of neighbouring properties. For these reasons it is considered that adverse effects in relation to the use of the site for visitor accommodation on the owners or occupiers of 33 Man Street would be less than minor.

No other effects from the proposed development are considered to be noticeable to the owners or occupiers of 33 Man Street.

Overall adverse effects on the owners or occupiers of 33 Man Street would be less than minor.

### *35 Man Street*

The property at 35 Man Street is located directly north of the subject site. A search of Council records indicates that 35 Man Street is occupied by a two storey residential unit and associated structures.

Views from this property are of established residential and visitor accommodation development with views of the mountain peaks and Lake Wakatipu beyond. Views of the application site from this property is of the podium level of the Man Street car park building. This property is located directly across the road from the subject site toward the north-western corner.

Visitor accommodation activities are anticipated in this zone, and the environment in this location is dominated by large scale visitor accommodation. The proposed development, is of a design and nature that it would be in keeping with the character of the surrounding environment. For these reasons it is considered that effects including noise and amenity associated with the use of the premise as visitor accommodation is adequately mitigated through design, as such, any adverse effects are considered to be less than minor.

35 Man Street is located directly across from Area B. As shown in Figure 5. In Area B the maximum height shall be 14m above RL 327.1 masl. The applicant is proposing to construct a building which is partially located within Area B to a height of 14.2m.

Given the above, the urban environment and the high quality of design, it is considered that the proposed building will not appear to be overly dominant to the owners/occupiers of 35 Man Street. Further, the height breach along the north western boundary and directly to the south east of 35 Man Street is 0.2m, and considered to be negligible.

With regard to view impediment, it is noted that while the proposal will increase the height of development at the site, it is generally in accordance with the applicable District Plan rules.

Given the negligible height breach, it is considered that adverse effects in relation to views and outlook on the owners or occupiers of 35 Man Street would be less than minor.

No other effects from the proposed development are considered to be noticeable to the owners or occupiers of 35 Man Street.

Overall adverse effects on the owners or occupiers of 35 Man Street would be less than minor.

### *37 Man Street*

The property at 37 Man Street is located to the north east of the subject site. A search of Council records indicates that 35 Man Street is occupied by a two storey residential unit and associated structures.

Views from this property are of established residential and visitor accommodation development with views of the mountain peaks and Lake Wakatipu beyond. Views of the application site from this property is characterised by established residential and commercial development and landscaping in the foreground. this property is located on the northern side of Man Street toward the north-west of the subject site.

Given the distance between 37 Man Street and the subject site, in combination with the topography, it is considered that any adverse effects in relation to dominance, loss of privacy, noise or shading or view loss would be less than minor.

For this reason it is considered that adverse effects in relation to views and outlook of the proposed development on the owners or occupiers of 37 Man Street would be less than minor.

No other effects from the proposed development are considered to be noticeable to the owners or occupiers of 37 Man Street.

Overall adverse effects on the owners or occupiers of 37 Man Street would be less than minor.

#### *41 Man Street*

The property at 41 Man Street is located to the north east of the subject site. Views from this property are of established residential and visitor accommodation development with views of the mountain peaks and Lake Wakatipu beyond. Views of the application site from this property is characterised by established residential development and landscaping in the foreground. This property is located on the northern side of Man Street toward the north-west of the subject site. The southernmost corner of 41 Man Street is located approximately 26m to the northern corner of the subject site.

Given the distance between 41 Man Street and the subject site, in combination with the topography and what sort of development can be anticipated on the subject site by the District Plan/s, it is considered that any adverse effects in relation to dominance, loss of privacy, noise or shading would be less than minor.

The proposed building along the north-eastern boundary would be visible from this vantage.

The view impediment from 41 Man Street is negligible noting that the elements in the view of greatest interest, being the mountain peaks and activity on Lake Wakatipu are retained.

For this reason it is considered that adverse effects in relation to views and outlook of the proposed development on the owners or occupiers of 41 Man Street would be less than minor.

No other effects from the proposed development are considered to be noticeable to the owners or occupiers of 41 Man Street.

Overall adverse effects on the owners or occupiers of 41 Man Street would be less than minor.

#### *47 – 49 Shotover Street*

This property adjoins the subject site to the south. A search of Council records indicates that 47 – 49 Shotover Street is occupied by a four (4) storey commercial building comprising visitor accommodation and commercial retail tenancies.

The building is built to the boundary and directly abut the rear of the subject site. It is noted that immediately adjoining 47 Shotover Street is the car park entry way and proposed outdoor dining area. Aside from the dining area and car park entry structures, this space is free of built form.

Visitor accommodation and associated commercial activities are anticipated in this zone, and the environment in this location is dominated by large scale visitor accommodation. The proposed development, is of a design and nature that it would be in keeping with the character of the surrounding environment. There are no balconies that open out onto the adjoining site and all outdoor spaces associated with the hotel would be located to the north of the proposed building in this location. It is noted that the outdoor dining area will have the potential to result in overlooking, however, design mitigation including balustrading and proposed conditions minimising hours of use will ensure overlooking is minimised and visual and acoustic amenity is maintained for those occupiers. Further, this space will primarily overlook the roof of 47 – 49 Shotover Street.

Overall, the proposed Hotel has been designed to minimise any adverse overlooking or invasion of aural privacy of neighbouring properties.

For these reasons it is considered that adverse effects in relation to the use of the site for visitor accommodation on the owners or occupiers of 47 – 49 Shotover Street would be less than minor.

Given that the outlook obtained from the building on this site are away from the proposed development, and that it is considered that adverse effects in relation to views and outlook on the owners or occupiers of 47 – 49 Shotover Street would be less than minor.

The proposed hotel is located to the north of 47 – 49 Shotover Street. As such there is potential for the proposed development to result in increased shading on 47 – 49 Shotover Street. However, the proposal has been designed to allow reasonable daylight access to all adjoining buildings, and will not result in unreasonable overshadowing effects. In addition, such a development is reasonably anticipated on the site, given the zoning and general compliance with applicable District Plan rules. As such, it is considered that the proposed building, although higher than allowed by the District Plan, would not noticeably increase overshadowing beyond what could be constructed on the site as of right.

Therefore, it is considered that adverse effects in relation to shading would be less than minor.

In relation to privacy, it is noted that several proposed hotel rooms would look out over the existing roof of 47 – 49 Shotover Street. However, visitor accommodation is anticipated in this location and the surrounding environment is comprised of visitor accommodation development. The building has been designed to provide privacy between occupants and surrounding neighbours through measures such as recessive design and minimal use of balconies.

#### *51 – 53 Shotover Street and 57 Shotover Street (The Forsyth Barr Building)*

51 – 53 Shotover Street abuts the subject site to the south east. A search of Council records indicates that 51 - 53 Shotover Street is occupied by a three (3) storey mixed use building comprising basement parking, restaurants, bars, offices and residential apartments and visitor accommodation.

57 Shotover Street abuts the subject site to the south east. A search of Council records indicates that 57 Shotover Street is occupied by a five (5) storey mixed use building comprising basement parking, restaurants, bars, a gym, offices and residential apartments and visitor accommodation.

It is noted that 51 – 53 and 57 Shotover Street form part of a staged development. Both buildings are built to the boundary and directly abut the Man Street site and although held on separate titles, are both owned by 53 Shotover St Ltd.

Figure 11 below, demonstrates the outline of 51 – 53 and 57 Shotover Street in relation to the proposed Hotel.

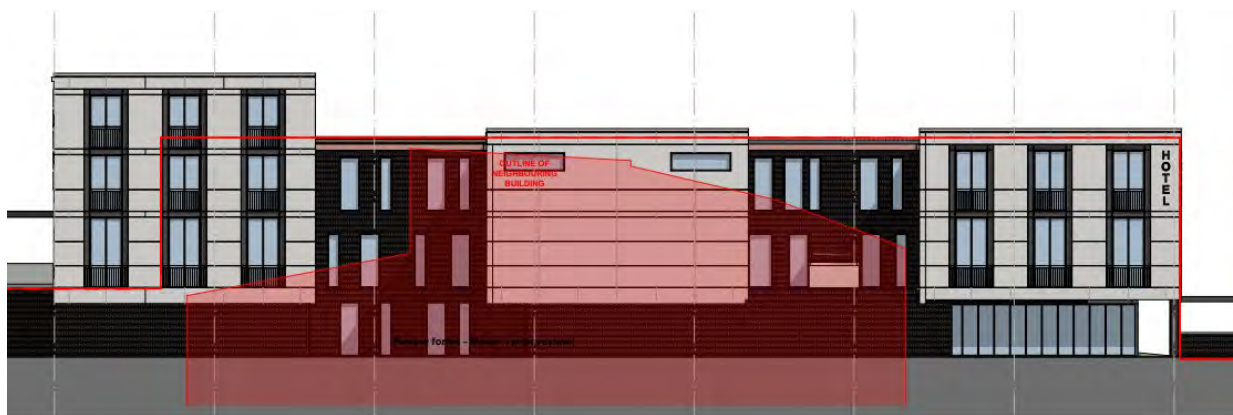


Figure 11: South-east elevation

Visitor accommodation activities are anticipated in this zone, and the environment in this location is dominated by large scale visitor accommodation. The proposed development, is of a design and nature that it would be in keeping with the character of the surrounding environment. There are no balconies that open out onto the adjoining site and all outdoor spaces associated with the hotel would be located to the north of the proposed building in this location. For these reasons it is considered that effects from noise and amenity is adequately mitigated through design.

Overall it is considered that adverse effects in relation to the use of the site for visitor accommodation on the owners or occupiers of 51 – 53 and 57 Shotover Street would be less than minor.

Given that the outlook obtained from the building on this site are away from the proposed development, and that it is considered that adverse effects in relation to views and outlook on the owners or occupiers of 51 – 53 and 57 Shotover Street would be less than minor.

The proposed hotel is located to the north of 51 – 53 and 57 Shotover Street. As such there is potential for the proposed development to result in increased shading on 51 – 53 and 57 Shotover Street. However, the proposal has been designed to allow reasonable daylight access to all adjoining buildings, and will not result in unreasonable overshadowing effects. In addition, such a development is reasonably anticipated on the site, given the zoning and general compliance with applicable District Plan rules. As such, it is considered that the proposed building, although higher than allowed by the District Plan, would not noticeably increase overshadowing beyond what could be constructed on the site as of right.

Therefore, it is considered that adverse effects in relation to shading would be less than minor.

In relation to privacy, it is noted that several proposed hotel rooms would look out over the existing roof of 51 – 53 and 57 Shotover Street. However, visitor accommodation is anticipated in this location and the surrounding environment is comprised of visitor accommodation development. The building has been designed to provide privacy between occupants and surrounding neighbours through measures such as recessive design and minimal use of balconies.

Therefore, it is considered that adverse effects on the owners or occupiers of 51 – 53 and 57 Shotover Street in relation to privacy would be less than minor.

No other effects from the proposed development are considered to be discernible to the owners or occupiers of 51 – 53 and 57 Shotover Street

Overall, adverse effects on 51 – 53 and 57 Shotover Street are considered to be less than minor.

#### *59 – 63 Shotover Street (The Lofts)*

59 – 63 Shotover Street has the same zoning as the subject site albeit not contained within the Town Centre Sub Zone. A search of Council records indicates that 59 – 63 Shotover Street is occupied by a four (4) storey mixed use building comprising parking and visitor accommodation and commercial operations.

Resultant shading from the height encroachment would be indiscernible from a 14.2m high building. Given the anticipated activity by zoning on this site, adverse effects on the owners and occupiers of 59 – 63 Shotover Street from the proposed height along with additional traffic in the vicinity are considered to be less than minor.

Visitor accommodation activities are anticipated in this zone, and the environment in this location is dominated by large scale visitor accommodation. The proposed development, is of a design and nature that it would be in keeping with the character of the surrounding environment. There are no balconies that open out onto the adjoining site and all outdoor spaces associated with the hotel would be located to the north of the proposed building in this location. For these reasons it is considered that effects from noise and amenity associated with the use of the premise as visitor accommodation is adequately mitigated through design, as such, any adverse effects are considered to be less than minor.

For these reasons it is considered that adverse effects in relation to the use of the site for visitor accommodation on the owners or occupiers of 59 – 63 Shotover Street would be less than minor.

Given that the outlook obtained from the building on this site are away from the proposed development and subject site being located on a high point in the topography of the area it is considered that adverse effects in relation to views and outlook on the owners or occupiers of 59 – 63 Shotover Street would be less than minor.

No other persons are considered to be adversely affected by the proposed development.

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

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

#### **4.4 Step 4 – Further Limited Notification in Special Circumstances**

Special circumstances do not apply that require limited notification.

### **5.0 OVERALL NOTIFICATION DETERMINATION**

Given the decisions made above in sections 3 and 4 above, the application is to be processed on a non-notified basis.

### **6.0 S104 ASSESSMENT**

#### **6.1 EFFECTS (s104(1)(a))**

Actual and potential effects on the environment have been outlined in section 3 of this report. Conditions of consent can be imposed under s108 of the RMA as required to avoid, remedy or mitigate adverse effects.

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

##### Operative District Plan

The relevant objectives and policies are contained within Section 4 (District Wide), Section 10 (Queenstown Town Centre) and Section 14 (Transport) of the Operative District Plan, and the assessment of these within the applicant's AEE is comprehensive and is considered accurate. It is therefore adopted for the purposes of this report and it is considered the proposal will be consistent with the relevant objectives and policies.

##### District Wide

The relevant objectives and policies are contained within Section 4.9 (Urban growth) of Chapter 4 (District Wide) and seek to ensure continued growth is managed in a way which sustains the District's resources, character and amenity.

Objective 2, directs council to have regard for the built character and amenity values of the existing urban areas while enabling people and communities to provide for their social, cultural and economic wellbeing. Of relevance, Policy 2.1 seeks to ensure that new growth and development in existing urban areas takes place in a manner, form and location which protects or enhances the built character and amenity of the existing residential areas and small townships. The proposed Hotel is enhances the relationship between the landscape and the compact nature of settlement within the landscape.

Objective 4 seeks to provide a pattern of land use which promotes a close relationship and good access between living, working and leisure environments. Policy 4.1 promotes town centres, existing and proposed, as the principal foci for commercial, visitor and cultural activities.

The proposal is consistent with these objectives and policies, being for a visitor accommodation use and associated activities in Queenstown Town Centre, an area of the District where such uses are directed to by the District Plan.



Further, Objective 5 seeks to enable visitor accommodation activities to occur while ensuring any adverse effects are avoided, remedied or mitigated. Specifically, Policy 5.1 directs Council to manage visitor accommodation to avoid any adverse effects on the environment. In addition Policy, 5.3 seeks to ensure that the costs and regulatory obligations of visitor accommodation activities are appropriately borne and complied with by visitor accommodation providers.

As discussed in Sections 4 and 5 above, the proposed development is considered to constitute new development in an appropriate area which will give rise to minimal adverse effects. Costs and regulatory obligations will be borne by the developer, by the payment of Development Contributions for example.

In this regard, it is concluded the proposal is not inconsistent with these objectives and policies.

### Queenstown Town Centre

Objective 1 seeks to provide viable Town Centres which respond to new challenges and initiatives but which are compatible with the natural and physical environment. Specifically, Policy 1.5 seeks to provide for town centres to be densely developed centres of activity with maximum consolidation of space, commensurate with the essential amenity, environmental and image outcomes sought for each centre.

Objective 2 seeks to enhance the amenity, character, heritage, environmental quality and appearance of the town centres. Of relevance, Policy 2.1 directs Council to provide for the development of a full range of business, residential, community and tourist activities while conserving and enhancing the physical, historic and scenic values and qualities of the geographical setting.

Objective 3 seeks to enhance built form and style within each town centre that respects and enhances the existing character, quality and amenity values of each town centre and the needs of present and future activities. Specifically, Policy 3.1 seeks to ensure a built form for each town centre which relates to and is sympathetic to the physical characteristics of the site and neighbourhood including climate, neighbours and topographical features. The proposed Hotel provides a vital and attractive element which is fundamental to the character of the Queenstown centre.

The proposal is consistent with these objectives and policies. The development will introduce further visitor accommodation and commercial uses in the town centre, placing further emphasis on Queenstown Town Centre as a principle area for commercial, employment and visitor activities. The development will contribute towards a densely developed town centre and consolidation of space, with a range of activities while maintaining the qualities of the surrounding environment. As discussed in Sections 4 and 5 of this report, the height, scale and appearance of the building will not diminish the amenity of the area and will have acceptable adverse effects relating to traffic movement.

### Transport

The relevant objectives and policies seek to require that land use activities that are undertaken in a manner that maintains the safety and efficiency of the transport network.

Objective 2 seeks to encourage the maintenance and improvement of access, ease and safety of pedestrian and vehicle movements. Of relevance, Policy 2.2 directs Council to ensure the intensity and nature of activities is compatible with road capacity and function, to ensure both vehicle and pedestrian safety. The proposed Hotel provides for well-designed and safe vehicle and pedestrian access and loading area. Therefore the proposal is considered to be consistent with this objective and associated policies.

Objective 5 seeks to provide sufficient accessible parking and loading facilities. Policy 5.2 seeks to ensure there is sufficient room for loading and unloading. Policy 5.6 seeks to provide for staff car parking. While the loading area has been provided off-site, it is considered sufficient to facilitate the proposed activity. This is considered to be consistent with Objective 5 and its associated policies.

Overall, the proposed development is consistent with and therefore not contrary to, the objectives and policies of Part 14 of the Operative District Plan.

### Proposed District Plan

The relevant operative objectives and policies are contained within Chapter 4 – Urban Development, Chapter 12 (Queenstown Town Centre), Chapter 29 (Transport) of the Proposed District Plan.

The relevant objectives and policies of Chapter 4 (Urban Development) seek to consolidate urban development and ensure urban growth in existing urban areas has regard for the built character and amenity values of the existing urban environment.

The proposal has appropriate regard for the urban character and amenity values of the area and enables development which provides for people and communities to provide for their social, cultural and economic wellbeing. The proposal sustains the District's resources, character and amenity.

The relevant objectives and Policies of Chapter 12 (Queenstown Town Centre) seek to provide a focus for community, life, retail, entertainment, business and service. Specifically, Objective 12.2.1 seeks to ensure the town centre remains relevant to residents and visitors alike by providing a centre of mixed use retail, commercial and tourism activity. Specifically, Policy 12.2.1.1(b) seeks to enable intensification through enabling new development opportunities and ensuring such intensification is in accordance with best practice urban design principles. The proposal promotes a high standard of urban design and residential amenity.

Objectives 12.2.2 seeks to provide for development that achieves high quality urban design outcomes and contributes to the town's character. The Hotel development is consistent with the Queenstown Town Centre Design Guidelines 2015, and provides quality urban design outcomes which are beneficial to the public, including, providing for outdoor dining, pedestrian links and well planned storage and loading/servicing areas.

Objective 12.2.3 seeks to maintain an increasingly vibrant Town Centre that continues to prosper while maintaining a reasonable level residential amenity. The proposed Visitor Accommodation activity will not result in noxious effects that are inappropriate.

Policy 12.2.3.3 seeks to avoid, where possible, or mitigate adverse traffic effects from visitor accommodation activities through the careful location and design of loading areas. In addition, Policy 12.2.3.3 discourages the use of on-site car parking. The proposed loading/unloading zone on Man Street has been carefully designed in conjunction with and QLDC and provides a safe and accessible zone for visitors. While it is recognised that under the Operative District Plan, such a proposal is required to provide coach and car parking, Policy 12.2.3.3(c) clearly directs Council to discourage the provision of onsite car parking. The proposal aligns with this policy.

The overall character of the proposal is not contrary to the objectives and policies and provides for a dynamic and vibrant Hotel which will deliver a variety of activities for residents and visitors.

The objectives and policies and transportation chapter seek to maintain the safe and efficient functioning of the District's Roads. Objective 29.2.1 seeks to provide an integrated, safe and efficient transport network that provides for future growth. Of relevance, Policy 29.2.3 directs Council to require activities to contribute to the development of well-connected public and active transport networks and/ or infrastructure. The proposal is considered to be consistent with Objective 29.2.1 and its associated policies. The proposed Hotel has been designed in a manner which maintains the safety and efficiency of the transport network and provides for well-connected transport networks and future infrastructure.

Further, it is noted that Objective 29.21 and Policy 29.2.2.2 seek to discourage parking in the Town Centre zones in order to support growth, intensification and improved pedestrian amenity in these zones. The proposal is considered to align with this Policy in that no coach or car parking is proposed as part of this application. The proposed Hotel and associated off-site loading zone will aid in reducing the dominance of vehicles and congestion of vehicles in the Town Centre.

It is considered that the proposed development would be consistent with and therefore not contrary to, the objectives and policies of Chapter 29 of the Proposed District Plan.

### Weighting between Operative District Plan and Proposed District Plan

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

### **6.3 PARTICULAR RESTRICTIONS FOR NON-COMPLYING ACTIVITIES (s104(D))**

With respect to the assessment above, the first threshold test for a non-complying activity required under Section 104D has been met in that the application is not considered to create any actual or potential adverse effects which are more than minor in extent.

With respect to the second threshold test under Section 104D it is concluded that the application can pass through the second gateway test given that the proposal is considered to be not contrary to the relevant policies and objectives of the District Plan or the Proposed District Plan.

On this basis discretion exists to grant consent for this non-complying activity.

### **6.4 PART 2 OF THE RMA**

Part 2 of the RMA outlines that the purpose of the Act is to promote the sustainable management of natural and physical resources. As detailed below, the proposed activity is considered to align with the Purpose and Principles set out in Part 2 of the RMA.

The proposed activity will result in sustainable management of natural and physical resources, whilst not affecting the life supporting capacity of air, water, soil and ecosystems. The development avoids adverse effects on the environment through a number of mitigation measures.

The proposal will result in the efficient development of a town centre site, resulting in increased efficiencies and consolidation of the town centre. Adverse effects on the environment are generally avoided or mitigated to an acceptable level.

Section 6 details matters of national importance to be recognised and provided for. There are no section 6 matters of relevance to this application.

Section 7 provides other matters that Council shall have particular regard to. Of relevance to this application are *the maintenance and enhancement of amenity values*. Amenity values are defined in the Act as those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes. An assessment of the application with respect to the amenity values of the environment is included in Sections 3 and 4 above.

Section 8 of the RMA relates to the principles of the Treaty of Waitangi. There are no matters pertaining to the Treaty of Waitangi that are of concern for this application.

Overall, the proposal is considered to meet the purpose and principles of the RMA.

### **6.5 DECISION ONE: ON RESOURCE CONSENT PURSUANT TO SECTION 104 OF THE RMA**

Consent is **granted** subject to the conditions outlined in *Appendix 1* of this decision report imposed pursuant to Section 108 of the RMA.

## **7.0 OTHER MATTERS**

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

In granting this resource consent, pursuant to the Local Government Act 2002 and the Council's Policy on Development Contributions the Council has identified that a Development Contribution is required.

Payment will be due prior to commencement of the consent, except where a Building Consent is required when payment shall be due prior to the issue of the code of compliance certificate.

*Administrative Matters*

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

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

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

This resource consent must be exercised within five years from the date of this decision subject to the provisions of Section 125 of the Resource Management Act 1991.

If you have any enquiries please contact Alicia Hunter on phone s 9(2)(a) or email s 9(2)(a)

Report prepared by

Decision made by




Alicia Hunter  
**SENIOR PLANNER**

Katrina Ellis  
**TEAM LEADER: RESOURCE CONSENTS**

- APPENDIX 1** – Consent Conditions
- APPENDIX 2** – Applicants AEE
- APPENDIX 3** – Council Engineers Assessment
- APPENDIX 4** – Council Urban Design Assessment

## **APPENDIX 1 – CONSENT CONDITIONS**

### General Conditions

1. That the development must be undertaken/carried out in accordance with the plans:
  - ‘Site Plan’, prepared by Plus Architecture, dated 27 September 2018, Drawing No: RC050, Rev: 4;
  - ‘Ground Floor Plan’, prepared by Plus Architecture, dated 20 December 2018, Drawing No: RC100, Rev: 5;
  - ‘Level 01 Plan’, prepared by Plus Architecture, dated 27 September 2018, Drawing No: RC101, Rev: 4;
  - ‘Level 02 Plan’, prepared by Plus Architecture, dated 27 September 2018, Drawing No: RC102, Rev: 2;
  - ‘Level 03 Plan’, prepared by Plus Architecture, dated 27 September 2018, Drawing No: RC103, Rev: 2;
  - ‘Roof Plan’, prepared by Plus Architecture, dated 27 September 2018, Drawing No: RC104, Rev: 2;
  - ‘Elevation’, prepared by Plus Architecture, dated 20 December 2018, Drawing No: RC200, Rev: 4;
  - ‘Elevation – South - East’, prepared by Plus Architecture, dated 20 December 2018, Drawing No: RC201, Rev: 3;
  - ‘Elevation’, prepared by Plus Architecture, dated 27 September 2018, Drawing No: RC202, Rev: 3;
  - ‘Elevation’, prepared by Plus Architecture, dated 20 December 2018, Drawing No: RC203, Rev: 4;
  - ‘Sections’, prepared by Plus Architecture, dated 20 December 2018, Drawing No: RC210, Rev: 3;
  - ‘Materials’, prepared by Plus Architecture, dated 20 December 2018, Drawing No: RC1001, Rev: 3;
  - ‘Carpark Entry Pergola’, prepared by Site Landscape Architects, dated 18 December 2018, Drawing No: 159\_SK-012, Rev: C;
  - ‘Man Street Interface – Stage 1’, prepared by Site Landscape Architects, dated 11 July 2018, Drawing No: 159\_SK-001, Rev: F;
  - ‘Man Street Interface – Stage 2’, prepared by Site Landscape Architects, dated 12 July 2018, Drawing No: 159\_SK-002, Rev: I;
  - ‘Man Street Hotel – Section 01’, prepared by Site Landscape Architects, dated 17 May 2018, Drawing No: 159\_SK-003, Rev: D;
  - ‘Man Street Hotel – Section - 02’, prepared by Site Landscape Architects, dated 17 June 2018, Drawing No: 159\_SK-004, Rev: C;
  - ‘Man Street Hotel – Section - 03’, prepared by Site Landscape Architects, dated 17 May 2018, Drawing No: 159\_SK-005, Rev: C; and
  - ‘Man Street Hotel – Section - 04’, prepared by Site Landscape Architects, dated 17 May 2018, Drawing No: 159\_SK-006, Rev: C.

### **stamped as approved on 19 September 2019**

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

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

### Landscaping

4. An amended landscaping plan detailing all specimen tree species, detailed planting designs and methodologies for trees and planters located on the lower level street frontage shall be provided to Council's Resource Consent Manager for certification prior to implementation.

The objective of this plan is to ensure there is a sufficient level of planting for amenity benefits.

5. All planting in the landscape plan approved under condition (4) shall be implemented within the first planting season following construction of the hotel and be thereafter maintained. If any plant or tree should die or become diseased it shall be replaced in the next available planting season.

### Noise

6. Once the hotel is operational, all activity on site must comply with the district plan noise limits, other than daytime coaches and delivery vehicles.
7. All outdoor areas associated with the Hotel restaurant/bar shall only be used for the purpose of smoking between the hours of 2200h and 0800h (no drinks may be bought outside after 2200).
8. All doors and windows to commercial areas of the hotel (including reception and the restaurant) shall be closed between 2200h and 0800h apart from timely access to the buildings.
9. There shall be no outdoor loudspeakers or music operated between 2200h and 0800h.

### Engineering

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

*Note: The current standards are available on Council's website via the following link: <http://www.qldc.govt.nz>*

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

11. The owner of the land being developed shall provide a letter to the Manager of Resource Management Engineering at Council advising who their representative is for the design and execution of the engineering works and construction works required in association with this development and shall confirm that these representatives will be responsible for all aspects of the works covered under Sections 1.7 & 1.8 of QLDC's Land Development and Subdivision Code of Practice, in relation to this development.
12. Prior to commencing works on site, the consent holder shall submit a traffic management plan to the Road Corridor Engineer at Council for review and acceptance. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor. All contractors obligated to implement temporary traffic management plans shall employ a qualified STMS on site. The STMS shall implement the Traffic Management Plan. A copy of the approved plan shall be submitted to the Manager of Resource Management Engineering at Council prior to works commencing.
13. Prior to commencing works on site, the consent holder shall submit a Construction Management Plan (CMP) to the Manager of Resource Management Engineering at Council for 'Engineering Review and Acceptance'. This plan shall be in general accordance with the Peak Project Ltd 'Construction Management Plan for Resource Consent', and as a minimum shall include, but not be limited to, the following:
  - Construction programme
  - Construction hours
  - Construction noise (monitoring and management)

- Construction access
- Loading/unloading areas
- Contractor parking
- Construction works area
- Temporary fencing (site exclusion)
- Cranage (including safety impact on Man Street Carpark vehicle/pedestrian access)
- Earthwork dust & sediment control (if required)
- Protection of existing services (including council services on Man Street)
- Protection of neighbouring properties
- Protection of ongoing use of Man Street commercial carpark (including safe ongoing access from Man Street to the existing lift/stair core)

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

14. Prior to commencing works on the site, the consent holder shall obtain 'Engineering Review and Certification' from the Queenstown Lakes District Council for development works to be undertaken and information requirements specified below. The application shall include all development items unless a 'partial' review approach has been approved in writing by the Manager of Resource Management Engineering at Council. The 'Engineering Review and Acceptance' application(s) shall be submitted to the Manager of Resource Management Engineering at Council and shall include copies of all specifications, calculations, design plans and Schedule 1A design certificates as is considered by Council to be both necessary and adequate, in accordance with Condition (10), to detail the following requirements:
- a) The provision of a water supply to the development from the 100mm QLDC main on Man Street in terms of Council's standards and connection policy. This connection can either be via a branch from the existing water supply to the carpark building (at the access ramp) or through a new dedicated connection to the 100mm Council main on Man Street. The potable water supply connection shall include a bulk flow meter and backflow prevention in accordance with Council standards. The cost of any new connection shall be borne by the consent holder.
  - b) The provision of a fire suppression sprinkler system within the building to meet the requirements of SNZ PAS 4509. This system shall be supplied either via a branch from the existing water supply to the carpark building (at the access ramp) or through a new dedicated connection to the 100mm Council main on Man Street. This connection shall be in accordance with Drawing B2-7 of the QLDC Code of Practice.
  - c) The provision of a foul sewer connection from the development to the existing 150mm sewer lateral from the carpark building that connects to QLDC 150mm sewer main on Shotover Street.
  - d) The provision of a connection from all potential impervious areas within the development to the existing 250mm stormwater lateral that currently services the site via the 375mm QLDC main on Shotover Street. No stormwater is permitted to drain to any new connections to Council's reticulated network.
  - e) The provision of a minimum 28m long and 2.7m wide vehicle loading zone fronting the development on Man Street. This shall include-
    - Yellow 'no-parking' hatching within the loading zone tapers in accordance with MOTSAM and the TCD Manual.
    - 15 minute parking restriction signage and markings in accordance with MOTSAM and the TCD Manual.
    - Tracking curves confirming loading zone is capable of accommodating 2 full sized New Zealand tour buses (RTS 18 version).



- Overlays confirming sightlines are consistent with the Bartlett Consulting '12-26 Man Street, Queenstown Proposed Hotel' report dated 22<sup>nd</sup> May 2018. Specifically, 80m of clear sight distance shall be available from the existing Man Street Carpark exit in both directions, with a temporary reduction to a minimum 39m to the west when the loading/unloading bay is in use.
  - Confirmation from QLDC Infrastructure/BECA that the design complies with the agreed Stage 1 works with regards to the future town centre Inner Links project.
- f) Upgrading of the existing Council footpath from the main development entrance to the western boundary of the site. This shall be increased from the current nominal 1 m width to a minimum 1.5m width in accordance with Council standards. This shall include the provision of a suitable pedestrian safety barrier (if required).
- g) A land covenant shall be imposed on Lot 1 Deposited Plan 399240 pursuant to Section 108 of the Act that requires a Computed Easement Plan and easement instrument showing a pedestrian right of way easement in gross in favour of the Council over the future Stage 2 footpath as shown on the *SITE Landscape Architects – Man Street Interface: Stage 2 plans DWG 159\_SK-002 rev G*. The wording of this easement instrument shall be reviewed by Council's Subdivision Officer prior to registration and the cost of securing this s348 easement shall be borne by the consent holder. The easement shall only be registered on the subject Certificate of Title at the time that Man Street is physically widened as part of the Inner Links project.
- h) The provision of Design Certificates for all engineering works associated with this subdivision/development submitted by a suitably qualified design professional (for clarification this shall include all Road/Footpaths, any new Water connection,). The certificates shall be in the format of the QLDC's Land Development and Subdivision Code of Practice Schedule 1A Certificate.

**To be monitored throughout construction**

15. All construction activities shall be undertaken in accordance with the Council reviewed and approved 'Traffic Management Plan' and 'Construction Management Plan' of Conditions (12) and (13) above, respectively.
16. Safe ongoing public pedestrian access shall be maintained at all times from the southern footpath on Man Street to the existing lift/stair core to the site.

**To be completed when works finish and before occupation of building.**

17. Prior to the occupation of the building, the consent holder shall complete the following:
- a) The submission of 'as-built' plans and information required to detail all engineering works completed in relation to or in association with this subdivision/development at the consent holder's cost. This information shall be formatted in accordance with Council's 'as-built' standards and shall include all Roads (including right of way and access lots), Water, Wastewater and Stormwater reticulation (including private laterals and toby positions).
  - b) The completion and implementation of all certified works detailed in Condition (14) above.
  - c) Prior to occupation of the hotel development the s348 right of way easement in Condition (14) shall be registered on the Computer Freehold Register of the subject site over the future stage 2 footpath area as shown on the *SITE Landscape Architects – Man Street Interface: Stage 2 plans DWG 159\_SK-002 rev G*.
  - d) All redundant Council service connections shall be capped at the main.
  - e) Any power supply and/or telecommunications connections to the building shall be underground from existing reticulation and in accordance with any requirements/standards of the network provider's requirements.

- f) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.
- g) The consent holder shall obtain a Code of Compliance Certificate under a Building Consent for any retaining walls constructed as part of this consent which exceed 1.5m in height or are subject to additional surcharge loads as set out in Schedule 1 of the Building Act.
- h) The submission of Completion Certificates from both the Contractor and Approved Engineer for all infrastructure engineering works completed in relation to or in association with this subdivision/development (for clarification this shall include all Roads/Footpaths, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of the QLDC's Land Development and Subdivision Code of Practice Schedule 1B and 1C Certificate.

**Advice Note:**

1. This consent triggers a requirement for Development Contributions, please see the attached information sheet for more details on when a development contribution is triggered and when it is payable. For further information please contact the DCN Officer at QLDC.
2. The consent holder is advised that if it is proposed to unit subdivide the hotel in future, then all services should be installed to the future units in accordance with QLDC's Land Development and Subdivision Code of Practice adopted on 3rd May 2018 and subsequent amendments to that document up to the date of issue of any subdivision consent. It is recommended that council's Engineers are contacted prior to installation of services to arrange for all necessary inspections to be carried out so that services can be checked for compliance with the Council's Code of Subdivision prior to backfilling. Otherwise, services may require excavation and inspection at time of subdivision and CCTV footage may be required to demonstrate compliance with QLDC's Land Development and Subdivision Code of Practice adopted on rd May 2018 and subsequent amendments to that document up to the date of issue of any subdivision consent.
3. This consent does not approve any signage. The applicant is advised that should any signage be proposed that requires resource consent, such consent must be obtained before the signage is erected
4. An On License for the sale of liquor on the premises will need to be obtained to sell liquor. For further information, please contact Council's Licensing Department.

**For Your Information**

If your decision requires monitoring, we will be sending an invoice in due course for the deposit referred to in your consent condition. To assist with compliance of your resource consent and to avoid your monitoring deposit being used before your development starts, please complete the "[Notice of Works Starting Form](#)" and email to the Monitoring Planner at [RCMonitoring@qldc.govt.nz](mailto:RCMonitoring@qldc.govt.nz) prior to works commencing.

You may also have conditions that require you to apply for Engineering Acceptance. To apply for Engineering Acceptance, please complete the [Engineering Acceptance Application form](#) and submit this completed form and an electronic set of documents to [engineeringacceptance@qldc.govt.nz](mailto:engineeringacceptance@qldc.govt.nz) with our monitoring planner added to the email at [RCMonitoring@qldc.govt.nz](mailto:RCMonitoring@qldc.govt.nz).

If your decision requires a development contribution (DC) charge, we will be sending a notice in due course. To answer questions such as what is a DC charge, when a DC charge is triggered and timing of payments, please refer to this link. <http://www.qldc.govt.nz/planning/development-contributions/> If you wish to make a DC estimate calculation yourself, please use this link: <http://www.qldc.govt.nz/planning/development-contributions/development-contributions-estimate-calculator/> And for full details on current and past policies, please use this link: <http://www.qldc.govt.nz/council-online/council-documents/policies/policy-on-development-contributions-and-financial-contributions/>

**APPENDIX 2 – APPLICANTS AEE**

# RESOURCE CONSENT APPLICATION TO CONSTRUCT A HOTEL

**Man Street Properties Limited**

Man Street, Queenstown

July 2018



RESOURCE MANAGEMENT CONSULTANTS

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## 1.0 THE APPLICANT AND PROPERTY DETAILS

|  |  |
|--|--|
| <b>Site Address</b>                    | 14, 16, 18, 20, 22, 24 & 26 Man Street,<br>Queenstown  |
| <b>Applicants Name:</b>                | Man Street Properties Limited  |
| <b>Address for Service</b>             | Man Street Properties Limited<br>C/- Southern Planning Group<br>PO BOX 1081<br>QUEENSTOWN 9348<br><br>Attention: Scott Freeman   |
| <b>Site Legal Description:</b>         | Lot 1 Deposited Plan 399240  |
| <b>Total Site Area:</b>                | 3961m <sup>2</sup> (includes air rights associated with Lot 1<br>DP 399240)  |
| <b>Operative District Plan Zone:</b>   | Queenstown Town Centre Zone (Town Centre<br>Transitional Sub-Zone)   |
| <b>Proposed District Plan Zone:</b>    | Queenstown Town Centre Zone  |
| <b>Brief Description of Proposal:</b>  | To develop and operate a hotel that will provide<br>205 guest rooms with associated facilities   |
| <b>Summary of Reasons for Consent:</b> | Resource consents are required pursuant to<br>Section 10 (Queenstown Town Centre Zone) and<br>Section 14 (Transport) of the Operative District<br>Plan and pursuant to Chapter 12 (Queenstown<br>Town Centre Zone) under the Proposed District<br>Plan |

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

**List of Information Attached:**

|              |   |
|--------------|---|
| Appendix [A] | Licence to Occupy (Car Parking Building)                        |
| Appendix [B] | Certificate of Title  |
| Appendix [C] | Aurum Survey Consultants Limited – Topographical Plan           |
| Appendix [D] | Legal Encumbrances  |
| Appendix [E] | Plus Architecture – Architectural Package                       |
| Appendix [F] | Site Landscape Architects – Landscape Package                   |
| Appendix [G] | Traffic Design Group – Traffic Impact Assessment (October 2004) |
| Appendix [H] | Traffic Design Group - Letter                                   |
| Appendix [I] | Bartlett Consulting Traffic Report                              |
| Appendix [J] | Beca Report   |
| Appendix [K] | Fluent Solutions – Infrastructure Report                        |
| Appendix [L] | Peak Projects International – Construction Management Plan      |
| Appendix [M] | Atkins Holm Majurey – Legal Advice                              |

**Scott Freeman**18<sup>th</sup> July 2018

## 2.0 RESOURCE MANAGEMENT PLANNING BACKGROUND

### 2.1 Background Resource Consents

Based on the information that is available from the Council's "edoc's" website, there are a number of background resource consents that relate to the site. The key resource consents are addressed below.

#### RM040920

Resource consent RM040920 was granted consent by the Council on the 18<sup>th</sup> of November 2004.

RM040920 authorised the undertaking of significant earthworks and the construction of an underground commercial car parking building below the site that is subject to this application.

Specifically, RM040920 gave approval to excavate 34,231m<sup>3</sup> of material from the then site and within the legal confines of Man Street, combined with constructing and operating a commercial car parking building that had the capacity to provide up to 500 car parking spaces.

The car parking building was built on seven separate Certificates of Title, with a total of four levels of car parking, with a top level concrete slab that was designed to enable future buildings to be developed on top of the car parking building.

#### RM050441

A variation was formally applied for pursuant to Section 127 of the Resource Management Act 1991 ("RMA") to change a condition of consent for RM040920. The variation was given the reference RM050441. RM050441 was granted consent on the 27<sup>th</sup> of July 2005 to change condition 1 of the original consent RM040920.

The formal changes to RM040920 were twofold. Firstly, lowering the Basement 2 level to 315.800 and secondly, the car parking building on Basement Level 1 and 2 were moved closer to the southern boundary of the site.

#### RM050522

Resource consent RM050522 was issued by the Council on the 2<sup>nd</sup> of August 2005. RM050522 authorised additional earthworks and the extension of the car parking building as authorised via RM040920.

Specifically, RM050522 gave permission to extend the originally approved car parking building in a south-westerly direction. The extension provided three levels, two of which provided additional car parking facilities. The extension to the originally approved car parking building only occurred on the upper three levels, being Levels Three, Four and Five.

The extension to the car parking building resulted in a total of 525 car parking spaces being provided in the overall structure.

#### RM060674

Resource consent RM060674 issued on the 7<sup>th</sup> of September 2006 authorised a variation pursuant to Section 127 of the RMA in terms of varying the hours of construction in relation to developing the car parking building.

#### RM060690

In October 2006, a resource consent application (RM060690) was lodged with the Council that sought to construct two buildings on top of the car parking building as authorised by the resource consents listed above. The application sought a flexible approach for the end uses of the two buildings, with commercial, residential or visitor accommodation activities (or a combination of these activities) being promoted in the application.

Following public notification of the application RM060690, the application was placed on hold at the applicant's request. It is understood that the application RM060690 has been formally withdrawn.

#### RM070158

The resource consent RM070158 was issued by the Council on the 6<sup>th</sup> of March 2007. RM070158 gave approval to construct two lift structures on top of the car parking building.

#### RM070159

The resource consent RM070159 was issued by the Council on the 14<sup>th</sup> of March 2007. RM070159 gave approval to establish plant room on top of the car parking building.

#### RM070911

The Council issued resource consent RM070911 on the 12<sup>th</sup> of November 2007. RM070911 authorised a subdivision in order to facilitate the future development of the podium level of the podium level of the Man Street Car Park building.

Two allotments were created via RM070911.

Lot 1 (now Lot 1 DP 399240) consisted of the podium level of the car park building, the air space above the podium, two lift cores, and finally ownership of the airspace above the vehicle entry ramp into the car park building.

Lot 2 (now Lot 2 DP 399240) contained the majority of the car parking building, apart from the lift cores as mentioned above.

## RM090519

The Council issued the resource consent RM090519 on the 28<sup>th</sup> of August 2009. RM090519 authorised a unit title subdivision within the car park building, which entailed creating a Principal Unit for each car parking space/storage unit. The end result of this subdivision was the created of 470 Principal Units over four levels within the car park building. The ramps and aisles became common property.

### Existing Licence to Occupy

A Licence to Occupy ("LTO") the legal confines of Man Street was obtained from the Council which assisted with the construction of the car park building. The Licence to Occupy is contained within **Appendix [A]**. This approval authorised permanent anchors, excavation work, sheet piling and occupation of Man Street during the construction of the car park building, and on a permanent basis (anchors, sheet piling).

## **2.2 Operative District Plan**

### Queenstown Town Centre Zone/Town Centre Transitional Sub-Zone

In terms of the Operative District Plan ("ODP"), the site is contained within the Queenstown Town Centre Zone ("QTCZ"), and specifically within the Town Centre Transitional Sub-Zone ("TCTZ").

By way of background, the land subject to this application was affected by Variation 23 to the then Partially Operative District Plan. Variation 23 dealt with land bounded by Shotover, Man, Hay and Brecon Streets.

In a Consent Order signed by the Environment Court dated the 18<sup>th</sup> of October 2004, the applicable planning provisions that relate to the TCTZ were confirmed as operative.

The site is contained within Planning Map 36 from the ODP, as illustrated below.



The key ODP provisions specific to the site within the QTCZ/TCTZ are outlined below.

If built form within the TCTZ complies with the relevant Site and Zone Standards within the QTCZ, such built form requires a Controlled Activity resource consent pursuant to Rule 10.6.3.2(i). In relation to Rule 10.6.3.2(i), the Council has control over design, appearance, landscaping, signage, lighting, materials, colours and contribution to the character of the streetscape.

Premises licensed for the Sale of Liquor require a Controlled Activity resource consent pursuant to Rule 10.6.3.2(iii)(b), should liquor be provided between the hours of 6pm to 11pm to any person not living on the premise or who are at the premises for the purposes of dining.

Visitor accommodation requires a Controlled Activity resource consent pursuant to Rule 16.6.3.2(iv). For visitor accommodation activities, the Council has control over the following matters:

- (a) Building external appearance
- (b) Setback from internal boundaries
- (c) Setback from roads
- (d) Access
- (e) Landscaping
- (f) Screening of outdoor storage and parking areas.



- (g) The location of buildings
- (h) The location, nature and scale of activities on site
- (i) The location of parking and buses and access
- (j) Noise, and
- (k) Hours of operation

Rule 10.6.5.1(i)(b) prescribes a maximum building coverage of 70% for the TCTZ.

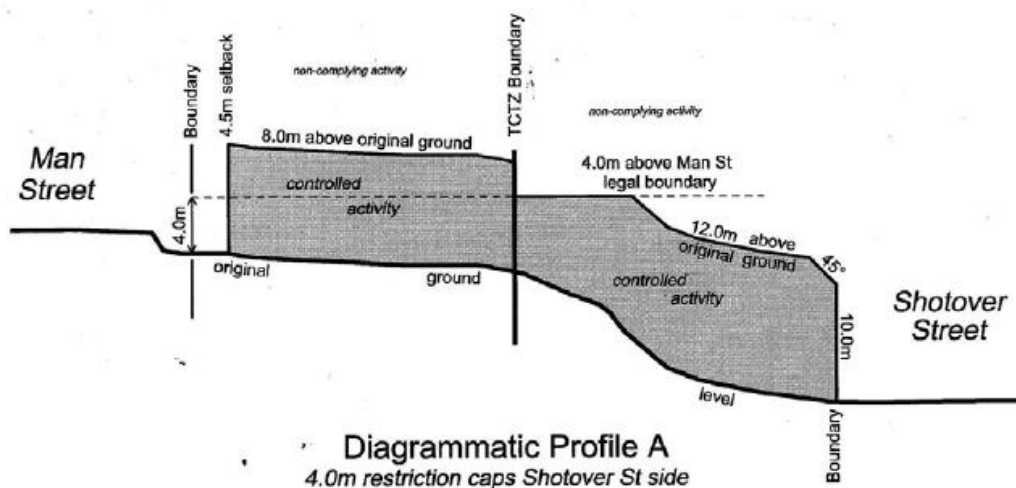
Rule 10.6.5.1(iv)(c) prescribes that within the TCTZ, the minimum building setback from road boundaries of any building shall be 4.5 metres along Man Street.

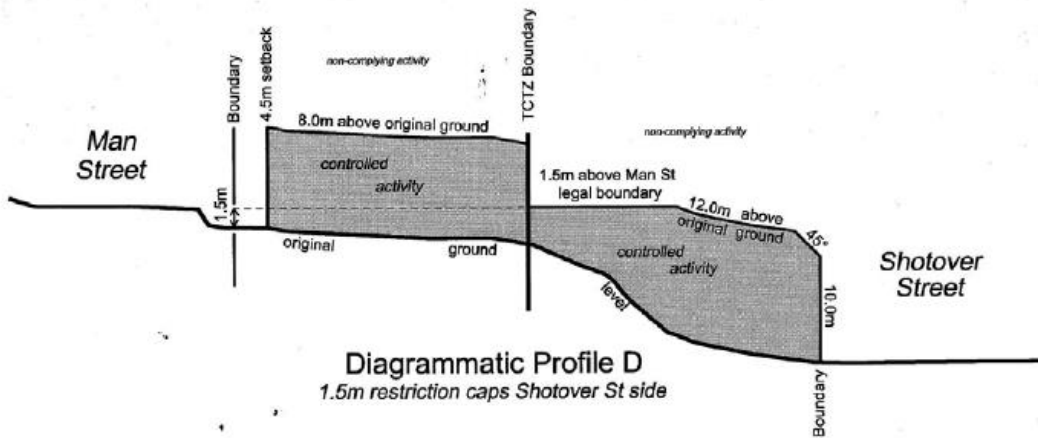
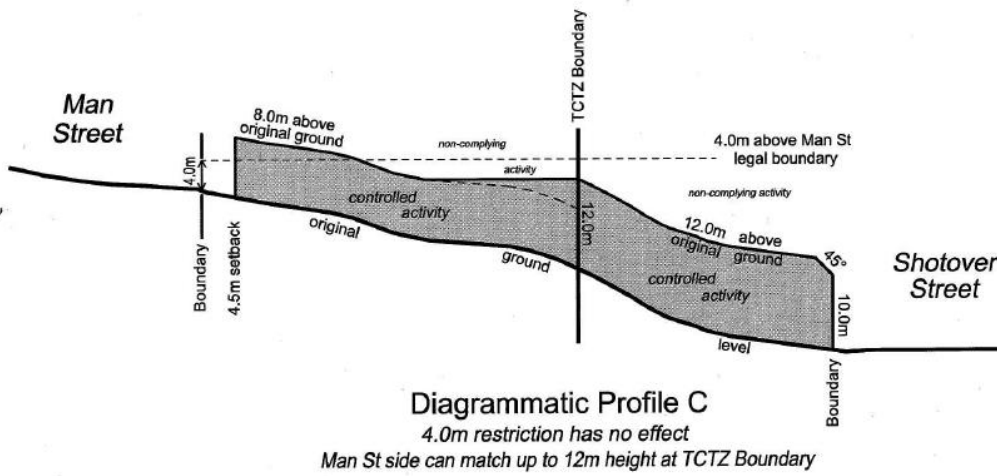
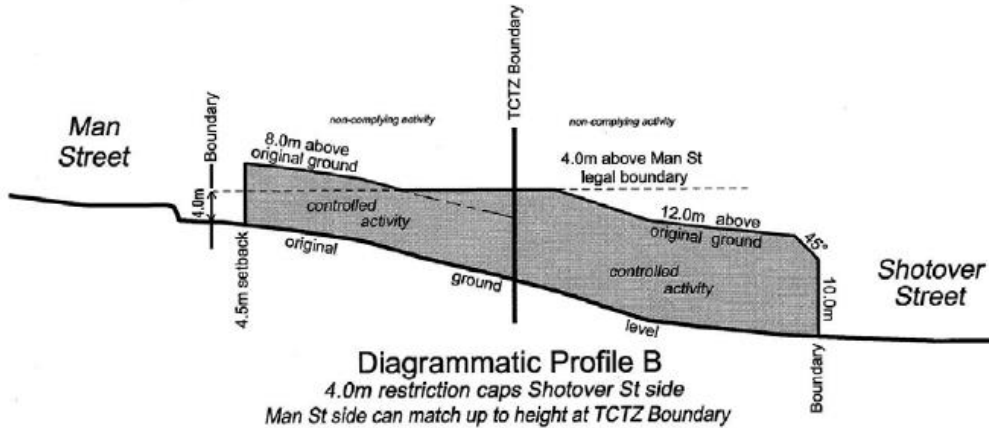
If liquor is to be sold between 11pm and 7am, then a Discretionary Activity resource consent is required pursuant to Rule 10.6.5.1(xii) (with the exception of liquor sold to persons living on the premises or who are at the premises for the purpose of dining).

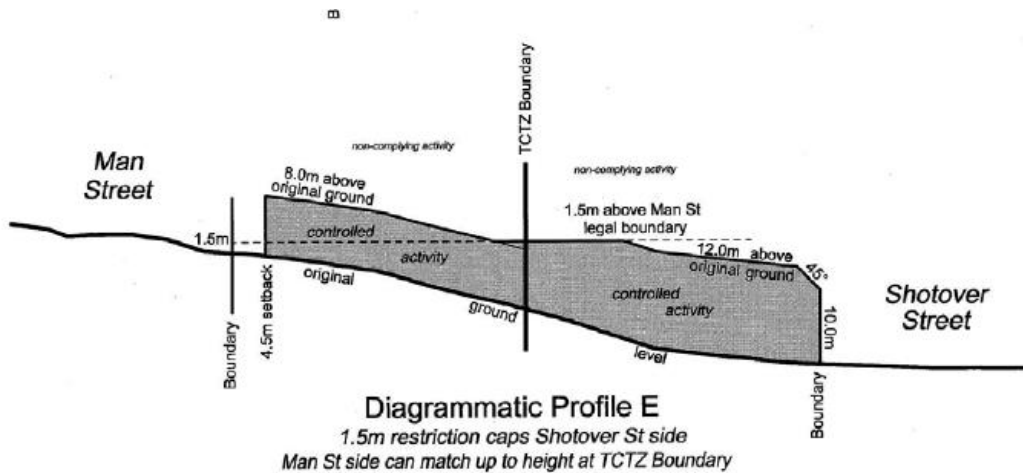
Rule 10.6.5.2(i)(a) (bullet point 6) states the following in relation to the applicable building height limit for the site:

*In the Town Centre Transitional sub-zone the maximum building height shall be 8m above ground level, provided that in addition any part of a building may extend up to the maximum permitted height at the nearest point of the sub-zone internal boundary.*

Appendix 4 (Interpretative Diagrams) within the ODP contains diagrams that illustrate how the maximum height limits apply in tor TCTZ. Such diagrams are indicated below:







If Rule 10.6.5.2(i)(a) is breached, then a non-complying activity resource consent is required.

Rule 10.6.5.2(ii)(b) addresses sound from activities within the TCTZ. This rule states:

*Sound from activities in the Town Centre Transition sub-zone and activities located on land bounded by Hay Street, Man Street, Lake Street and Beach Street measured in accordance with NZS 6801:2008 and assessed in accordance with NZS 6802:2008 shall not exceed the following noise limits at any point within any other site in this zone:*

*daytime (0800 to 2200 hrs) 50 dB L<sub>Aeq(15 min) (i)</sub>*

*night-time (2200 to 0800 hrs) 40 dB L<sub>Aeq(15 min) (ii)</sub>*

*night-time (2200 to 0800 hrs) 70 dB L<sub>AFmax</sub>*

Rule 10.6.5.2(ii)(d) outlines that construction sound is measured in accordance with NZS 6803:1999.

Whilst not contained within the TCTZ, it is noted that through Rule 14.2.4.1(i) of the Transport Section of the ODP, activities within the TCTZ are required to provide on-site parking in accordance with the table associated with this rule. This matter will be addressed below.

### Wider Zoning

The land to the south and south-east of the site is contained within the existing QTCZ (which includes three Special Character Areas within the central area of the QTCZ).

The land to the north-west, north and north-east is contained within an expanded QTCZ as a result of the Council initiated Plan Change 50. Following an Environment Court decision dated the 18<sup>th</sup> of May 2016 (and Council ratification), the land subject to Plan Change 50 was rezoned from the High Density Residential Zone to the QTCZ (with the exception of the land located to the extreme west of the Plan Change 50 land – such land remained in the High Density Residential Zone).

The expanded QTCZ that was subject to Plan Change 50 was broken down into three sub-zones, consisting of the Lakeview Sub-Zone, Isle Street West Sub-Zone and finally the Isle Street East Sub-Zone. The site is directly opposite the Isle Street West Sub-Zone (directly located above Man Street).

The land rezoned via Plan Change 50 now has the planning capacity to provide for significant and intense development opportunities, particularly in relation to building height. For instance, the Isle Street East and West Sub-Zones have a maximum building height of 14 metres (which includes a 2 metre roof top bonus). In certain circumstances, there is the possibility of building to 15 metres in the Isle Street East Sub-Zone.

The allowed building height limits for the Lakeview Sub-Zone range from 4.5 metres to 26 metres as illustrated on the Lakeview Sub-Zone Height Limit Plan below:



As demonstrated by Plan Change 50 and the approach of Council via Stage 1 of the Proposed District Plan (as addressed below), there has been general approach of increasing the development intensity (and in particular building heights) for the site and surrounding commercially zoned land (significantly so for the land subject to PC 50).

## 2.3 Proposed District Plan

### Queenstown Town Centre Zone

The decisions for Stage 1 of the Proposed District Plan ("PDP") were formally notified by the Council on the 7<sup>th</sup> of May 2018. The discussion below will address the decisions version of the PDP that are applicable to the site.

Under the PDP, the site is still contained within the QTCZ, however, the former TCTZ (from the ODP) has been removed from the site. The TCTZ still applies to other areas of the QTCZ under the PDP, in particular on the north and north-east edges of the QTCZ.

The site is contained within Planning Map 36 from the PDP, as illustrated below.



The key PDP provisions specific to the site within the QTCZ are outlined below.

A Controlled Activity resource consent is required for visitor accommodation pursuant to Rule 12.4.2. For visitor accommodation activities, the Council has (in summary) reserved control over transportation matters, landscaping, the nature and scale of the activity and noise.

A Controlled Activity is required pursuant to Rule 12.4.4.1 for premises licensed for the consumption of liquor between the hours of 11pm to 8am. Rule 12.4.4.1 does not apply to persons living on the premises or to any person who is on the premises for the purpose of dining up until 12am.

A Restricted Discretionary Activity resource consent is required pursuant to 12.4.6 for buildings (except for 'pop' up buildings). The Council has provided a range of matters associated with Rule 12.4.6 which discretion is restricted to.

Rule 12.5.1 prescribes the maximum building coverage for the TCTZ and in relation to 'comprehensive developments' in the QTCZ. The PDP defines a comprehensive development as:

*Means the construction of a building or buildings on a site or across a number of sites with a total land area greater than 1400m<sup>2</sup>.*

As the site provides an area of 3961m<sup>2</sup> (including air rights), the construction of any building(s) on the site would constitute a 'comprehensive development'. As a result, Rule 12.5.1.1 states that the maximum building coverage for a comprehensive development is 75%. Rule 12.5.1.2 prescribes that a Comprehensive Development Plan shall be submitted within any resource consent application for a building(s) that are defined as a comprehensive development. The Comprehensive Development Plan shall cover the entire site.

Rules 12.5.2.3 and 12.5.2.4 respectively deal with waste and recycling space for food/beverage outlets and visitor accommodation activities.

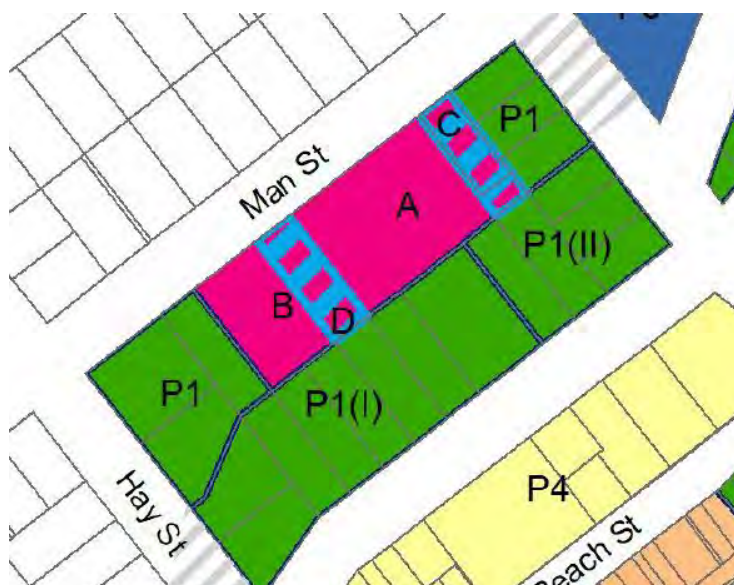
Rule 12.5.3 states that storage areas shall be situated within a building or screened from view from all public places, adjoining sites and adjoining zones.

Figure 2 'Queenstown Town Centre Height Precinct Map' illustrates the various building height limits that apply throughout the QTCZ. Via this building height regime, the site is contained within Height Precinct 7 ("HP7"). Rule 12.5.9.4 prescribes the multi-level building height restrictions that apply within HP7, such being:

- a. *in Area A shown on the Height Precinct Map, the maximum height shall be 11m above RL 327.1 masl.*
- b. *in Area B the maximum height shall be 14m above RL 327.1 masl;*
- c. *in Viewshaft C the maximum height shall be RL 327.1 masl (i.e. no building is permitted above the existing structure);*
- d. *in Viewshaft D, the maximum height shall be 3 m above RL 327.6masl.*

Following the release of the Stage 1 decisions for the PDP, the Council has confirmed that the width of the Viewshaft D is 12.5 metres wide, while Viewshaft C is 11.6 metres wide (as illustrated below).

The portion of the Height Precinct Map that applies to the site is contained below:



Rule 12.5.10 outlines the various noise provisions that apply to activities within the QTCZ.

Rule 12.5.11 details the mechanical ventilation and insulation requirements for new buildings within the QTCZ.

Rule 12.5.13 outlines the restrictions in terms of glare generated from buildings and sites.

#### Wider Zoning

The zoning located to the north of Man Street (and the site) remains unchanged as a result of the PDP.

The site is contained within the block bounded by Man, Brecon, Shotover and Hay Streets. Under the PDP, all the land within this block is contained within the QTCZ.

From a building height perspective, excluding the subject site which is contained within HP7, the remainder of the above block of land is contained within Height Precinct 1 ("HP1"). The following height restrictions apply to the HP1 land contained within this block:

- The maximum height is 12m (pursuant to Rule 12.5.8.1)
- Building height between 12m to 14m will require a Restricted Discretionary resource consent pursuant to Rule 12.5.9.1(iii). Exceeding 14m in height will require a Non-Complying activity resource consent.
- Buildings within that part of the block bound by Man, Brecon, Shotover, and Hay streets shown on the Height Precinct Map as area P1(i) shall not protrude through a horizontal plane drawn at 330.1 masl and that part of the block shown as P1(ii) horizontal plane drawn at 327.1 masl.

As witnessed by the above height limits, the PDP promotes a highly varied approach to building height within the subject block.



### 3.0 SITE DESCRIPTION AND SURROUNDING ENVIRONMENT

#### 3.1 Site Description

The site forms a large rectangular shaped piece of land located on the southern side of Man Street, Queenstown. The site is contained within the block of land that bounded by Man, Brecon, Shotover and Hay Streets.

The site predominately consists of the podium level ("the podium") of the Man Street Car Park Building ("car park building"). As outlined above, the car park building has the ability (resource consent wise) to house up to 525 vehicles.

The site which is to be developed as part of this application is legally described as Lot 1 DP 399240 ("Lot 1"). Lot 1 is a fee simple strata allotment (such that it is defined in three dimensions) and has a maximum area of 3961m<sup>2</sup>. Owned by Man Street Properties Limited, Lot 1 consists of the podium level ("the podium") of the Man Street Car Park Building ("car park building") and the two lift cores that run down through the car park building below. The Certificate of Title for Lot 1 is contained within **Appendix [B]**.

It is noted that Lot 1 has airspace development rights over Lot 2 DP 399240 ("Lot 2"). Lot 2 (the car park levels under the podium) is further subdivided by Unit Title plan DP 424696. Lot 2 also includes the vehicle entry ramp and airspace above the ramp surface to a maximum level of 329.7m (subsequently common property on DP 424696).

The airspace development rights for Lot 1 over Lot 2 allow for built form to occur, however such form has to be above certain levels as described in detail on DP 399240, in order for the development to be contained wholly within Lot 1. The development is understood to comply with the height and level requirements of Lot 1 such that the horizontal and vertical boundaries are not breached. As such, Lot 2 is not physically included within this application in terms of the location of built form.

The site is indicated in the aerial photograph below (excluding the air rights over Lot 2).



With the exception of two lift towers, the podium is devoid of built form. The site is presently fenced along the Man Street road boundary with a solid hoarding, while a narrow pedestrian ramp enters the site from Man Street to the eastern lift tower. Internal fencing running parallel with Man Street provides access between the two lift towers.

The site has a frontage of 75.57 metres along the Man Street road boundary, while the site extends 39.72 metres in a southerly direction from the Man Street road boundary towards Shotover Street. A small portion of the site (measuring 10.43 metres by 8.21 metres) sits to the immediate south of the vehicular ramp that enters the car parking building from Man Street. All levels of the car park building adjoin the Man Street road boundary.

The podium has a level of RL 327.1m masl. Prior to the site being excavated to allow for the construction of the car park building, the topography of the site was highly varied. The south-eastern and south-western portions of the site represented steep inclines, while the middle portion of the land located next to the Man Street road boundary was generally level in terms of gradient. A plan compiled Aurum Survey Consultants Limited (referenced 2140-3T-2C) illustrates the previous topography of the site. This plan is contained within **Appendix [C]**.

Man Street rises from an east to west direction along the frontage of the site, with the formed carriageway of Man Street being approximately 6m higher than the podium level at the north-western corner of the site.

### **3.2 Applicable Legal Encumbrances**

A number of legal encumbrances are registered on the subject Certificate of Title. Such encumbrances are addressed below (and contained within **Appendix [D]**).

#### Transfer 362586

This document relates to an historic easement that involved the right to convey water over part (formally) Lot 1 DP 113370.

#### Consent Notice 7745242.3

Consent Notice 7745241.3 emanated from the resource consent RM070911. This document prescribes a number of future servicing requirements for the site, plus dealing with future development contributions and easements.

The infrastructure matters contained within Consent Notice 7745241.3 will be addressed below.

#### Limited as to Height

The subject Certificate of Title contains the text 'Part of the within land is limited as to height (see DP 399240). This restriction relates to protecting vehicle access via the vehicle ramp into

the car park building by providing an approximate 2.5 metre airspace allowance over the ramp (i.e. no built form to be located below RL 329.70 masl).

#### Easement Instrument 7745242.5

Easement Instrument 7745242.5 provides various easements through the site in terms of ventilation, pedestrian right of way, drain water/sewage, right to convey electricity, telecommunications, gas, water, right for structural support/integrity, right of way, water supply, fire-fighting, loading bay and storage.

#### Land Covenant in Easement Instrument 7914063.1

This document pertains to the private management controls for the car parking building.

#### Easement Instrument 8335391.2

This document relates to the right to drain water/sewage and provide pedestrian access through the adjoining site (being legally described as Section 26 Block IX Town of Queenstown) down to Shotover Street.

### **3.3 Surrounding Environment**

Established and emerging land uses surrounding the site reflect the current transitional nature of the general vicinity in terms of built form and associated activities.

The adjoining land to the south and east (such land adjoining Shotover and Brecon Streets respectively) is dominated by commercial buildings and associated activities, intermingled with a number of visitor accommodation operations (The Lofts Apartments, Base Backpackers). The 'Hamilton' building is a dominating feature on the southern boundary of the site.

The land to the west of the site (adjoining Hay Street) contains four older style residential dwellings (located between Man and Shotover Streets).

The block of land located on the northern side of Man Street (directly opposite the site and bound by Isle, Brecon, Man and Hay Streets) contains a significant number of allotments that predominately house older style residential dwellings. However, due to the recent rezoning of this block from a residential to a commercial zone (via PC 50), it is highly likely that this block will transition from a low density residential appearance to that of an intense commercial/visitor accommodation locality. This intensification is witnessed by the resource consents issued for the sites located at 17 and 19 Man Street (RM170564, RM171039 and RM171569) that have authorised a large high quality building that will provide visitor accommodation, bar/restaurants and commercial space.

In the bigger picture, the site is sandwiched between the established commercial centre of central Queenstown and the emerging expansion of this commercial area in a general northerly direction (to the base of Bob's Peak).

## 4.0 THE PROPOSED DEVELOPMENT

### 4.1 Overview

The proposal involves the establishment and operation of a visitor accommodation development in the form of a high quality architecturally designed hotel that will be located in central Queenstown.

The completed development will provide up to 205 guest rooms for paying guests.

The hotel will be primarily developed on the podium level of the car park building, situated on the southern side of Man Street. A lightweight structure (to support a vine which will soften the building) will be built on top of a portion of the vehicle entrance to the car park building. This lightweight structure will occupy the 'air rights' that Lot 1 has over Lot 2.

The hotel has been designed on a comprehensive and collaborative basis through the use of various development professionals, namely architectural, urban design, landscape, and engineering expertise. Input from a hotel operator has also been incorporated into the design process to assist with hospitality functionality requirements.

The overall design approach has placed significant emphasis creating a development on a large site that is respectful to the historic and emerging built form patterns in central Queenstown. The style of architecture is modern, however the built form has been broken down into a series of interlinking elements with differing setbacks, building heights and external materials when viewed from Man Street. This approach has been adopted so as to break down the overall mass of the proposed built form.

Three view shafts are provided through the site. The view shafts will primarily allow visual access through the site from Man Street towards central Queenstown, Queenstown Bay and the distant mountains. The view shafts will also assist with breaking up the proposed built form, thereby avoiding one large monolithic building.

Combined with the architectural design is the complementary soft and hard landscaping. Such landscaping will greatly assist in providing a high quality appearance and amenity for the site and the adjoining Man Street.

The existing vehicle access to the car park building will be maintained, as will the pedestrian access to and from the car park building, albeit with changed pedestrian routes.

Public access will be enabled within the site, in particular to frequent the restaurant/bar and the associated area (located within the south-eastern corner of the site)

The functionality and streetscape interaction of the hotel recognises the Council's Inner Links programme via the 2015 Queenstown Town Centre Transport Strategy.

The various components of the application are detailed below.

## 4.2 The Proposed Building

### Built Form – Design Approach

The hotel has been principally designed by Plus Architecture, an architectural practice with offices in Australia and New Zealand. The Christchurch office of Plus Architecture have been the principle designer for the proposed hotel. Plus Architecture has a highly varied portfolio of architectural work that includes private residences, multi-unit residential developments, commercial projects, institutional, retirement villages and hospitality projects.

The Architectural Package prepared by Plus Architecture for the hotel is contained within **Appendix [E]**.

The hotel will provide 205 visitor accommodation guest rooms set out over a total of four levels. A detailed description of the guest room configuration and location throughout the hotel is addressed below.

Various important and interlinked factors have influenced the design approach and overall functionality of the hotel. Such factors are addressed below.

The Design Statement that accompanies the Architectural Package outlines the design rationale for the hotel.

The overarching approach has been to design a large building on a significantly sized site (in the context of central Queenstown) that is respectful to the historic settlement/built form patterns of the early days of central Queenstown. This early development approach in central Queenstown was that of reasonably small 'tent' sites with narrow buildings.

To achieve a breakdown of built form, Plus Architecture has primarily used differing building heights and setbacks, combined with largely physically separated building elements. This approach combined with the view shafts (three in total) and courtyards, provides the opportunity for a more human scaled development approach when viewed from Man Street, the key viewing location.

Plus Architecture has stated that the architectural aesthetic of the proposed hotel has taken cues from an analysis of the immediate built context and the wider Queenstown environment. In this regard, Plus Architecture has stated the following:

*The 'buildings' are primarily composed around three-dimensional elements that provide depth and are in arrangement where there is a delineation (usually a physical setback) between the building elements to provide silhouettes. Using this massing breakup strategy, brick has been used at lower level and between the three dimensional floating forms for a number of reasons; firstly, brick is a natural and warm material that has a human and relatable scale due to its unitized and 'honest' (no concealed fixings etc.) construction. This characteristic of brick helps to create 'a base' to the 'building' and to break the length of*

*the 'buildings'. Brick also has the dual benefit of being a robust material that can withstand the rigors of human contact and interference at street level. A lighter building tile will be used as a larger format material which gives a scale that is still relatable from a distance.*

From the lower portion of Man Street that the site fronts, the hotel provides two 'floating' levels that are set back approximately 4.5m from Man Street. This approach will provide a purposely driven human scale and design edge to the eastern view shaft.

From the upper portion of Man Street that the site fronts, the hotel follows the upward slope of Man Street in terms of additional building height. The hotel in this position adjoins the Man Street road boundary, in order to provide a contrast of built form to the adjoining street environment when compared to the eastern portion of the proposed development. While the hotel is higher in this portion of the site from an elevational perspective when measured from the podium, in reality the bulk of the building sits below the higher elevated Man Street (due to topographical differences).

A two level 'sky bridge' will be located over the western view shaft, adjoining Man Street. Plus Architecture state the following in relation to the sky bridge:

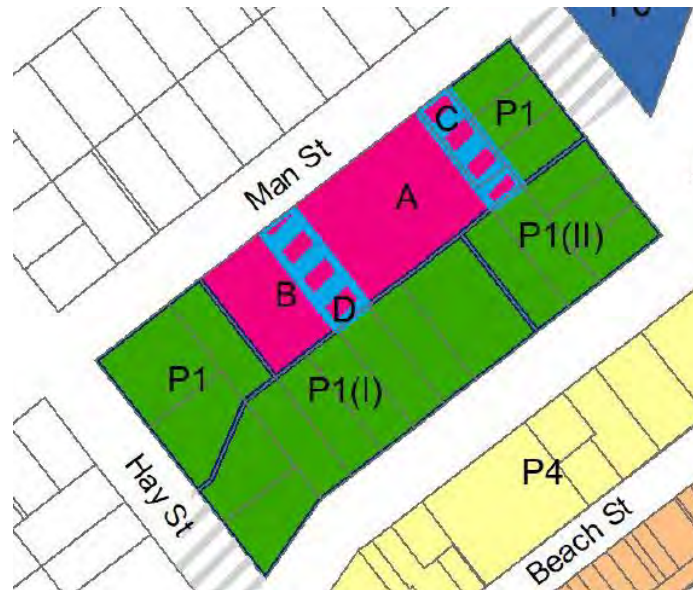
*The bridge linkage from the street into the upper view corridor and hotels main entrance will draw the person to the entry and frame the view over the lake and Queenstown Gardens beyond. The upper viewing corridors location and purpose is to be the main hotel entry point and it was a key design criteria to maximize the interaction with the street along the complete length of the site.*

The overall design approach has also factored in the three view shafts running through the site, pedestrian accessibility to the hotel and lift cores that provide access to the car parking building, and the loading/unloading of guests and goods to the hotel from Man Street.

### View Shafts

The PDP specifies that two view shafts shall be provided through the site (labelled the eastern and western view shafts respectively in the application).

The primary control that requires the imposition of the view shafts is the restriction on building heights (from RL 327.1 masl and RL 327.6 masl respectively) as per Rule 12.5.9.4 in the PDP. The eastern view shaft is labelled 'C', while the western view shaft is labelled 'D', as per the Height Precinct Map below:



Within view shaft C, no building is permitted above the height of RL 327.1 masl (i.e. no building above the podium), while the maximum height within view shaft D is 3 metres above RL 327.6 masl.

The width of view shaft C is approximately 11.6 metres, while the width of view shaft D is approximately 12.5 metres.

#### *Eastern View Shaft*

The eastern view shaft is located over the vehicle entrance to the car parking building and a small portion of the Lot 1 (being the extreme south-eastern corner of Lot 1).

The main structure of the proposed hotel respects the eastern view shaft, in that only approximately 65mm of the building facade is situated within the eastern view shaft.

It is proposed to enclose a portion of the vehicle access ramp with a light weight structure that will be covered in creeping vines. This approach has been adopted to largely screen the vehicle ramp and vehicles that use the ramp from the hotel and nearby properties to the east and north (where visible). The maximum height of the 'creeping vine' structure from RL 327.1 masl will be 3.15 metres which will soften the building from various viewing points within the town. The lowest portion of the light weight structure will be RL 329.95 masl, this height being above the RL 329.70 masl (the allowable air rights limits for Lot 1 over Lot 2).

It is also proposed to develop a light weight structure over the outdoor area associated with the hotel restaurant and bar. This structure will have a maximum height of 3.15 from RL 327.1 masl.



### *Western View Shaft*

The western view shaft within the PDP lines up with the adjoining site located at 59 Shotover Street (being Section 25 Block IX Town of Queenstown).

As part of the overall development, it is proposed to partially build within the PDP western view shaft, however a similar viewing corridor will be provided to the immediate west of the required western view shaft. In effect, the required western view shaft will be marginally moved in a westerly direction. The relocated western view corridor/view shaft will be approximately 11.4 metres in width, (approximately 1.1 metres smaller in width than the required width).

It is noted that the two level sky bridge will hover over the proposed western view shaft. The sky bridge has been designed as a largely transparent structure, so that views through the site (and sky bridge) can be maintained via the relocated western view shaft. The bottom of the sky bridge will be 6.95 metres above the top of the podium, while the maximum height of the sky bridge above the podium will be RL 340.800 masl.

An additional smaller viewing shaft is provided on the western boundary of the site. This view shaft is approximately 2.4 metres in width.

### Specific Building Details

The following discussion deals with the general bulk and location of the proposed hotel.

As outlined previously, the hotel provides 4 levels across the site. Levels 1 to 3 are spread across the site, while the remaining level occupies the western portion of the site. Excluding the balconies, the overall gross floor area of the hotel is 8130m<sup>2</sup>.

The hotel has a 'birds eye' building coverage of 76.2%, when taking into account the total area of Lot 1 (which also includes the air space development rights that Lot 1 has over Lot 2). The total area for Lot 1 is 3961m<sup>2</sup> as outlined above. The components of the building coverage are the hotel (2727m<sup>2</sup>) and the light weight steel structures (293m<sup>2</sup>) located over the vehicle ramp and the outdoor area associated with the restaurant/bar.

The central to western portion of the hotel will adjoin the Man Street road boundary of the site, for an approximately length of 40 metres. The central to eastern portion of the hotel will be set back 3 metres (at the closest point) from the Man Street road boundary. In this position, Man Street hovers above the lower reaches of the building.

The hotel will be setback approximately 2.4 metres from the western boundary of the site.

Excluding the light weight structures to be built over the vehicle access ramp (supporting greenery, consisting of vines) and the extreme south-eastern corner of the site, the main structure of the hotel will be setback approximately 11.5 metres from the eastern boundary of the site.

The hotel adjoins the southern boundary of the site, with the exception of the portion of the site occupied by view shafts and open courtyards.

The plans and specifications contained within the Architectural Package indicate the portions of the hotel that do not comply with the applicable building height rules contained within the ODP and PDP.

As outlined above, the ODP maximum building height is 8 metres from the original ground level. As the original ground level (i.e. prior to the construction of the car parking building) was highly varied and sloping, the breaches of the 8 metre height limit are diverse across the site. The maximum protrusion through the 8 metre height limit is 14.867 metres, with this protrusion being located in the extreme south-east corner of the site. This portion of the site was the lowest prior to the development of the car parking building. The maximum height encroachment over the 8 metre limit for the building façade that directly faces Man Street is approximately 3.504 metres. The average height encroachment across the Man Street elevation (directly facing Man Street) is 1.57 metres. The area of the façade surface of the hotel that directly faces Man Street which breaches the 8 metre height limit is approximately 156m<sup>2</sup>.

In terms of the various PDP height limits that apply to the site, the following height encroachments are proposed:

- Area A: The hotel will exceed the 11m limit (from 327.1 masl) by approximately 3.2 metres.
- Area B: The hotel will exceed the 14m limit (from 327.1 masl) by approximately 200mm
- Area C: The hotel will exceed the 0m limit (from 327.1 masl) by approximately 11.45 metres for the main hotel structure (limited to a 65mm breach for the main building) and 3.15 metres for the light weight structure over the vehicle ramp.
- Area D: The hotel will exceed the 3m limit (from 327.6 masl) by approximately 10.7 metres.

Within the Architectural Package, the plan titled RC 200 best represents the height encroachments under the ODP and PDP, when viewed from the Man Street elevation of the hotel.

### Internal Building Configuration

In designing the guest room layout and location within the overall building, a strong desire is for all such rooms to have access to natural light and outlook.

The various guest room types and supporting uses to be provided over the four levels of the hotel is described below.

The Ground Floor Level has a gross floor area (excluding balconies) of 2419m<sup>2</sup>. This level contains 27 guest rooms, various Back of House areas and a restaurant/bar. The guest rooms are located in the mid to western portion of the site, the Back of House areas largely adjoin Man Street, while the restaurant/bar is located near the south-eastern portion of the site. An outdoor area associated with the restaurant/bar is located in the extreme south-eastern corner of the site. This area will provide excellent views over central Queenstown.

The Restaurant and Bar Area on the Ground Floor comprises approximately 850 m<sup>2</sup> of indoor space and 85 m<sup>2</sup> of exterior terrace area. These areas include kitchen, storage and plant areas. The detailed design of the food and beverage facilities is yet to be progressed, but is anticipated to include sufficient dining space to provide a full breakfast for the majority of the hotel guests and a lunch and dinner dining option for guests and visitors to the hotel. An overall capacity of approximately 250-300 guests is anticipated, including both bar and restaurant patrons. Styles of offerings within the area are likely to include those normally found in association with a hotel of this size and location.

The restaurant/bar will operate to 2am daily, with the associated outdoor area being closed at 10pm daily. The restaurant/bar will service guests staying at the proposed hotel and the general public.

The Ground Floor Level will provide 27 guest rooms.

Level 1 has a gross floor area (excluding balconies) of 2233m<sup>2</sup>. Level 1 provides 67 guest rooms and the main hotel lobby.

Level 2 has a gross floor area (excluding balconies) of 2313m<sup>2</sup>. Level 2 provides 75 guest rooms. One level of the sky bridge is located on Level 2.

Level 3 has a gross floor area (excluding balconies) of 1165m<sup>2</sup>. Level 3 provides 36 guest rooms. The second level of the sky bridge is located on Level 3.

### Pedestrian Access

Pedestrian access to the existing car park lift core will be maintained in the completed development, via the Ground Floor Level and footpath adjacent to the vehicle ramp. Fire Egress from the other carpark stair core is also maintained by an open corridor and stairs up to Man Street located along the western boundary of the site.

The main guest entry point to the hotel lobby is located in the mid-section of the site, adjacent to Man Street. The large hotel lobby is located on Level 1.

Access for the delivery of goods and services will occur via the access to the eastern lift core as outlined above.

### Waste & Recycling Storage Space

Rules 12.5.2.3 and 15.5.2.4 in the PDP require space to be set aside for waste and recycling storage for food/beverage outlets and visitor accommodation.

While the actual space to accommodate waste and recycling space have not been defined at this point, there is sufficient space within the Large Back of House areas to accommodate the requirements of Rules 12.5.2.3 and 15.5.2.4.

It is requested that as a condition of consent, that the final space allocation for waste and recycling storage be confirmed, prior to the development of the hotel.

### **4.3 Landscaping**

Site Landscape Architects were commissioned by the applicant to work collaboratively with Plus Architecture in order to produce plans detailing the soft and hard landscaping for the overall development. The landscape package is contained within **Appendix [F]**.

The design philosophy for the soft and hard landscaping recognises and compliments the architecture approach for the proposed hotel. The landscaping promotes a simple palette of planting and hard materials.

The overall soft and hard landscaping approach takes into consideration the existing and potential road/footpath configuration of Man Street, in the context of the Council's Inner Links programme via the 2015 Queenstown Town Centre Transport Strategy.

Inner Links is a long term Council transportation strategy that involves developing and extending a primary transport route around the Queenstown town centre. The 2015 Queenstown Town Centre Transport Strategy states that the initial sections of Inner Links will concentrate on the link between Melbourne Street, Henry Street to Man Street and Duke Street. It is understood that the works to create this portion of Inner Links is scheduled to commence before 2025. The remaining section of Inner Links (Man Street to the Fernhill (1 Mile) Roundabout) is set down for the period between 2025 and 2045. Via Inner Links, Man Street would be formed as an arterial road. A fuller discussion on the potential widening of Man Street will be addressed below.

The various aspects of the landscaping and associated works are detailed below, taking on board the existing and proposed widening of Man Street (to perform an arterial road function). Details of the proposed widening are understood to be currently under design by the Council and its consultants. The designs presented in this application are based on the most recent information provided to the applicant provided by the Council during April 2018.

### On-Site Works

The on-site landscaping primarily consists of providing greenery and separation between the various ground floor level hotel rooms. This approach is achieved via movable planter boxes and other vegetation.

### Landscaping/Physical Works – Existing Man Street Formation Scenario

Under this scenario, the on-site landscaping works described above will be added to in terms of variety of off-site works located within the road reserve of Man Street. It is noted that a Licence to Occupy Road Reserve ("LTO") will be required for these works. This approval has not been applied for at the time of lodging this application.

The Site Landscape Architects plan titled 'Man Street Interface: Stage 1' (with associated cross sections) indicates the off-site landscaping/physical works approach based on the existing road formation of Man Street (excluding the widening of Man Street to accommodate the proposed loading bay – as discussed below).

The proposed off-site physical works also takes into account the existing northern wall of the car park building and the existing sheet pile retaining wall located within the road reserve (and the void between these two structures) The sheet piled wall was established when the car park building was developed, with this structure being located within the road reserve of Man Street.

Within the road reserve of Man Street that directly adjoins the western section of the site, a variety of physical works are proposed. Such works include the following:

- Adjustment of the street edge kerb alignment to create the loading bay
- New retaining walls and extension of the sheet-pile void capping slab to widen the footpath in the area of the loading bay, and hotel main entrance and to "fill the gap" between the footpath and the proposed building.
- The provision of a safety handrail on the southern side of the widened footpath
- A new "bridge" (with associated safety rail) from the widened footpath into the site. The "bridge" will cover the existing void and allow pedestrian access to and from the site.
- Landscaping in the form of trees and shrubs.

Under this scenario, the footpath within the road reserve of Man Street that adjoins the site will generally be increased in width excluding the existing 1 metre footpath portion to the West of the hotel entrance bridge.

### Landscaping/Physical Works – Proposed Man Street Formation Scenario

This scenario deals with the situation whereby Man Street is widened to accommodate the requirements of Inner Links. Such a scenario is indicated on the Site Landscape Architects plan titled 'Man Street Interface: Stage 2' (with associated cross sections).

The key aspect of this scenario is the inclusion of the 'public' footpath within the eastern portion of the site that adjoins Man Street. This design approach has been adopted so as to allow the proposed loading zone to be located within the widened formed carriageway of Man Street – without disrupting the overall widening requirements for Man Street via Inner Links (in terms of the formed carriage and footpaths).

The footpath within the site has a maximum width of 3.4 metres, an approximate length of 53 metres and an area of 121m<sup>2</sup>. The applicant proposes that in order to guarantee public access over the footpath within the site in the future, that in an easement in gross is created in favour of the Council over the subject land (at the time the footpath is developed within the site).

On the basis that Man Street is widened in the future, the landscaping that occupies the area contained within the future easement in gross for the footpath will be removed. This area will be replaced by the above mentioned footpath.

The landscaping and bridge located at the western end of the site (contained within the road reserve of Man Street) will also be removed so as to allow for the widening of the adjoining footpath. In this location, additional retaining will be developed to accommodate the widened footpath.

Under this scenario, the footpath along the southern side of Man Street will be 3.4 metres in width, with this footpath being located within road reserve and private land as outlined above.

#### **4.4 Transportation Considerations**

A variety of transportation matters will be addressed below.

##### Previous Traffic Impact Assessment

During the processing of the original resource consent (RM040920), Traffic Design Group compiled a Traffic Impact Assessment (dated October 2004) that assessed the traffic related effects through the course of constructing the then proposed car park building and the operational effects of the facility once established. A copy of the original Traffic Impact Assessment is contained within **Appendix [G]**. Traffic Design Group provided an addendum to the original Traffic Impact Assessment when the car park building was extended via RM050522. This addendum is contained within **Appendix [H]**.

The Traffic Impact Assessment concluded that the level of traffic generated by use of the car park building could be readily absorbed into the surrounding road networks without significant adverse effects on the function, safety or convenience of other road uses in the vicinity of the site.

The assessment compiled by Traffic Design Group is still applicable in terms of the operational traffic effects of the car park building, taking into consideration the use by guests/staff staying in or working from the hotel. The development of the hotel will lead to no different or

additional traffic effects, over and above the original assessments compiled by Traffic Design Group.

The Traffic Impact Assessment also recognised the potential upgrade of Man Street to an arterial road classification.

### Parking Considerations

#### *Operative District Plan*

As outlined above, under the ODP the site is contained within the QTCZ and specifically within the TCTZ.

Within the ODP, activities within the QTCZ (including the area created by PC 50) are not required to provide on-site parking (either for cars or larger vehicles such as coaches) pursuant to Rule 14.2.4.1(i)(a)(Minimum Parking Space Numbers). However, the exception that applies to activities within the QTCZ does not apply to activities within the TCTZ, therefore the proposed development is required to provide parking on site in accordance with Rule 14.2.4.1(i)(a).

For the type of visitor accommodation proposed in the application (i.e. hotel room type accommodation), the ODP pursuant to Rule 14.2.4.1(i)(a) requires one parking space per three guest rooms up to 60 guest rooms, and 1 per 5 guest rooms thereafter. In addition, one coach park per 50 guest rooms is required, as well as 1 car park per 20 beds for staff.

The hotel will contain 205 guest rooms. Based on the requirements of Rule 14.2.4.1(i)(a), the hotel will require 60 on-site car parking spaces and 5 on-site coach parking spaces. Such parking requirements is broken down as follows:

|                                  |           |
|----------------------------------|-----------|
| Guest Car Parking Spaces:        | 49        |
| <u>Staff Car Parking Spaces:</u> | <u>11</u> |
| Total Car Parking Spaces:        | 60        |

Total Coach Parking Spaces: 5

If required, the applicant will enter into a legal agreement with Man Street Car Park Limited in order to provide 60 car parking spaces for the proposed hotel within the car park building. This will ensure that the requirements of Rule 14.2.4.1(i)(a) are met for on-site car parking numbers.

It is not proposed to provide on-site coach parks for the hotel in accordance with Rule 14.2.4.1(i)(a). This approach has been adopted for three primary reasons. Firstly, due to the differing levels of Man Street and the podium, it will be very difficult to provide suitable gradients for large vehicles to enter and exit the site. Secondly, the area of the site that will be consumed by large vehicle parking and manoeuvring will result in a highly inefficient outcome development wise for the site (especially in consideration of an underlying zoning that

anticipates reasonably intensive development). Thirdly, the provision of on-site coach parking will lead to a sub-optimal urban design outcome. Nonetheless, there will still be a functional requirement for large vehicles to deliver and pick up guests from the proposed hotel, as well as delivering goods and services. This matter will be addressed further below.

Rule 14.2.4.1(xiii) requires a loading area to be provided within the QTCZ, with the exception of sites located off the nominated streets in this zone. Man Street is not listed on the street 'exceptions' within Rule 14.2.4.1(xiii), and as such, the proposed hotel requires an on-site loading zone (such not being provided on site).

### *Proposed District Plan*

Under the PDP (Stage 1), the site is now not included within the TCTZ (i.e. the site is now straight QTCZ). As such, the 'exception' allowance pursuant to Rule 14.2.4.1(i)(a) applies, in that on-site car parking and coach parking is not required for the proposed hotel.

It is noted that for the Transport Chapter that is included within Stage 2 of the PDP, via Rule 29.9.1, no on-site parking (either cars or large vehicles) is required within the QTCZ (as contained in the PDP Stage 1). In accordance with Rule 29.5.10, an on-site loading zone is required to be provided.

It is noted that Rules 29.9.1 and 29.5.10 have no legal effect at this point, as such form part of Stage 2 of the PDP.

### Proposed Loading Zone on Man Street

Bartlett Consulting has been engaged to provide traffic engineering advice relating to two discrete matters within the context of the overall development. Such matters relate to the 'intersection' requirements between Man Street and the car park building and the provision of a loading zone within the legal confines of Man Street, adjacent to the site. The Bartlett Consulting traffic advice is contained within **Appendix [I]**.

The two matters addressed within the Bartlett Consulting traffic advice are dealt with below.

### *Loading Zone*

From a functional perspective, the hotel will have a need for a facility to allow guests to be loaded and unloaded via coaches, buses and taxis. There will also be a functional requirement to load/unload goods and services to meet the operational demands of the hotel. As stated previously, to provide vehicular access over and on the podium would create significant engineering issues, combined with a loss of valuable development land and a sub-optimal urban design outcome.

Prior to the lodgement of this application, the applicant has engaged in numerous discussions with the Council in terms of the provision of a loading zone within the legal confines of Man Street. The primary point of discussion between the parties was the operation/location of the



loading zone in the context of the existing and potential road formation of Man Street, taking into consideration the goals of Inner Links.

In this regard, Beca (acting on behalf of the Council), produced a short report and accompanying plan that provided a potential solution for the loading zone in the context of the potential traffic environment on Man Street (in the vicinity of the site) resulting from Inner Links. The Beca letter (dated 4<sup>th</sup> April 2018) is contained within **Appendix [J]**.

The proposed loading zone will be located to the west of the entry/exit to the car park building intersection with Man Street. The Bartlett Consulting traffic advice addresses the two scenarios (or stages) for the loading zone as detailed below.

Stage 1 is the establishment of the loading zone within the existing formation of Man Street, while Stage 2 involves the loading zone in the context of a widened Man Street (both carriageway and footpaths) resulting from Inner Links. The stages are illustrated within the Landscape Package (which takes preference over the Architectural Package in relation to the location of the footpath, both now and in the future).

Under both stages, Bartlett Consulting recommends that the loading zone is 23.4 metres in length. This length will accommodate two bus vehicles (11 metres each) or a single NZ tour coach vehicle (12.6 metres). Other vehicles such as an 8m rigid truck, small bus (7.5 metres), taxi/van and other smaller service type vehicles can also be accommodated within the loading zone. The loading zone will have a 15 metre entry and 9 metre tapers to cater for a coach type vehicle. The loading zone will be sign posted with a maximum stay restriction of 15 minutes.

Within Stage 1, there will be a 3.4 metre footpath located between the loading zone and the site. This footpath will be located within the legal confines of Man Street.

Within Stage 2, the 3.4 metre 'public' footpath will be located within the site, so as to provide the necessary widths for the widening of Man Street (both carriageway and footpaths). As stated above, this approach has been adopted to not restrict or prevent the overall widening of Man Street. The applicant proposes that in order to guarantee public access over the footpath within the site in the future, that as a condition of consent an easement in gross is created in favour of the Council.

Bartlett Consulting recommends the following condition of consent for the loading zone, to manage the design and implementation of this facility:

*That prior to any on-site construction the detailed design of the proposed on-street Loading Zone and associated No Stopping restrictions are to be provided to Council for approval as the Road Controlling Authority. The design should include:*

- *The set out and cross section details of Man Street to accommodate anticipated traffic flows as a future arterial road link. The cross section is to be based on the concept designs provided by Beca.*

- *The future design should include the layout of No Stopping markings to the west of the existing Man Street Car Park access. The minimum length of no stopping immediately to the west of the Man Street Car Park access shall be 9.2m. This will provide the minimum unrestricted ASD to approaching vehicles from the west (eastbound).*
- *The Loading Zone including locations of signs and pavement markings to allow for a 'Loading Zone, Goods and Passenger Service Vehicles, maximum stay 15 minutes'. The length of the proposed Loading Zone 23.4m.*
- *All signs and markings are to be designed and installed in compliance with the NZTA documents; Manual of Traffic Signs and Markings (MOTSAM) and the Traffic Control Devices (TDC) Manual.*

The loading zone will be a public asset (i.e. it will not be exclusively used by the operators of the hotel).

At the time of lodging this application, dialogue is still occurring with the Council in terms of the final agreed specification of the loading zone.

#### *Intersection Requirements*

Bartlett Consulting has addressed the issue of visibility of vehicles exiting the car park building, based on the location and use of the loading zone (to the west of the car park building entry). In this regard, Bartlett Consulting states the following:

*However, it is possible to reduce the effects of the Loading Zone on the visibility sight distance of the Man Street Car Park access by extending the length of no parking between the access and the Loading Zone. If the length of no stopping is extended to 9.2m from the edge of the access the unrestricted visibility sight distance would be 39m to the west (for eastbound traffic) which is equivalent to Approach Sight Distance (ASD) for the design speed of 40km/hr. A no stopping length of 22m from the edge of the existing access will provide an unrestricted (clear or all parking) visibility sight distance of 78m equivalent to the full SISD for the 40km/hr approach speed.*

*It is recommended that the minimum 9.2m no stopping is provided between the edge of the existing access and the proposed Loading Zone (as drawn, refer Figure 1 and Appendix B). This will provide the minimum ASD to approaching vehicles from the west (eastbound). The use of the proposed Loading Zone is expected to occasional only, when in use the Loading Zone will restrict visibility sight distance to 39m. The separation to the eastbound*

*traffic lane with the proposed central flush median will provide sufficient lateral road space to avoid any potential conflict.*

The above matters recommended to be addressed by Bartlett Consulting can be dealt with via conditions of consent.

#### **4.5 Signage**

Signage is an important component for any visitor accommodation establishment, particularly in providing directional assistance to people who are unfamiliar with the Queenstown setting.

At this point, the specific signage in terms of actual design and location has not been formulated. As such, the future signage will be subject to the requirements of the ODP provisions, especially as the matter of signage is yet to be addressed in terms of the PDP.

#### **4.6 Infrastructure and Servicing Considerations**

Fluent Solutions were commissioned by the applicant to prepare an Infrastructure Report in relation to the proposed development. A copy of the Infrastructure Report is contained within **Appendix [K]**.

The Infrastructure Report addresses the following infrastructural servicing components that are relevant to the proposed development:

- Wastewater
- Water Supply
- Stormwater
- 

Fluent Solutions has confirmed the proposed development can be accommodated in terms of the 'three waters' servicing.

#### **4.7 Construction Management Plan**

Peak Projects International Limited ("Peak Projects") were commissioned by the applicant to prepare a Construction Management Plan ("CMP") in relation to the proposed development. A copy of the CMP is contained within **Appendix [L]**.

In summary, the CMP addresses the following matters:

- The Site
- Construction Sequencing
- Construction Programme
- Regulatory Authority Consents
- Landowner Consents & Consultation
- Construction Hours & Noise
- Construction Noise Management

- Construction Access
- Construction Traffic Movements
- Construction Works Area & Temporary Fencing
- Cranage
- Earthworks
- Dust & Sedimentation Control
- Protection of Existing Services & Adjacent Properties
- Assessment of Effects & Mitigating Measures

Due to the pre-constructed foundations and ground floor slab, Peak Projects states that the construction programme will be significantly shorter than for a comparable sized project on a greenfields site. Peak Projects anticipates that the construction timeframe will be 14-16 months.

Peak Projects notes that a Licence to Occupy will be required in terms of occupying the 14 adjacent car parks on the southern side of Man Street, directly in front of the site. This area of Man Street will be utilised for the unloading of vehicles associated with the construction of the proposed hotel. Details have not been formulated at this point in terms of the specific area to be occupied, nor the methods in dealing with pedestrian access and safety. A LTO will be applied for in due course.

The CMP details various mitigation measures in dealing with construction traffic, continued access to the car park building (for both vehicles and pedestrians), noise, dust/sediment control, protection of services and finally health and safety.

## 5.0 DESCRIPTION OF PERMITTED ACTIVITIES

The consent authority **may** disregard an adverse effect of the activity if a rule or national environmental standard permits an activity with that effect.

All buildings and visitor accommodation (as an activity) require resource consent under both the ODP and PDP. As such, the permitted baseline is of no relevance to the proposal contained within this application.

There are no live unimplemented resource consents relevant to the site.

## 6.0 STATUTORY CONSIDERATIONS

### 6.1 Operative District Plan

#### Section 10 – Queenstown Town Centre Zone

The site is contained within the QTCZ (TCTZ) in terms of the ODP. The purpose of the QTCZ is stated as follows:

*The purpose of the zone is to allow for a wide range of activities which will enhance the town centre while preserving the important physical and natural character which gives the town its outstanding qualities and image. The zone rules contain a range of standards to achieve the desired environmental outcomes relating to built form, open space, traffic management, heritage protection and pedestrian amenity.<sup>1</sup>*

The proposed development requires the following resource consents under Section 10 of the ODP:

- **Controlled Activity** resource consent pursuant to Rule 10.6.3.2(i) for buildings, with control over design, appearance, landscaping, lighting, materials, colours and contribution to the character of the streetscape.
- **Controlled Activity** resource consent pursuant to Rule 10.6.3.2(iii)(b) for the provision of liquor between the hours of 6pm to 11pm (as persons will be frequenting the on-site bar who will not be there for the purpose of dining or staying overnight in the proposed hotel).
- **Controlled Activity** resource consent pursuant to Rule 10.6.3.2(iv) for visitor accommodation within the QTCZ/TCTZ.
- **Discretionary Activity** resource consent pursuant to Rule 10.6.5.1(i) as the proposed building coverage will exceed the maximum allowance of 70%.
- **Discretionary Activity** resource consent pursuant to Rule 10.6.5.1(iv)(c) as built form will be located within the 4.5 metre road setback from Man Street.
- **Discretionary Activity** resource consent pursuant to Rule 10.6.5.1(xii) for the provision of liquor between the hours of 11pm to 7am (as persons will be frequenting the on-site bar who will not be there for the purpose of dining or staying overnight in the proposed hotel).
- **Non-Complying Activity** resource consent pursuant to Rule 10.6.5.2(i) as the proposed building will exceed the maximum height limit of 8 metres.

#### Section 14 – Transport Section

The following resource consents are required under the Transport Section:

- **Discretionary Activity** resource consent pursuant to Rule 14.2.4.1(i)(a) as no coach parks are being provided on site.

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<sup>1</sup> ODP – Page 10-29

- **Discretionary Activity** resource consent pursuant to Rule 14.2.1(xiii) as no loading zone will be provided on site.

## 6.2 Proposed District Plan

In terms of the PDP, the site is contained within the QTCZ. The purpose of the QTCZ (in part) states:

*Town centres provide a focus for community life, retail, entertainment, business and services. They provide a vital function for serving the needs of residents, and as key destinations for visitors to our District, they provide a diverse range of visitor accommodation and visitor-related businesses. High visitor flows significantly contribute to the vibrancy and economic viability of the centres.*

*Queenstown will increasingly become a dynamic and vibrant centre with high levels of tourism activity that provides essential visitor-related employment. It serves as the principal administrative centre for the District and offers the greatest variety of activities for residents and visitors. It has a range of entertainment options and serves as a base for commercial outdoor recreation activities occurring throughout the Wakatipu Basin. Visitor accommodation is provided within and near to the town centre. Over time, Queenstown town centre will evolve into a higher intensity and high quality urban centre.<sup>2</sup>*

Under the QTCZ, the proposed development requires the following resource consents:

- **Controlled Activity** resource consent pursuant to Rule 12.4.2 for establishing a visitor accommodation activity within the QTCZ.
- **Controlled Activity** resource consent pursuant to Rule 12.4.4.1 for the consumption of liquor on a premises between the hours of 11pm and 8am (as persons will be frequenting the on-site bar who will not be there for the purpose of dining or staying overnight in the proposed hotel).
- **Restricted Discretionary Activity** resource consent pursuant to Rule 12.4.6 for the construction of buildings within the QTCZ.
- **Restricted Discretionary Activity** resource consent pursuant to Rule 12.5.1.1 as the maximum building coverage will be exceeded.
- **Restricted Discretionary Activity** resource consent pursuant to Rule 12.5.1.2 for the submission of a Comprehensive Development Plan (applicable to a site greater than 1400m<sup>2</sup> in area).
- **Non-Complying Activity** resource consent pursuant to Rule 12.5.9.4 as the building will exceed the maximum height limits within HP7.

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<sup>2</sup> PDP – Page 12-2

In addition to the above rule breaches, the following comments are applicable for the site in the context of the QTCZ provisions under the PDP.

Rule 12.5.1.2 requires that a Comprehensive Development Plan be submitted as part of the application. The PDP defines a Comprehensive Development as:

*Means the construction of a building or buildings on a site or across a number of sites with a total land area greater than 1400m<sup>2</sup>.*

The package for the application addresses all of Lot 1 in terms of layout and location of buildings, access, landscaping, the relationship to the adjoining streetscape of Man Street, and finally viewshafts.

Rules 12.5.2 and 12.5.3 deal with waste/recycling storage space and the screening of storage space. As outlined above, the requirements of these rules can be achieved.

Rule 12.5.10 deals with noise in the QTCZ. Operational controls and conditions of consent can ensure that the applicable noise limits are met for the established hotel.

In reference to Rule 12.5.11 that deals with acoustic insulation, as outlined above, the preference is to deal with compliance of this rule via a condition of consent.

In reference to Rule 12.5.13 that deals with glare, conditions of consent can ensure compliance with the requirements of this rule.

### **6.3 District Plan Weighting**

As outlined above, the decisions on Stage 1 of the PDP were issued on the 7<sup>th</sup> of May 2018 and the appeal period closed on the 19<sup>th</sup> of June 2018.

Two appeals to the Environment Court directly relate to PDP provisions that affect the site, however, there are no appeals that affect the actual zone framework for the site. The subject appeals that affect the site both relate to building height on the site via HP7.

The first appeal is by Queenstown Views Limited. In relation to the site subject to this application, this appellant is seeking the movement of view shaft C in a westerly direction, as illustrated on the Figure 2 (Height Precinct Map).

The second appeal is by MacFarlane Investments Limited. In relation to the site subject to this application, this appellant is seeking a range of differing (lower) building heights within HP7.

The applicant has commissioned Atkins Holm Majurey to prepare legal advice in relation to the PDP weighting and whether the application should be processed on a non-notified basis. The legal advice is contained within **Appendix [M]**.

As a preliminary matter, Atkins Holm Majurey forms the view that the Queenstown Views appeal is out of scope in relation to the movement of viewshaft C, as such was not included in the original submission that Queenstown Views is relying upon.

Based on the advice from Atkin Holm Majurey, it is understood that in determining the weight to be given to a proposed plan, three key principles are to be considered. In summary, these principles are as follows:

- a) the Act does not accord proposed plans equal importance with operative plans, rather the weight to be given to a proposed plan (such as the PDP) depends on the extent to which it has proceeded through the submission and appeal process.
- b) the weight to be given to specific provisions depends on the particular circumstances of the case, but factors which are potentially relevant include:
  - i. the extent (if any) to which the proposed measure might have been exposed to testing and independent decision making;
  - ii. circumstances of injustice; and
  - iii. the extent to which a new measure, or the absence of one, might implement a coherent pattern of objectives and policies in a plan.
- c) where there has been a significant shift in council policy and the new provisions are in accord with Part 2, more weight may be given to the proposed plan.

In relation to the PDP provisions that relate to the site, a decision on the appropriate maximum height provisions in the PDP was made by an independent hearings panel after hearing evidence which specifically addressed the issue of height.

While two appeals have been lodged that affect HP7, the out of scope Queenstown Views Limited appeal seeks to widen a view shaft that has been deemed acceptable (and wide enough) by the independent hearing panel, while the MacFarlane Investments Limited seeks height limits across the block which are significantly lower than, and inconsistent with both the ODP and PDP, and with the policy shift in the PDP to enable generally taller developments within the QTCZ – and again contrary to the findings of the independent hearings panel.

The legal advice provided by Atkins Holm Majurey considers that the new height provisions give better effect to Part 2 of the Act as such enable a more efficient use of land (and airspace) within the QTCZ, while keeping effects within acceptable boundaries.

Accordingly, given the stage of the PDP, the policy shift in relation to height, and the limited nature of the appeals, the Council should accord equal weight to the PDP height provisions when assessing the merits of the hotel, when compared to the ODP.



## 7.0 ASSESSMENT OF ENVIRONMENTAL EFFECTS

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

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

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

### 8.2 An assessment of the actual or potential effect on the environment of the proposed activity.

#### Introduction

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

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

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

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

In addition, the opinions reached in terms of the potential effects have relied upon the various assessments as outlined above.

### Effects from Visitor Accommodation Activities

The subject site is zoned QTCZ under both the ODP and PDP, noting that the TCTZ only applies within the ODP.

Both the ODP and PDP for the QTCZ seek to ensure that central Queenstown is an intensely developed location which provides for a range of activities, attractions and pursuits for both locals and visitors alike. A key component from a land use perspective that is recognised within both the ODP and PDP is the provision of visitor accommodation establishments of varying sizes and style of operations, within and in close proximity to central Queenstown. Locating visitor accommodation establishments within and close to central Queenstown has a range of benefits in terms of accessibility to entertainment, shopping facilities and transport routes (including public transport) and further, assisting with the vibrancy aspirations of both the ODP and PDP for this locality. The size of the site provides an excellent opportunity to allow a large scale hotel to be developed – a form of visitor accommodation that is under supplied at present in close proximity to the central area of Queenstown.

Visitor accommodation activities are an expected occurrence for the site in terms of both the ODP and PDP. This is witnessed by the controlled activity status for visitor accommodation activities under both the ODP and PDP. Both planning documents provide a range of matters of control for visitor accommodation activities in the QTCZ. Such matters in summary deal with building design, scale of an activity, transportation, noise, hours of operation and landscaping,

As outlined above, emphasis has been placed on designing the hotel from locational and external appearance perspectives so as to ensure compatibility with the surrounding urban context amenity values, both now and in the future.

The 'future' context includes the functioning of Man Street as a main arterial road as part of the Inner Links project, combined with an anticipated greater intensity of development within the land subject to PC 50, in particular the nearby Isle Street East and West Sub-Zones.

The character, scale and intensity proposed in terms of built form and visitor accommodation activities is appropriate due to the size of the site, the existing built environment and what could occur via the surrounding land, particularly in a northerly direction above Man Street (through increased intensification).

The hotel can be developed and operated without adversely affecting the amenity values in the locality in the form of continued access to views, sunlight, transportation matters, acceptable noise generation and privacy.

Considerable work has been undertaken in terms of designing a functional (and flexible) arrangement for the proposed loading zone on Man Street, directly adjoining the site. The

loading zone and pedestrian arrangements on the southern side of Man Street take into account the upgrading of Man Street to an arterial road in the future. The loading zone will be a public asset.

It is considered that any effects from the proposed visitor accommodation activity will be less than minor on the surrounding landowners and the wider urban environment.

### Urban Design Considerations (and Effects)

In considering the potential effects from an urban design perspective, emphasis has been placed upon the views expressed in the Design Statement compiled by Plus Architecture.

The Design Statement acknowledges the multi-faceted design rationale for the proposed hotel, with various interlinking factors contributing to the subject design outcome.

Despite the size of the site, there has been a conscious design approach to respect the historically smaller tent sites and built form of the early development period of Queenstown, and the locality of the site – being an area with a commercial zoning regime but with a dominant existing building environment to the north of Man Street that still exhibits a low density residential environment.

The design approach also reflected upon the development density provided via the land contained within PC 50, in particular the land contained within the Isle Street East and West Sub-Zones, and the strategic development outcomes promoted for the site itself via the PDP (in particular additional building height when compared to the ODP). Via PC50 and the PDP, the site will be 'centrally' located within an expanded QTCZ that now includes the Lakeview land and the land that adjoins upper Brecon Street.

Consideration has also been given to the fact that in the future, Man Street will physically transform from a 'local' road to that of a heavily used arterial road via the Inner Links project. The hotel (and in particular the proposed loading zone) can interact with the existing and potential road formation of Man Street.

Based on the above design factors, Plus Architecture have compiled a design response for the proposed hotel that is responsive to the evolving urban context of the site through the promotion of a strong design concept. The design concept promotes a varied and broken built form that is articulated through differing building heights, setbacks and materials, combined with the provision of three view shafts through the site.

The design provides strong urban edges to the hotel, with particular focus on the interaction of the built form with Man Street, being the key public realm viewing location. Consideration has also been given to the mid to distance views of the proposed hotel from other central Queenstown locations, so as to allow the development to fit into the evolving northern 'background' of central Queenstown when viewed from a general southerly direction.

From an urban design perspective, the hotel will be a successful addition to the existing built environment of central Queenstown. The hotel will also act as a catalyst in terms of regenerating an area that contains older building stock and largely underutilised land. The hotel will not cause adverse effects in the context of the urban environment within which is located.

### Effects on the Surrounding Environment & Nearby Landowners

There are a variety of potential effects on the surrounding landowners in terms of the construction of the hotel, the day to day operations of the hotel and the effects associated with the building itself.

The construction related effects from developing the hotel are addressed below. Operationally, once established, the hotel can undertake its business causing less than minor effects on the immediate and surrounding landowners.

The completed hotel will alter the immediate urban environment which the site sits. The site is significantly underdeveloped in terms of the surrounding environment and in the context of the anticipated development potential under both the ODP and PDP (in particular the latter document). The proposed development will change the visual appearance of the site and the views through this land from Man Street and the properties situated on the northern side of Man Street, however, such an outcome is anticipated via the ODP and PDP.

The hotel has been designed in general accordance with the 'bulk and location' rules within the PDP. Such rules have been through a rigorous planning process via the PDP. This approach has also been adopted due to the inherent issues in applying the ODP 8m (from the original ground level) height limit. The ODP height limit results in a highly restrictive and inefficient built outcome for the site. This important factor has been recognised via the PDP where the 'ground level' is now the podium level and the height limits has been increased. While significant building height breaches occur in terms of the ODP 8m limit (in the former 'extreme' lower corners of the site), the effects of such breaches have been deemed acceptable through the design approach and the actual location of such breaches (on the southern side of the site).

The average height breach of the ODP 8 metre height limit when directly fronting Man Street is 1.57 metres (and a maximum encroachment of 3.504m). The combination of building setbacks, articulation of built form and the three viewshafts will assist in mitigating the effects of the ODP height breaches.

While the height rules in the ODP results in a lower building height than the PDP, the ODP does not require viewing corridors through the site. Under the ODP, conceivably one long and repetitious building could be constructed along the length of the Man Street frontage of the site. While this style of built form would be lower in height than what is proposed, the positive effects of building articulation and viewshafts would be lost.

The two PDP viewshafts that run perpendicular through the site (from Man Street) were imposed during the PDP process for a number of urban design reasons. Aside from allowing views through the site from Man Street, the viewshafts were imposed in order to break up a potentially large building footprint into discrete components and while also providing outdoor space. The protection of views through the site were not the sole reason for the imposition of such during the PDP process.

The proposed development does not strictly adhere to the specific requirements of HP7 and the required viewshafts. However, for the reasons outlined below, it is considered that the proposed development and in particular the proposed viewshafts will meet the urban design outcomes anticipated for HP7 in the PDP.

In terms of the eastern viewshaft (with a required width of 11.6 metres), approximately 65mm of the main hotel form (façade) will be located within this viewshaft (to a maximum height of 11.45 metres above the podium). It is considered that the resultant effects from the location of the hotel within the eastern viewshaft will be less than minor on the surrounding environment. The actual effects will not be discernible.

In order to largely screen the vehicle ramp which provides access to the car parking building, a lightweight steel structure will be developed over the ramp. The steel structure will be covered in vines. The steel structure will have a height of 3.15 metres above RL 327.1 masl. A similar structure will be placed over the outdoor area associated with the hotel restaurant/bar.

Due to the low height of the steel structure, significant views will still be gained through the eastern viewshaft when viewed by passerby's on Man Street and those properties to the north, noting that the provision of the required viewshafts were not solely imposed for view protection from the public domain of Man Street and/or private properties to the north of Man Street.

The 'green' approach with planting the steel structure will provide natural screening benefits to the hotel and when viewed from the north and east. The structure to be placed over the outdoor area associated with the restaurant/bar will enable a discrete area that can be used by hotel guests and the general public. It is considered that the effects of this built form within the eastern viewshaft will result in effects that are less than minor on the surrounding environment and overall, it is considered that the approach for the eastern viewshaft will enhance the built environment of the immediate locality. Avoiding any structures in the location of the outdoor area associated with the restaurant/bar would be an inefficient use of the site.

In terms of the western viewshaft, the proposed development in effect results in the relocation of this viewshaft in a westerly direction – and the partial transfer of the 14m 'height limit' to the east.

The relocated western viewshaft, even taking into consideration the two level sky bridge, will result in the beneficial outcome of providing building separation between the two higher segments of the hotel at its western end. The relocated western view corridor/view shaft will

be approximately 11.4 metres in width. Although the relocated viewshaft is less than the required 12.5m, this reduction is compensated for via the extreme western viewshaft (2.4 metres in width) that straddles the western boundary of the site and the fact that the viewshaft will still enable excellent views through the site, even taking into account the added interest of the sky bridge.

The building height non-compliances under the PDP primarily result from the relocation of the western viewshaft, the provision of a sufficient 'stud' height for each level of the hotel, and the desire to enhance the vehicle entrance to the car park building and finally, to provide a welcoming small enclosure for persons that use the restaurant/bar.

While the hotel breaches the applicable building height rules under the ODP and PDP, it is considered that the effects from these non-compliances upon the immediate and surrounding built environment (including nearby landowners) will be less than minor in terms of outlook and general amenity values. This view is formed on the basis of the quality design, including the segregation of built form, varied height, setbacks, open space, viewshafts, materiality and landscaping.

The hotel will be situated within the 4.5m road setback as required by the ODP. In this regard, it was understood that Rule 10.6.5.1(iv)(c) was imposed to encourage landscaping, outdoor living or commercial courtyards to be developed in front of buildings within the 4.5m road setback, in response to the fact that the site was previously the interface between a commercial and residential areas (prior to PC 50). The PDP has not replicated the 4.5m road setback requirement. With the commercial zoning of the Isle Street East and West Sub-Zones (and the fact that a maximum setback from Man Street of 1.5 metres applies for this land), it is considered appropriate that the hotel is located within the ODP 4.5 metre setback, so as to provide an interesting and close connection with the public realm of Man Street. It is considered that no adverse effects will result from the location of the building adjacent to Man Street.

The proposed development will result in a minimal breach of the ODP and PDP building coverage limits. In the context of the overall development, the proposed building coverage is deemed acceptable due to the various building setbacks, open space and viewshafts.

Hours of operation and conditions of consent will ensure that noise effects from the restaurant/bar will be effectively managed, so as to avoid adverse effects on nearby sensitive receivers.

### Transportation Related Effects

The original traffic effects associated with the development and operation of the existing car park building were assessed by Traffic Design Group via resource consents RM040920 and RM050522.

As stated above, Traffic Design Group concluded that the level of traffic generated by use of the car park building could be readily absorbed into the surrounding road networks without

significant adverse effects on the function, safety or convenience of other road uses in the vicinity of the site. The original Traffic Impact Assessment also recognised the potential upgrade of Man Street to an arterial road formation and function.

The previous traffic engineering assessments are still relevant to the operational traffic effects associated with the car park building, taking into consideration the use by guests/staff staying or working from the proposed hotel. As outlined above, sufficient 'on-site' car parking will be provided within the car park building to cater for the operational demands of the proposed hotel.

The development of the proposed hotel will lead to no different or additional traffic effects, over and above the original assessments compiled by Traffic Design Group.

The proposed development will not provide 5 on-site coach parks as required by the ODP. As outlined above, there are significant practical issues in providing on-site coach parking (and associated vehicle manoeuvring for large vehicles). Even if practicality possible, such an outcome would also lead to loss of valuable commercial land and an adverse urban design outcome. It is noted that no coach parking is required under the PDP.

Through significant dialogue with Council and the direct involvement of expert traffic engineers, the solution to the shortfall in coach parking (as required by the ODP) is the provision of a public loading zone within the legal confines of Man Street. The loading zone and pedestrian egress along the southern side of Man Street will be a flexible arrangement that can take into account the upgrading of Man Street to an arterial road via the Inner Links project. As stated above, dialogue is still occurring with the Council in relation to the final specifications for the proposed loading zone.

Overall, it is considered that the transportation effects associated with the operation of the hotel will lead to effects that are less than minor on the nearby and surrounding transport infrastructure and pedestrian egress along Man Street.

#### Construction Related Effects

The CMP compiled by Peak Projects details the various construction elements and timing methodology for developing the hotel.

Construction activities will cause a range of temporary adverse effects. The applicant is committed to undertaking the overall hotel development in a manner that minimises the construction effects to an acceptable level. Assisting this desired outcome is the present state of the site which will afford a faster and more efficient building construction process.

The CMP notes that a neighbourhood consultation programme will be established by the main contractor. This consultation programme will keep nearby landowners and occupiers informed of all construction activities and any temporary inconveniences.

The CMP provides limitations on the hours of operation for construction activities, together with the requirement of a Construction Noise Management Plan (to be submitted as a condition of consent). The Construction Noise Management Plan will ensure that noise generated through construction activities can be effectively managed so as to ensure compliance with the applicable construction noise standard. Various mitigation methods will be employed to reduce noise emissions from the site.

Construction access to and from the site will be managed via an approved Traffic Management Plan, with such a plan being required to be submitted as a condition of consent prior to construction activities commencing on the site. The Traffic Management Plan will implement measures in terms of vehicular access, unloading of goods and pedestrian movement along the southern side of Man Street.

A LTO will also be required in terms of occupying Man Street for construction purposes. This approval will be applied for in due course.

Various measures will be employed in terms of protecting public safety, amenity and site security, together with dust and sediment control measures.

Overall, with the reliance upon the CMP, it is considered that the construction effects will be less than minor on the surrounding environment.

#### Infrastructure, Effects

The Infrastructure Report compiled by Fluent Solutions addresses the infrastructure services that the hotel will connect to, such being wastewater, stormwater and water supply. Fluent Solutions has confirmed that the hotel can make connections to these infrastructure services.

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

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

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

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

No discharge of contaminants are associated with the variation application.



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

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

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

Based upon the assessment above, it is considered that the only party affected by the application is the Council in relation to the proposed off-site works within the legal confines of Man Street. On-going dialogue will occur with the Council in relation to this matter.

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

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

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

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

## **8.0 SECTION 95 NOTIFICATION**

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

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

Additionally, the applicant has not requested public notification of the application (s95A(3)(a)), there is no proposal to exchange recreation reserve land (s95A(3)(c), there is no rule or national environmental standard requiring public notification of the application (s95A(8)(a)) and there

are no special circumstances that exist in relation to the application that would require public notification (s95A(9)).

Given the foregoing (and based on the legal of advice of Atkins Holm Majurey), the application should proceed on a non-notified basis as the effects will be less than minor, for the following reasons:

- visitor accommodation facilities are an expected occurrence for the site under both the ODP and PDP;
- the height exceedances under the PDP are acceptable and the PDP evidences a policy shift to allowing taller and more intensive developments within the QTCZ (while protecting viewshafts) to make better and more efficient use of what is currently under-utilised land;
- the design of the hotel retains key viewshafts and staggers the height working with the slope of the land so as to avoid a solid building bulk on the site;
- the traffic generated by the hotel will be no different or additional to that associated with the carpark which will be used for both guest and staff parking;
- a public loading zone on Man Street will be provided instead of designating space for coach parking;
- construction effects (primarily noise, traffic and dust) are temporary and able to be appropriately managed by a construction management plan; and
- infrastructure connections to existing water, wastewater and storm water systems are available.

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

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

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

## **Regional Policy Statement**

The development of the proposed hotel meets the purpose of the Otago Regional Council's Regional Policy Statement (and supporting documents), in that the hotel will promote the sustainable management of the natural and physical resources of the Queenstown.

## **Operative District Plan**

### Section 4 - District Wide

Section 4 (District Wide) contains various provisions that require consideration in terms of the development proposed in the application.

#### *Urban Growth*

Section 4.9 deals with Urban Growth within the District Wide Section of the ODP. The relevant objectives and policies that apply to the proposed development are addressed below.

Objective 4.9.3.2 deals with existing urban areas and communities, in that this objective seeks urban growth which has regard for the built character and amenity values of the existing urban areas and enables people and communities to provide for their social, cultural and economic well-being. Policy 2.2 that supports Objective 4.9.3.2 seeks to cluster growth of visitor accommodation in certain locations so as to preserve other areas for residential development.

In relation to Objective 4.9.3.2, the proposed hotel has been designed with due regard to the built character and existing amenities of the context of the site (both now and in the future), and in terms of the supporting policy 2.2, due to the location of the site, the proposed development follows the logical (and historical) pattern of visitor accommodation establishments that operate in the vicinity of Queenstown.

Objective 4.9.3.4 deals with business activity and growth. The proposed hotel will assist with promoting central Queenstown as the principal focus for commercial, visitor and cultural activities which accords with Policy 4.2 that supports Objective 4.9.3.4, while the development will also promote and enhance a compact commercial built environment (thus meeting the goal of Policy 4.2 that supports Objective 4.9.3.4).

Objective 4.9.3.5 specifically addresses visitor accommodation activities, in that it seeks to enable visitor accommodation activities to occur while ensuring any adverse effects are avoided, remedied or mitigated, while the supporting Policy 5.1 seeks to manage visitor accommodation to avoid any adverse effects on the environment. The application has demonstrated that the hotel can be developed and operated without causing adverse effects on the environment, or where adverse effects may arise, such have been mitigated to a point where the effects are less than minor.

## Section 10 – Queenstown Town Centre Zone

A variety of objectives and policies from within Section 10 are relevant to the proposed development. Such provisions apply at a District Wide level for all commercial centres, and specifically to the QTCZ.

### *District Wide Objectives & Policies*

Objective 10.1.3.1 addresses the maintenance and consolidation of the existing Town Centres and activities therein and also promotes viable Town Centres which respond to new challenges and initiatives but which are compatible with the natural and physical environment.

The hotel accords with Objective 10.1.3.1 and the relevant supporting policies (being Policy 1.1, 1.2 and 1.5) as the proposed hotel will assist with the consolidation and promotion of the existing Queenstown town centre via a comprehensive and large development.

Objective 10.1.3.2 deals with amenity issues, in that this provision seeks the enhancement of the amenity, character, heritage, environmental quality and appearance of the town centres.

The proposed development accords with Policy 2.1 that supports Objective 10.1.3.2, as the proposal provides a hotel for tourist use, while through an appropriate design conserving the physical, historic and scenic values and qualities of the geographical setting.

Policy 2.3 which supports Objective 10.1.3.2 seeks to control the height, scale, appearance and location of buildings to ensure that the amenity of the area, both at street level and within adjacent developments, is maintained and enhanced. Despite the breach of the applicable ODP height limit, the design approach promotes a varied approach in terms of building location, function, height and viewshafts, which in turn assist with maintaining and enhancing the amenity values of the location.

Objective 10.1.3.3 deals with built form in the QTCZ. The broken form of the development proposed for the site respects the historical patterns in central Queenstown, is sympathetic to the position of the site near Man Street (and above Shotover Street). The proposed hotel accords with Policies 3.1 and 3.2 that support Objective 10.1.3.3.

Objective 10.1.3.4 deals with building appearance and promotes a visually exciting and aesthetically pleasing town centres which reflect their physical and historical setting. The hotel, while of a modern design, reflects and respects the existing and historical approach to development within central Queenstown (Policy 4.1) and generally provides a people scale when viewed from Man Street (Policy 4.7).

### *Queenstown Town Centre Zone – Objectives & Policies*

Objective 10.2.4.1 is consistent with Objective 10.1.3.1 (addressed above), in that it seeks the maintenance and enhancement of the Queenstown town centre as the principal commercial, administration, cultural and visitor focus for the District.

Policies 1.1 and 1.2 that support Objective 10.2.4.1 generally seek to concentrate developments within the town centre, to provide for growth in visitor accommodation (in this instance) in close proximity to the town centre. The proposed development accords with these policies.

### Section 14 – Transport Section

The various relevant objectives and policies from the Transport Section of the ODP are addressed below.

Objective 14.1.3.1 addresses the efficient use of the District's existing and future transportation resource and of fossil fuel usage associated with transportation. Policy 1.3 that supports Objective 14.1.3.1 promotes the efficient use of roads by ensuring that the nature of activities alongside roads are compatible with road capacity and function. The hotel will rely upon the existing car park building in terms of providing parking for guests and staff, while the proposed loading zone will not affect the function and capacity of Man Street, both under the existing scenario and when Man Street is turned into an aerial road.

Objective 14.1.3.2 addresses the maintenance and improvement of access, ease and safety of pedestrian and vehicle movement throughout the District. The proposed hotel will be compatible with the existing and potential capacity of Man Street (both now and in the future), thereby the proposal accords with Policy 2.2 that supports Objective 14.1.3.2.

Policy 2.5 that supports Objective 14.1.3.2 specially deals with the potential to create a new road link between Man Street and the One Mile roundabout. The design of the proposed development (and in particular the loading zone) has taken into consideration the potential Inner Links Project which will connect Man Street and the One Mile roundabout.

In relation to Policy 2.6 that supports Objective 14.1.3.2, the location and functioning of the proposed loading zone has been designed through traffic engineering input, so as to provide an efficient and safe traffic engineering outcome, for vehicles using both the loading zone and the car park building.

Objective 14.1.3.4 deals with town centre accessibility and car parking. The location of the site will allow ease of access into the commercial hub of central Queenstown, while the site is located in a position whereby vehicles travelling to the proposed hotel can avoid the inner streets of central Queenstown.

Objective 14.1.3.5 deals within parking and loading, with the stated goal of providing sufficient accessible parking and loading facilities to cater for the anticipated demands of activities while controlling adverse effects. In relation to the supporting policies, the proposed development will have sufficient parking for guests and staff (Policy 5.1), although not located on site, a suitable loading arrangement is proposed (Policy 5.2). It is not practical nor efficient to provide an arrangement whereby large vehicles (i.e. coaches) are parked on site.

## **Proposed District Plan (Decisions Version)**

### Strategic Directions – Chapter 3

Chapter 3 of the PDP contains the Strategic Directions for the PDP. The following objectives and policies are relevant to the proposed development from Chapter 3.

Strategic Objective 3.2.1 promotes the development of a prosperous, resilient and equitable economy in the District.

Of relevance is Objective 3.2.1.1 that recognises the significant socioeconomic benefits of well designed and appropriately located visitor industry facilities and services are realised across the District. The proposed development has been carefully designed and the site appropriately located so as to promote the Queenstown town centre (Objective 3.2.1.2).

The proposed development will promote a compact and integrated urban form for the Queenstown town centre (Objective 3.2.2.1(a)), while the specific design approach will reflect the historical settlement pattern of early central Queenstown (Objective 3.2.2.1(b)).

The proposed development will accord with the desired outcomes promoted via Objective 3.3.1, in that visitor accommodation will be provided within the Queenstown town centre.

### Urban Development – Chapter 4

Part 2 of the PDP contains the Urban Development Chapter. The following objectives and policies are relevant to the proposed development from Chapter 4.

The proposed development will assist with the stated goal of a compact and integrated urban form within the Urban Growth Boundaries that is coordinated with the efficient provision and operation of infrastructure and services (Objective 4.2.2A).

The site will allow excellent connectivity and integration with existing urban development (Objective 4.2.2.2(d)) and is conveniently located with public transport linkages (both now and in the future) (Objective 4.2.2.2(e)).

The development is of a larger scale, however such has been comprehensively designed in terms of urban design, infrastructure, building design and streetscape appearance (Objective 4.2.2.5).

### Queenstown Town Centre Zone – Chapter 12

The proposed development will assist with the stated goal of Objective 12.2.1, which is that the Queenstown town centre remains relevant to residents and visitors alike and continues to be the District's principal mixed use centre of retail, commercial, administrative, entertainment, cultural, and tourism activity.

Objective 12.2.2 is the primary objective that deals with built form in central Queenstown, and this provision seeks that development achieves high quality urban design outcomes and contributes to the town's character, heritage values and sense of place.

The proposed development will maintain human scale when viewed from the primary public viewing location, being Man Street. This outcome has been achieved through the use of building separation, articulation and the overall dismantling of the buildings bulk. In this regard, the proposal accords with Policy 12.2.2.2(a). The proposed development will enhance the quality of Man Street in the locality (Policy 12.2.2.2(b)) and will positively contribute to the emerging built character along Man Street (Policy 12.2.2.2(c)).

Policy 12.2.2.3 is implemented through the height requirements for the site (via HP7) in terms of the provision of view shafts, noting that an additional viewshaft has been provided. For the proposed development, a minor structure will be built over the eastern viewshaft on the site, while the western viewshaft will in effect be relocated. The design approach for the site will still maintain the stated goal within Policy 12.2.2.3.

Policy 12.2.2.5 seeks to prevent buildings exceeding the maximum height standards, unless certain criteria is achieved as outlined in this policy. The design of the proposed hotel is a high quality proposition, while the allowed 'building height' has been slightly moved via the movement of the western view shaft.

Policy 12.2.2.9 requires high quality comprehensive developments within the Town Centre Transition Sub-Zone and on large sites elsewhere in the town centre, to provide for pedestrian links and lanes, open spaces, outdoor dining, and well planned storage and loading/servicing areas within the development. The proposed development will provide open space and outdoor dining areas, together with an appropriate loading/servicing arrangement.

In terms of Policy 12.2.2.3(d), adequate insulation and mechanical ventilation will be provided within the noise sensitive areas of the proposed hotel, thereby negating reverse sensitivity issues.

The proposed hotel is suitably located so as to minimise traffic issues in terms of safety, efficiency and functionality of roading network, while the safety and amenity of pedestrians and cyclists will not be affected (Policy 12.2.4.6).

### Chapter 36 – Noise

In terms of Objective 36.2.1 and its supporting policies, as outlined above, construction noise will be managed to a reasonable level, while mitigation measures will ensure that the day to day operations of the hotel will produce noise effects that are less than minor.

## Chapter 29 - Transport

From an operational perspective, the hotel can function so that the associated parking, loading and access will be commensurate with the emerging character, scale and intensity of the locality (Objective 29.2.2 and Policy 29.2.2.1).

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

#### 11.1 Section 5

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

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

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

It is considered that the overall impact of the proposal in the context of the immediate and wider urban environment will meet the purpose of the Act.

#### 11.2 Sections 6 and 7 of the Act

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

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

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



## **12 CONCLUSION**

Resource consent is sought to construct a 205 hotel on the land adjoins Man Street, Queenstown.

The overall planning status of the proposal is that of a Non-Complying Activity.

The actual and potential effects on the environment have been outlined in section 7 of this report where it is concluded that the proposed activity is likely to have any adverse effects on the environment that are less than minor.

The proposed development is consistent with the relevant objectives and policies of the ODP and PDP and meets the purpose and principles of the Resource Management Act 1991.

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

**APPENDIX 3 – COUNCIL ENGINEERS ASSESSMENT**



## ENGINEERING REPORT

**TO:** Alicia Hunter

**FROM:** Alan Hopkins

**DATE:** 4<sup>th</sup> December 2018

**CONSENT REF:** RM180981

**APPLICANT NAME:** Man Street Properties Ltd

| Application details                              |  |
|--|--|
| <b>Description</b>                               | Consent is sought to develop and operate a hotel that will provide 205 guest rooms with associated facilities on top of the existing Man Street carpark building.  |
| <b>Type of Consent</b>                           | Land use   |
| <b>Physical Address</b>                          | 14, 16, 18, 20, 22, 24 & 26 Man Street, Queenstown   |
| <b>Zoning</b>                                    | Queenstown Town Centre Zone (Town Centre Transitional Sub-Zone)  |
| <b>Reference Documents</b>                       | Assessment of Environmental Effects and Appendix A - M   |
| <b>Comment required from QLDC Transport</b>      | Yes - Input from BECA regarding inner town bypass  |
| <b>Comment required from QLDC 3 waters</b>       | Yes – Modelling and comment  |
| <b>Previous consents relevant to this report</b> | RM040920 - Land Use consent for existing parking building<br>RM070911 – Subdivision to create Lot 1 & 2 DP 399240<br>Licence to Occupy – From carpark construction for permanent anchors, excavation work, sheet piling, within Man Street |

### Location Diagram



## Proposal & Layout

The applicant proposes the construction and operation of a 205 guest room visitor accommodation hotel located in central Queenstown. The development will be located atop the existing Man Street carpark at 14, 16, 18, 20, 22, 24 & 26 Man Street. The subject site is legally described as Lot 1 DP 399240, with lower existing carpark occupying Lot 2 DP399240. The existing vehicle access to the car park building below will be maintained, as will the pedestrian access to and from the car park building.





## 1.0 TRANSPORT

### 1.1 Access

The majority of the access to the site will be to/from Man Street via either footpath links or a dedicated vehicle loading/unloading area. There will also be secondary pedestrian access to Shotover Street via existing foot traffic links through the Man Street carpark building.

### 1.2 Parking

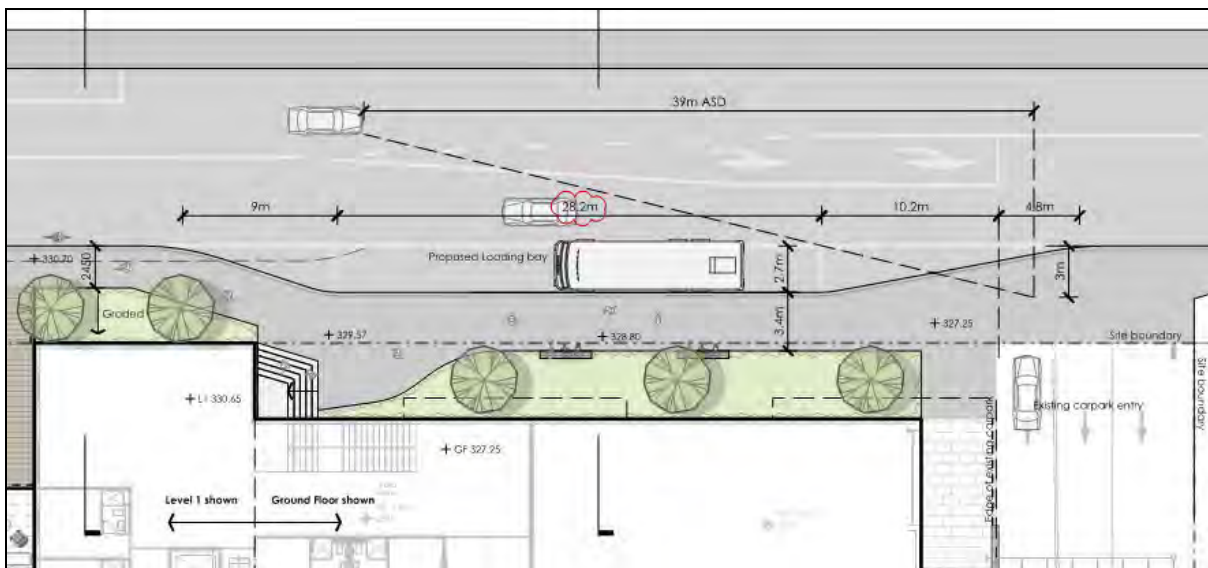
The proposed development is located within the Town Centre Zone and therefore has no requirement under the District Plan to provide onsite bus or car parking. However, the applicant has indicated that if required any parking can be accommodated via existing parks within the previously established Man Street carpark. I am satisfied that no further assessment of parking is required and likewise no specific consent conditions are required in this regard.

### 1.3 Loading/Unloading

Under the District Plan the proposed hotel will include a requirement for a bus set down area to load/unload passengers. The hotel will also require a set down area to load/unload goods, refuse, and services. In this regard the applicant proposes to establish a dedicated Loading Zone on Man Street, adjacent to the hotel. This facility will be a public facility able to be used by any bus/coach operator loading/unloading passengers for the proposed hotel, surrounding hotels or other local facilities (town centre/Skyline gondola etc.).

### Design

The proposed loading bay has been designed by the applicant's traffic engineer (Bartlett Consulting) in conjunction with QLDC/BECA and is dimensioned to 28.2m in order to accommodate two NZ tour coach vehicles (RTS 18 version - 12.6m each). This design is supported via Bartlett Consulting design report dated 22<sup>nd</sup> May 2018 and addendum report dated 13<sup>th</sup> August 2018.



### Capacity

Bartlett Consulting have indicated that bus movements are likely to be concentrated during morning and evenings and based on likely use the size of the loading zone could accommodate up to 8 buses/coaches per hour. In reality the hotel is likely to demand 4 buses/coaches per hour representing 50% of the loading zones capacity. Bartlett has also indicated that during the day the loading zone is more likely to be used by goods vehicles or taxis picking/dropping passengers at the hotel and this use would only represent 17% of the loading zones capacity. To ensure suitable turnover of loading spaces Bartlett has recommended that the loading zone is provided with a maximum stay restriction of 15 minutes. I accept Bartlett Consulting comments with regards to capacity of the loading/unloading zone and I recommend a consent condition that the detailed design

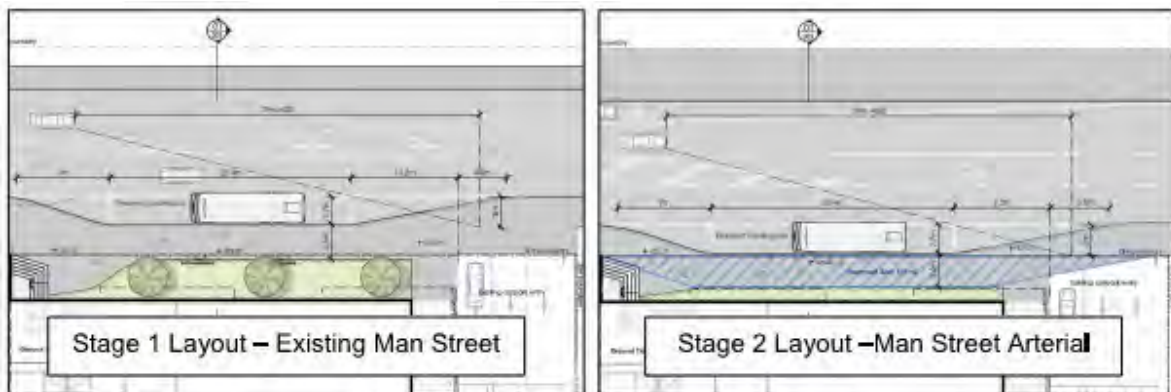
for the proposed load zone includes the provision of 15 minute parking restriction signage and markings.

### Man Street Carpark Access

The location of the existing access to the Man Street commercial carpark building has the potential to clash with the proposed hotel loading zone. Bartlett Consulting has assessed this risk and have confirmed that the carpark access will have a Safe Intersection Sight Distance of 80m. This complies with the minimum sightline requirements for a non-residential activity under Table 3 of Appendix 7 of the QLDC District Plan. It is noted that the eastern end of the loading zone taper crosses the carpark access, however this is deemed appropriate as this taper is only used as temporary access to the loading spaces located further to the west. Overall, I am satisfied that the proposed loading zone will not adversely impact the existing use of the Man Street commercial carpark. As the access and sightlines from the carpark access are dependent on the loading zone tapers being free from vehicles, I recommend a consent condition that detailed design of the load zone shall include yellow 'no-parking' hatching within the loading zone tapers.

### Inner Links Future Proof

Man Street is potentially impacted by QLDC's future Inner Links project. The Inner Links is a long term QLDC transport proposal to extend a primary transport route around the Queenstown town centre. Under the Inner Links it is possible that Man Street could be upgraded to an arterial road. QLDC and BECA have provided conceptual drawings of a possible layout for Man Street as a future arterial road link. The applicant's traffic engineer (Bartlett Consulting) has worked with QLDC and BECA to develop a staged design for the loading/unloading area that will accommodate the future upgrades of Man Street under the inner links project. This staged approach is as per the figure below and requires the use of a footpath contained within an access easement under the future arterial stage 2 upgrade. This staged approach requires the future formation of a public footpath and associated easement in gross over the subject site. To ensure that this area remains free from obstructions that could limit future stage 2 works I recommend a consent condition that prior to occupation of the development an easement in favour of the Council shall be secured over the future stage 2 footpath area as shown on the *SITE Landscape Architects – Man Street Interface: Stage 2 plans DWG 159\_SK-002 rev G*. The wording of this easement instrument shall be reviewed by Council's Subdivision Officer prior to registration and the cost of securing this easement shall be worn by the consent holder.

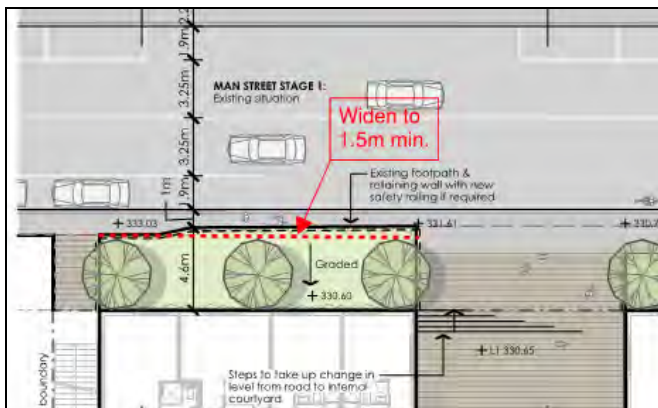


Overall based on the above comments I am satisfied that the proposed loading/unloading zone can operate in a safe efficient matter and is appropriate for the current and future demands. To ensure the specific design of this facility is appropriately designed and installed I recommend a consent condition that prior to works commencing on site detailed design shall be submitted for review and acceptance for the provision of a minimum 28m long and 2.7m wide vehicle loading zone with tapers fronting the development on Man Street. This shall include tracking curves to confirm the facility is capable of accommodating 2 full sized New Zealand tour buses (RTS 18 version), sightline overlays to confirm a minimum 80m sightline is maintained from the existing carpark entrance onto Man Street, and confirmation from QLDC Infrastructure/BECA that the design complies with the agreed Stage 1 works to accommodate the future Inner Links project.

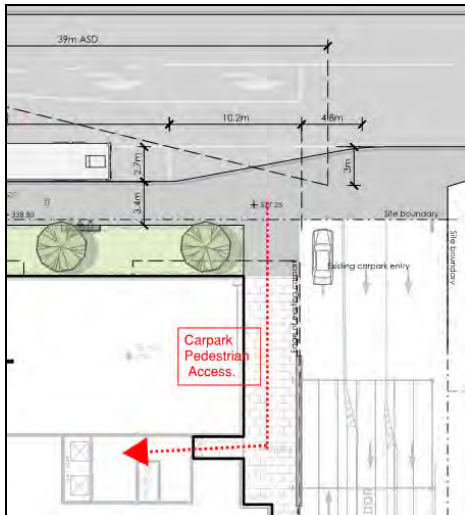
## 1.4 Pedestrians

Pedestrian access to the proposed hotel will be primarily via existing footpaths on Man Street. To better accommodate foot traffic fronting the hotel the applicant proposes to widen the existing approximate 1.5m wide Council footpath on the southern side of Man Street fronting the hotel to a 3.4m wide path fronting the loading zone and tapering to a 2.45m path at the main hotel entrance. This design width generally complies with Figure E34 of the QLDC Code of Practice for an urban centre primary access road serving up to 200 lots. If/when the inner links is completed the applicant have confirmed that this path can be upgraded to an acceptable width of 3.4m, with a short section at 2.8m. This future width has been reviewed and accepted by QLDC/Beca considering the current Inner Links draft plans. To ensure this footpath is appropriately designed and constructed I recommend a consent condition that detailed design plans shall be provided for review and acceptance prior to commencement of any works.

West of the main entrance the applicant proposes to maintain the current 1m QLDC footpath width until such a time as this is upgraded to 3.4m under the inner links upgrade. This path widens to approximately 1.5m west of the site frontage and in the direction of Hay Street. This footpath does not currently comply with Council standards for a town centre or urban road. The current width also fails to comply with Council's minimum standard for any footpath and potentially creates an unsafe situation as this path fronts narrow 1.9m on street carparks. In this case while it is acknowledged that this footpath may be a temporary solution until the inner links upgrade occurs, the timing of this project is unknown, and the stage 1 solution may sit for many years or even indefinitely. Taking into account the width of the existing footpath further to the west, limited pedestrian desire in this direction, and future re-work under Inner Links, I recommend a consent condition that the existing Council footpath west off the main entrance to the hotel shall be upgraded from the current 1 m width to a minimum 1.5m width. This shall include the provision of a suitable safety barrier as required.



The existing site has a temporary pedestrian access path from Man Street to the stairs and lift/stair core for the Man Street commercial carpark. This access also provides an alternative pedestrian and disability access from Man to Shotover Streets. Condition e) of Consent Notice CN 7745242.3 attached to the title of the subject site requires pedestrian access to the existing lift core that accesses neighbouring Lot 2 DP 399240 to be maintained at all times. To maintain and formalise this pedestrian access the applicant proposes a new access lane down the eastern side of the hotel. This access lane will also serve as a back of house service area. I am satisfied that the design of this pedestrian access thoroughfare will be appropriately assessed and approved under the building consent process and no consent conditions are recommended in this regard. The maintenance of this access through the construction period is discussed further under the construction management section below.



## 2.0 SERVICES

### 2.1 Water

#### Existing

Man Street has both the 300 AC trunk main and a 100mm PVC main with the 100mm main supplying the service connections along the road and the 300mm AC trunk main feeding the surrounding network. The existing carpark building is serviced with both potable and firefighting supply from a 100mm connection to the 100mm uPVC main at the building entrance ramp. There are 2 fire hydrants along the Man Street site frontage and another 2 within 100m of the site.

#### Proposed

The applicant has provided network modelling from Mott McDonald that confirms there is sufficient flows and pressures to service the development via the 100mm QLDC main on Man Street and this has been agreed with Council's Infrastructure Development Engineer (Andrew Tipene). The applicant has not confirmed if the hotel will be serviced via the existing 100mm connection to the carpark building located at the vehicle ramp or through a new dedicated connection directly to the QLDC 100mm main on Man Street, however both are viewed as feasible options. As the proposed development is located on its own separate title to the carparking building below, it is recommended that any water supply to the hotel development be fitted with separate dedicated backflow prevention device and bulk metering.

Overall I am satisfied that the proposed development can be serviced with potable water via the QLDC 100mm main on Man Street. I recommend a consent condition that prior to the commencement of works the consent holder shall provide for review and acceptance detailed design plans for the provision of a water supply to the development from the QLDC 100mm main on Man Street. This connection can either be via a branch from the existing water supply to the carpark building (at the access ramp) or through a new dedicated connection to the 100mm Council main on Man Street. The potable water supply connection shall include a bulk flow meter and backflow prevention in accordance with Council standards. As the development proposes a separate fire sprinkler connection, I recommend that the connection is design in accordance with Drawing B2-7 of the QLDC Code of Practice.

### 2.2 Fire-Fighting

The applicant proposes to service the development via a fire suppression sprinkler system and existing hydrants on Man Street. Based on SNZ PAS 4509:2008 New Zealand Fire Service Firefighting Water Supplies Code of Practice the proposed development is likely to be a minimum FW2 fire water classification as sprinklers are installed. FW2 requires a minimum of two hydrants



each supplying 12.5 l/s (25l/s combined), one within 135m and a second within 270m. I am satisfied that there is a hydrant located within 135m and an additional within 270m of the development.

The applicant has confirmed via Cosgrove's email dated 15/08/2018 that the sprinkler demand flow will be 10.8 l/s. Combined with the 25 l/s FW2 hydrant demand, this equates to a total fire demand of 35.8 l/s. The applicant has provided network modelling from Mott McDonald that confirms there is sufficient flows and pressures to service the development with the required fire flows while maintaining required residual flows and pressures.

To ensure the fire sprinkler connection is correctly installed I recommend a consent condition that prior to the commencement of works the consent holder shall provide for review and acceptance detailed design plans for a fire sprinkler supply connection via a branch from the existing water supply to the carpark building (at the access ramp) or through a new dedicated connection to the 100mm Council main on Man Street in accordance with Drawing B2-7 of the QLDC Code of Practice.

## **2.3 Wastewater**

### **Existing**

Construction drawings of the underlying services for the carpark building show a 150mm lateral connecting to the 150mm sewer reticulation in Shotover Street. Wastewater then flows along the Shotover Street sewer to the Rees Street sewer trunk main, progressively increasing in diameter to 300mm and then 475mm at the Marine Parade pump station.

### **Proposed**

The applicant proposes to service the hotel through a new connection to the existing 150mm lateral that services the carpark building below and out to the QLDC 150mm main on Shotover Street. The applicant has provided network modelling from Hydraulic Analysis Limited that confirms there is sufficient capacity to service the development via additional flows to the 150mm QLDC main on Shotover Street and this has been agreed with Council's Infrastructure Development Engineer (Andrew Tipene).

I am satisfied that the proposed development can be serviced for wastewater and I recommend a consent condition that prior to the commencement of works the consent holder shall provide for review and acceptance detailed design plans for the provision of a wastewater connection from the development to the existing QLDC 150mm sewer main on Shotover Street.

## **2.4 Stormwater**

### **Existing**

The roof of the existing carpark building has an impermeable concrete surface. QLDC GIS shows a lateral connection from the site to Council storm water reticulation in Shotover Street. Construction drawings of the underlying services for the carpark building show a 250mm concrete stormwater lateral connection to the reticulation in Shotover Street. A 225mm concrete storm water main is also shown as being located on the southern side of Man Street adjacent to the property.

### **Proposed**

The proposed hotel is mostly impermeable and will have no impact on the existing stormwater infrastructure as the effective site coverage doesn't change from the current situation. It is noted however that this is dependent on all runoff continuing to be captured and conveyed to the existing Council s/w main on Shotover Street. The applicant has confirmed that there is no intention to dispose of stormwater to Man Street and all stormwater will go via existing reticulation to Shotover Street. I therefore recommend a consent condition that prior to the commencement of works the consent holder shall provide detailed design plans to confirm that all primary stormwater runoff from the development is captured and conveyed to the existing 225mm stormwater lateral that currently services the site via the 375mm QLDC main on Shotover Street. No stormwater is permitted to drain to any new connections to Council's reticulated network.

## **2.5 Power & Telecommunication**

The applicant has provided letters from both Chorus and Aurora confirming provision within the surrounding utility networks. I am therefore satisfied that it is feasible to service the proposed development with power and telecommunications and I recommend consent condition that power and telecommunication connections shall be underground and in accordance with the specific requirements of network utility providers.

### **3.0 CONSTRUCTION MANAGEMENT**

As part of the application a construction management plan (CMP) has been provided from Peak Projects that details the various construction elements and timing methodology for the hotel. The CMP provided is relatively thorough but will need to be further developed in conjunction with the nominated contractor/s. To ensure that a detailed and thorough CMP is provided I recommend a consent condition that prior to commencement of works a CMP shall be provided for review and acceptance and as a minimum this shall include but not be limited to-

- Construction programme
- Construction hours
- Construction noise (monitoring and management)
- Construction access
- Loading/unloading areas
- Construction Traffic Movements
- Contractor parking
- Construction works area
- Temporary fencing (site exclusion)
- Cranage
- Earthwork dust & sediment control
- Protection of existing services (including council services on Man Street)
- Protection of neighbouring properties
- Protection of ongoing use of Man Street commercial carpark (including safe ongoing access from Man Street to the existing lift/stair core)

Condition e) of Consent Notice CN 7745242.3 attached to the title of the subject site requires pedestrian access to the existing lift core that accesses neighbouring Lot 2 DP 399240 to be maintained at all times. To ensure this occurs throughout the construction works I recommend the CMP includes a specific section in this regard and I recommend a specific consent condition that safe access shall be maintained.

The proposed construction will impact on the operation of Man Street with respect to both vehicles and pedestrians. To ensure the adverse effects of construction are suitably mitigated in this regard I recommend a consent condition that an approved Traffic Management Plan shall be obtained and implemented.

It is noted that the existing draft CMP proposes the use of part of the southern side of Man Street by way of a temporary licence to occupy (LTO) from Council. I am satisfied that this LTO will likely be forthcoming and temporary occupation of minor areas of Council road reserve are generally in keeping with construction in the town centre zone. To ensure that the applicant is aware of their obligations in this regard I recommend an advice note that LTOs shall be obtained where temporary or permanent occupation of Council road are proposed.

### **4.0 DEVELOPMENT CONTRIBUTIONS**

The proposed development will require consideration for development contributions. I therefore recommend an advice note to alert the consent holder to the fact that contributions may be payable.

### **5.0 CONSENT NOTICES**

The subject site (Lot 1 DP 399240) has a single consent notice (CN) attached to the title. CN 7745242.3 was placed on the title under subdivision RM070911. Conditions of this CN read-

*a) At the time of further development of Lot 1, the owner for the time being shall provide a water supply to the development in terms of Council's standards and connection policy. This shall include an Acuflo GM900 as the toby valve. The costs of making this connection shall be borne by the consent holder.*

*b) At the time of further development of Lot 1, the owner for the time being shall ensure there are a sufficient number of fire hydrants with adequate pressure and flow to service the development for the determined fire risk in accordance with the NZ Fire Service Code of Practice for Firefighting Water Supplies 2003.*

*c) At the time of further development of Lot 1, the owner for the time being shall provide a suitable and usable power supply and telecommunications connection to the development. These connections shall be underground from any existing reticulation and in accordance with any requirements/standards of Aurora Energy/Delta and Telecom.*

*d) Development contributions were not levied for Lot 1 at the time of subdivision consent. At the time of further development of Lot 1, development contributions shall be assessed and paid in accordance with Council's policy at that time. No credits shall be given for the lot. However, any historical credits which are still valid at the time of further development may be used to offset the required contributions.*

*e) The owner for the time being of Lot 1 shall provide Lot 2 with suitable pedestrian access to each of the two lift cores at the podium level of Lot 1, until such a time as the development of the podium on Lot 1 is complete and the access is permanently identified by a right of way shown on a survey plan. This consent notice may be removed once the necessary right of way for pedestrian access to the lift cores has been legally established.*

I am satisfied that all these consent notice conditions are covered by way of the above assessment and recommended consent conditions.

## 6.0 **RECOMMENDED CONDITIONS**

It is recommended that the following conditions are included in the consent decision:

### **General**

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

*Note: The current standards are available on Council's website via the following link:*  
<http://www.qldc.govt.nz>

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

2. The owner of the land being developed shall provide a letter to the Manager of Resource Management Engineering at Council advising who their representative is for the design and execution of the engineering works and construction works required in association with this development and shall confirm that these representatives will be responsible for all aspects of the works covered under Sections 1.7 & 1.8 of QLDC's Land Development and Subdivision Code of Practice, in relation to this development.
3. Prior to commencing works on site, the consent holder shall submit a traffic management plan to the Road Corridor Engineer at Council for review and acceptance. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor. All contractors obligated to implement temporary traffic management plans shall employ a qualified STMS on site. The STMS shall implement the Traffic Management Plan. A copy of the approved plan shall be submitted to the Manager of Resource Management Engineering at Council prior to works commencing.
4. Prior to commencing works on site, the consent holder shall submit a Construction Management Plan (CMP) to the Manager of Resource Management Engineering at Council for 'Engineering Review and Acceptance'. This plan shall be in general accordance with the Peak Project Ltd 'Construction Management Plan for Resource Consent', and as a minimum shall include, but not be limited to, the following:
  - Construction programme
  - Construction hours
  - Construction noise (monitoring and management)
  - Construction access
  - Loading/unloading areas
  - Construction Traffic Movements
  - Contractor parking
  - Construction works area
  - Temporary fencing (site exclusion)
  - Cranage (including safety impact on Man Street Carpark vehicle/pedestrian access)
  - Earthwork dust & sediment control
  - Protection of existing services (including council services on Man Street)
  - Protection of neighbouring properties
  - Protection of ongoing use of Man Street commercial carpark (including safe ongoing access from Man Street to the existing lift/stair core)

The measures approved within the CMP are minimum required measures only. The principal contractor shall take proactive measures in all aspects of the site's management to assure that virtually no effects are realised with respect to effects on the environment, local communities or

traffic. **The principal contractor shall recognise that this may be above and beyond conditions outlined in this consent.**

5. Prior to commencing works on the site, the consent holder shall obtain 'Engineering Review and Certification' from the Queenstown Lakes District Council for development works to be undertaken and information requirements specified below. The application shall include all development items unless a 'partial' review approach has been approved in writing by the Manager of Resource Management Engineering at Council. The 'Engineering Review and Acceptance' application(s) shall be submitted to the Manager of Resource Management Engineering at Council and shall include copies of all specifications, calculations, design plans and Schedule 1A design certificates as is considered by Council to be both necessary and adequate, in accordance with Condition (1), to detail the following requirements:
  - a) The provision of a water supply to the development from the 100mm QLDC main on Man Street in terms of Council's standards and connection policy. This connection can either be via a branch from the existing water supply to the carpark building (at the access ramp) or through a new dedicated connection to the 100mm Council main on Man Street. The potable water supply connection shall include a bulk flow meter and backflow prevention in accordance with Council standards. The cost of the connection shall be borne by the consent holder.
  - b) The provision of a fire suppression sprinkler system within the building to meet the requirements of SNZ PAS 4509. This system shall be supplied either via a branch from the existing water supply to the carpark building (at the access ramp) or through a new dedicated connection to the 100mm Council main on Man Street. This connection shall be in accordance with Drawing B2-7 of the QLDC Code of Practice.
  - c) The provision of a foul sewer connection from the development to the existing QLDC 150mm sewer main on Shotover Street. The costs of the connection shall be borne by the consent holder.
  - d) The provision of a connection from all potential impervious areas within the development to the existing 225mm stormwater lateral that currently services the site via the 375mm QLDC main on Shotover Street. No stormwater is permitted to drain to any new connections to Council's reticulated network.
  - e) A secondary stormwater protection system consisting of secondary flow paths to cater for the 1% AEP storm event and/or setting of appropriate building floor levels to ensure that there is no inundation of any part of the building, and no increase in run-off onto land beyond the site from the pre-development situation.
  - f) The provision of a minimum 28m long and 2.7m wide vehicle loading zone fronting the development on Man Street. This shall include-
    - Yellow 'no-parking' hatching within the loading zone tapers in accordance with MOTSAM and the TCD Manual.
    - 15 minute parking restriction signage and markings in accordance with MOTSAM and the TCD Manual.
    - Tracking curves confirming loading zone is capable of accommodating 2 full sized New Zealand tour buses (RTS 18 version).
    - Overlays confirming a minimum 80m sightline is maintained from the existing carpark entrance onto Man Street.
    - Confirmation from QLDC Infrastructure/BECA that the design complies with the agreed Stage 1 works with regards to the future town centre Inner Links project.
  - g) Upgrading of the existing Council footpath from the main development entrance to the western boundary of the site. This shall be increased from the current nominal 1 m width to a minimum 1.5m width in accordance with Council standards. This shall include the provision of a suitable pedestrian safety barrier (if required).
  - h) A Computed Easement Plan and easement instrument showing a pedestrian right of way easement in gross in favour of the Council over the future stage 2 footpath area as shown on the *SITE Landscape Architects – Man Street Interface: Stage 2 plans DWG 159\_SK-002 rev*

G. The wording of this easement instrument shall be reviewed by Council's Subdivision Officer prior to registration and the cost of securing this s348 easement shall be borne by the consent holder. The easement shall be registered on the subject lot title prior to operation of the hotel.

- i) The provision of Design Certificates for all engineering works associated with this subdivision/development submitted by a suitably qualified design professional (for clarification this shall include all Road/Footpaths, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of the QLDC's Land Development and Subdivision Code of Practice Schedule 1A Certificate.

***To be monitored throughout construction***

- 6. All construction activities shall be undertaken in accordance with the Council reviewed and approved 'Traffic Management Plan' and 'Construction Management Plan' of Conditions (3) and (4) above, respectively.
- 7. The Principal Resource Management Engineer at Council shall be notified and work shall stop immediately if any cracking, movement, structural distress or damage to existing buildings, structures, underground services, public roads, pathways and/or surrounding land occurs.
- 8. Safe ongoing public pedestrian access shall be maintained at all times from the southern footpath on Man Street to the existing lift/stair core to the site.

***To be completed when works finish and before occupation of building.***

- 9. Prior to the occupation of the building, the consent holder shall complete the following:
  - a) The submission of 'as-built' plans and information required to detail all engineering works completed in relation to or in association with this subdivision/development at the consent holder's cost. This information shall be formatted in accordance with Council's 'as-built' standards and shall include all Roads (including right of way and access lots), Water, Wastewater and Stormwater reticulation (including private laterals and toby positions).
  - b) The completion and implementation of all certified works detailed in Condition (5) above.
  - c) Prior to occupation of the hotel development the s348 right of way easement in Condition (5) shall be registered on the Computer Freehold Register of the subject site over the future stage 2 footpath area as shown on the *SITE Landscape Architects – Man Street Interface: Stage 2 plans DWG 159\_SK-002 rev G*.
  - d) All redundant Council service connections shall be capped at the main.
  - e) Any power supply and/or telecommunications connections to the building shall be underground from existing reticulation and in accordance with any requirements/standards of the network provider's requirements.
  - f) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.
  - g) The consent holder shall obtain a Code of Compliance Certificate under a Building Consent for any retaining walls constructed as part of this consent which exceed 1.5m in height or are subject to additional surcharge loads as set out in Schedule 1 of the Building Act.
  - h) The submission of Completion Certificates from both the Contractor and Approved Engineer for all infrastructure engineering works completed in relation to or in association with this subdivision/development (for clarification this shall include all Roads/Footpaths, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of the QLDC's Land Development and Subdivision Code of Practice Schedule 1B and 1C Certificate.

**Advice Note:**

1. This consent triggers a requirement for Development Contributions, please see the attached information sheet for more details on when a development contribution is triggered and when it is payable. For further information please contact the DCN Officer at QLDC.
2. The consent holder is advised to undertake a pre-construction condition survey, including photographs, to record the existing condition of all neighbouring buildings, landscaping and roads that lie within 20m of the proposed works. The extent of the pre-construction survey is related to the site and its surrounds and the associated potential risks. The existing condition of roading, landscaping and structures needs to be documented by way of photos, focusing on any damage that is already apparent. Items such as minor cracking in plaster will be very difficult to identify, and in these cases other methods would need to be employed to determine if they were formed as a result of the consented works. The survey will never cover everything but it aims to provide a record that can be reviewed in the event of a complaint or issue being raised.
3. The consent holder is advised that if it is proposed to unit subdivide the hotel in future, then all services should be installed to the future units in accordance with QLDC's Land Development and Subdivision Code of Practice adopted on 3rd May 2018 and subsequent amendments to that document up to the date of issue of any subdivision consent. It is recommended that council's Engineers are contacted prior to installation of services to arrange for all necessary inspections to be carried out so that services can be checked for compliance with the Council's Code of Subdivision prior to backfilling. Otherwise, services may require excavation and inspection at time of subdivision and CCTV footage may be required to demonstrate compliance with QLDC's Land Development and Subdivision Code of Practice adopted on rd May 2018 and subsequent amendments to that document up to the date of issue of any subdivision consent.
4. The consent holder is advised to obtain 'Licence To Occupy' approval from Council where temporary or permanent occupation of Council road is proposed, if any.

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Prepared by:



Alan Hopkins  
**CONSULTING ENGINEER**

Reviewed by:



Michael Wardill  
**TEAM LEADER ENGINEER**

**APPENDIX 4 – COUNCIL URBAN DESIGN ASSESSMENT**





**Man Street Hotel**  
**Urban Design Assessment**  
**for QLDC**

| REVISION | DATE      | DESCRIPTION |
|----------|-----------|-------------|
| -        | August    | DRAFT       |
| A        | AUGUST    | FINAL       |
| B        | September | Amendments  |
|          |           |             |



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## EXECUTIVE SUMMARY

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This review sets out an independent assessment of the Man Street Hotel resource consent application based on an assessment framework developed from the New Zealand Urban Design Protocol, the operative Queenstown Lakes District Plan, the Proposed District Plan and best practice urban design.

In general the proposal for the hotel above the existing Man Street Carpark is a high quality development proposal and will lead to appropriate urban design outcomes.

of the scale, bulk and location of buildings and the design is a good response to the sites context.

The remaining two main concerns relating to the proposal from an urban design perspective are:

- footpath of 1m proposed on Man Street located adjacent to the western most wing of the hotel. However it is reasonable to conclude that this  
  
the street and widening the footpath to 2.5m minimum.
- V of the southern view shaft by the sky bridge. It is reasonable to assume that the sky bridge will undermine the ability of the view shafts to provide views across the town centre to Queenstown Gardens and the lake beyond.





Figure 1 View From Shotover Street - source: consent application



Figure 2 View Looking up Man Street - source: consent application

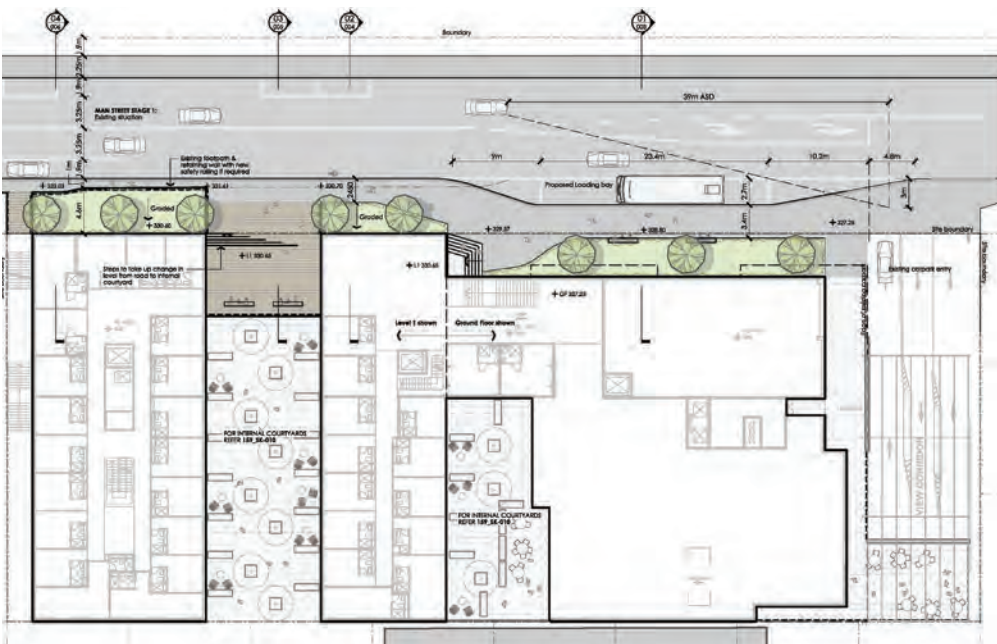


Figure 3 Site Plan - source: consent application

# INTRODUCTION

## BACKGROUND AND SCOPE

This urban design assessment has been undertaken as an independent appraisal of the proposed Man Street Hotel development, located above the existing Man Street carpark, Queenstown. It has been prepared by Edward Jolly of Jasmax Architects on behalf of Queenstown Lakes District Council.

Jasmax has had no prior involvement in the development proposed. This review provides an opportunity to consider the proposal in terms of best practice urban design with the outcome to identify

design outcomes and where improvements should be made to enhance the proposal.

The assessment takes a best practice urban design approach to the appraisal of the scheme. This approach focuses on the New Zealand Urban Design Protocol (Ministry for the Environment, 2005) and built form provisions in the operative and proposed district plan.

The applicant, Man Street Properties Ltd, has not undertaken an urban design assessment of their proposal and provides limited commentary in regard to built form outcomes in the submitted assessment

I have visited the site and I am familiar with the surrounding context as it relates to the proposal.

## ASSUMPTIONS

This review is based on design perspective and urban design best practice and does not provide

development viability perspective.

The site is located in the Town Centre Transition Sub-Zone and adjacent to the Town Centre Zone and other zones resulting from Plan Change 50 (PC50) including Isle Street West and East Sub-zone and the Lakeview Sub-zone which enable

surrounding the site.

It is assumed that the existing carpark building is occupied and accessed in a similar manner to the present condition.

In terms of the interface with Man Street the

the current Man Street layout and the second

being the future potential layout as proposed by QLDC. This assessment will primarily focus on the current Man Street layout but where appropriate urban design assessment is made in response to the future proposal interface.

This assessment is limited to the information provided by the applicant in the consent application and pre-application documentation and restricted to documents and drawings listed below.

## DOCUMENTS RECEIVED AND CONSIDERED IN THIS REVIEW

The following documents and drawings which have been supplied by the applicant have been considered in this review.

Documentation and Drawings:

*AEE: Resource Consent Application to Construct a Hotel. Southern Planning Group (July 2018)*

*Landscape Design Package: Site Landscape Architects (May 2018)*

*Architectural Package: Plus Architecture (May 2018)*

*Traffic Report- Bartlett Consulting (May 2018)*

Further to the documents provided by the applicant this review has also considered:

*Queenstown Lakes District Plan and PDP*

*QLDC urban design review panel reports dated 2nd June 2017 and 26th July 2017.*

*The New Zealand Urban Design Protocol, Ministry for the Environment (2005)*

*Crime Prevention Through Environmental Design, Ministry for the Environment (2005)*

*Queenstown Lakes Urban Design Strategy*

## ASSESSMENT FRAMEWORK

The underlying basis for this review is established from two key sources – the operative Queenstown Lakes District Plan and secondly the New Zealand Urban Design Protocol (Ministry for the Environment, 2005)

In terms of the operative plan, urban design

Town Centre Transitional Sub-Zone are relevant.

application relate to building appearance, height, location and scale of buildings, setbacks, landscaping, building site coverage and site access.<sup>1</sup>

In terms of the New Zealand Urban Design Protocol the seven essential design qualities are the basis for assessment. These seven ‘C’s’ protocol as essential to the creation of quality urban design, they are: Context, Character, Connections, Creativity, Choice, Custodianship and Collaboration. The design qualities are described in the Protocol as:

**Context:** *seeing buildings, places and spaces as part of whole towns and cities.*

**Character:** *reflecting and enhancing the distinctive character, heritage and identity of our urban environment.*

**Connections:** *enhancing how different networks link together for people.*

**Creativity:** *encouraging innovative and imaginative solutions.*

**Choice:** *ensuring diversity and choice for people.*

**Custodianship:** *ensuring design is environmentally sustainable, safe and healthy.*

**Collaboration:** *communicating and sharing knowledge across sectors, professions and with communities.*

However the seven C’s are a combination of design processes and outcomes and are not a set of ‘urban design criteria’ that can be easily and practically applied to all developments in order to assess their detailed design qualities.

In addition the seven C’s are not always equally

the issues raised by a project and the circumstances under which it is occurring some will be more important

on a given site the key design qualities which are most relevant to determine if the proposal is appropriate are those of **Context, Character, Connections** and **Creativity**.

In summary the key urban design considerations relevant to the Man Street Hotel are captured in the following questions, which will form the framework for this assessment:

1. Does the proposed development respond well to its context and positively reinforce the character of Queenstown?
2. Does the proposed development support existing connectivity and create new connections?
3. Does the building massing breakdown the bulk and scale through articulation and modulation of the building, façade and roof line?
4. Are buildings visually interesting and express a creative design response that provides a variety of forms and provide variation in the building footprint, height, materiality and design?
5. Do the proposed buildings contribute positively to enable a high quality streetscape through appropriately scaled buildings, active edges and public realm interface?

<sup>1</sup> Refer to application AEE : Resource Consent Application.... pg 8-15.

## THE SITE & PROPOSAL

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The proposal is described in the application AEE<sup>1</sup> as primarily a 205 bed hotel development with related restaurant and food and beverage uses.

The site is located above the existing multistory car park building on Man Street. The site overlooks Shotover Street and is in a prominent elevated position above the town centre. The site is an important town centre location with views across to Queenstown Gardens and Lake Wakatipu.

The hotel proposal consists of 3 above ground levels for visitor accommodation activities stepping up the Man Street elevation.

The proposed development exceeds the 8m height limit in Operative Plan across most of the Man Street elevation and exceeds in part the height limits in the Proposed District Plan. The building exceeds the 70% site coverage district plan site standards. The application includes proposals to make some

the western view shaft further west by approximately 5.5m.

The application includes interface proposals for two

situation when Man Street has been widened as a result of QLDC's capital works programme.<sup>2</sup>

adjacent to the hotel entrance on Man Street. Additional entrances to food and beverage premises are located on the northern end of the proposed development. Pedestrian access to the existing Man Street carpark is located via a walkway along the northern facade linking the carpark core, stair and lift with Man Street.

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<sup>1</sup> Refer to application AEE : Resource Consent Application.... pg 20, section 4.1.

<sup>2</sup> This review focuses primarily on the current state scenario with the interface of the hotel an the existing Man Street layout.



## URBAN DESIGN ASSESSMENT

### 01 DOES THE PROPOSED DEVELOPMENT RESPOND WELL TO ITS CONTEXT AND POSITIVELY REINFORCE THE CHARACTER OF QUEENSTOWN?

that need to be considered. Firstly the historic town centre interface and secondly the future town centre

within the PC50 zones including Lakeview, Isle Street and Brecon Street areas.

The site is located above the Man Street carpark building and is therefore setback and behind existing development facing Shotover Street. The separation

in reducing the sensitivity of the development to the character, grain and architectural qualities of existing town centre build form. However there

development can be viewed from locations along Shotover Street as shown in the 3D views prepared in the application.<sup>3</sup>

In general the proposed built form addresses the existing town centre interface well. The building is generally larger in footprint than most other developments in the town centre however the massing strategy of providing a fractured edge and

more solid edge facing Man Street is appropriate and goes some way to managing the interface with the existing town centre. (further discussion on building bulk and location strategy is covered in section 03 of this assessment)

The current immediate context on the opposite side of Man Street (within the PC50 Isle Street West Sub-Zone) is of low density, low rise, suburban residential buildings which have mostly been adapted for visitor accommodation.<sup>4</sup> However it is reasonable to assume that these sites will be redeveloped in the future to a much greater density and urbanity.<sup>5</sup> Therefore the immediate context

<sup>3</sup> Refer to application, Architectural Package: Plus Architecture (May 2018)

<sup>4</sup> Noting the planned "Queenstown Views" hotel will occupy the corner of Man Street and Brecon Street and site works are underway on that development

<sup>5</sup> It is recognised that the Queenstown Views Hotel gained resource Consent in 2017 for a 80 Bed hotel in part of this location.

for this development is considered more so in relationship to this future state than the current adjacent buildings. In this context the proposal is appropriate providing more intensive development consistent with the future urban environment anticipated.

The Man Street Hotel proposal, from a land use

the town centre context. The visitor accommodation uses will complement the existing town centre.

From a character perspective the building form

existing buildings on the northern side of Shotover Street and therefore is an appropriate response.

its utilitarian nature and the absence of a active building edge framing Man Street it is reasonable to conclude that the proposed development will provide a positive contribution to the character of the area.

In terms of the proposal's response to site topography, the proposal will take advantage of its elevated aspect in terms of enabling views from within the hotel rooms.

The proposal does not however provide any steps in relation to the steep slope rising between Shotover Street and Man Street. Therefore it is considered that the proposed built form does not respond particularly well to the steep topography of the underlying landform as it rises between Shotover Street and Man Street. Noting this is somewhat a consequence of the development located above the existing carpark building.

However as the site does not transcend the full depth of the block between Shotover Street and Man Street and existing buildings facing Shotover Street are at the lower level, the overall built form

across the block which is appropriate.

In summary the proposal will respond positively to the existing and future town centre context.

# URBAN DESIGN ASSESSMENT

## 02 DOES THE PROPOSED DEVELOPMENT SUPPORT EXISTING CONNECTIVITY AND CREATE NEW CONNECTIONS?

The proposal will maintain access to the existing Man Street Carpark and pedestrian link through to Shotover Street. The pedestrian route is somewhat convoluted. However the route is supported by active uses such as the proposed terrace bar above the carpark entrance which is supported.

As previously discussed the hotel proposal will enhance the street edge of Man Street which currently does not have a building edge. This is positive and will enhance the streetscape from a built form perspective.

It is anticipated that Man Street will become a

between future development in the Lakeview and Isle Street development areas with the existing town centre. Therefore it is considered that Man Street is of strategic importance as a pedestrian route in the town centre.

In terms of the pedestrian elements of the Man Street streetscape the application includes two scenarios, before and after the planned widening<sup>6</sup> of Man Street has occurred.

In terms of the existing Man Street scenario the proposal<sup>7</sup>

is supported. However there is concern with the width of the footpath at the most western block. The section 04/001 on the landscape drawing 159\_sk-006 shows a footpath width of 1m. At this width it will not be possible for two pedestrians to pass comfortably let alone wheelchairs or children in pushchairs and may result in pedestrians stepping out onto the road which is a poor outcome. The 1m footpath width is not supported and will lead to negative connectivity outcomes. However it

In terms of the scenario that includes a widening

<sup>6</sup> Subject to QLDC capital works programme.

<sup>7</sup> refer to application : Landscape sections /01/001, 02/001, 03/001 and 04/001.

of Man Street the proposal includes the removal

This is considered a poor outcome as hotel rooms will be located directly adjacent to pedestrians and the footpath. However to mitigate this future issue the

into street facing retail units or similar to reinforce the street edge and provide activity appropriate along this edge.

## 03 DOES THE BUILDING MASSING BREAKDOWN THE BULK AND SCALE THROUGH ARTICULATION AND MODULATION OF THE BUILDING, FAÇADE AND ROOF LINE?

The proposal is located in a prominent location above the existing Man Street carparking. As discussed previously the approach to the building interface with the town centre is appropriate.

From a bulk and location perspective the strategy of providing a series of building wings perpendicular to Man Street and separated by courtyards facing the town centre will be successful in breaking down the bulk of the built form. This rhythm of built form will

of the built form facing the town centre which is supported.

In terms of the Man Street edge again positive building modulation and articulation strategies have been used to break down the mass of the built form. The proposal consists of relatively more solid edge facing Man Street which is appropriate. However this edge is not continuous and strategies such as the stepping in plan, stepping in height and the clear articulation of the building wings as positive elements and the connecting corridors as recessive elements are successful. This built form modulation is further enhanced through the articulation of the facade with both recessed and expressed window reveals.

Overall the proposal successfully breaks down the building bulk from both the town centre and Man Street interfaces successfully.

In terms of the roof the proposal in general employs

built form up Man Street as well as subtle variations in the roof edge relating to the positive and negative built form elements is successful in breaking down the scale of the roof.

## URBAN DESIGN ASSESSMENT

### 04 ARE BUILDINGS VISUALLY INTERESTING AND EXPRESS A CREATIVE DESIGN RESPONSE THAT PROVIDES A VARIETY OF FORMS, AND PROVIDE VARIATION IN THE BUILDING FOOTPRINT, HEIGHT, MATERIALITY AND DESIGN?

Overall there is enough variation in the building form, the modulation and articulation of the facade and roof line to provide visual interest along the Man Street facade.

This is supported by the choice of materials and the use of them within the facade detail.<sup>8</sup> The application includes facade details which identify the location of the proposed materials pallet for the main facade elements which is supported. The pallet is appropriate and will aid in a varied design that will have good street appeal.

In pre-application it was recommended to consider variation to the facade tile material to provide personality to each of the building wings and strengthen the grain of development along Man Street. This recommendation is still valid however it is not considered a fundamental concern with the proposal and hence would add additional value to a already appropriately designed facade.

In terms of building height there are some breaches in terms of rules in both the operative and proposed plans. However as previously discussed the built form bulk and location is successfully mitigated and

the visual appearance of the building.

### 05 DO THE PROPOSED BUILDINGS CONTRIBUTE POSITIVELY TO ENABLE A HIGH QUALITY STREETScape THROUGH APPROPRIATELY SCALED BUILDINGS, ACTIVE EDGES AND PUBLIC REALM INTERFACE?

In terms of use and activation the proposed building interface with Man Street is less convincing

the street level and the buildings do not provide an active street edge. The result of this from an

<sup>8</sup> Refer to application, Architectural Package: Plus Architecture (May 2018)

urban design perspective is that the building does not

In pre-application these concerns were raised and the applicant has responded by simplifying the Hotel entrance which is supported.

However there still remains some concern in terms of the legibility of the hotel entrance and the relationship between hotel rooms and pedestrian footpaths once Man Street is widened.

Another issue which has not been successfully

the proposed sky bridge within the southern view shaft and how these structures will compromise views over the town centre.

The view shafts themselves are useful in that they provide public views to the lake and Queenstown Gardens and they provide breaks in the built form. Therefore it is reasonable to assume that the presence of the view shafts are a positive addition and are supported and from an urban design perspective. Furthermore there does not seem to be an issue from an urban design perspective in moving the location of

in the Proposed District Plan).

however the applicant has chosen not to make adjustments to the proposal.

It is reasonable to conclude that the sky bridge will undermine the ability of the view shaft to provide views across the town centre to Queenstown Gardens and the lake beyond.

the vehicle access to the carpark is also compromised by the retaining wall proposed above the vehicle entrance. However this view shaft is in close proximity to the Brecon Street steps that also provide views across the town centre (and from a potentially more strategic location). The carpark view shaft is also compromised by vehicles moving in and out of the carpark building and hence in this location observing views maybe less desirable for pedestrians.

Furthermore the bar terrace proposed above the car park entrance (behind the retaining wall) and the proposed steel structure to support climbing plants spanning the vehicle entrance and terrace will provide good amenity and activation outcomes. It is therefore

the loss of the view shaft in this location.

## CONCLUSIONS

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In general the proposal for the hotel above the existing Man Street carpark is a high quality development proposal and will lead to appropriate urban design outcomes. Buildings are well designed

of buildings and the design is a good response to the sites context.

In summary the key conclusions reached in this urban design assessment are:

- The proposal will respond positively to the context of surrounding visitor accommodation and retail uses in the town centre.
- The location on an elevated site above the town centre enhances the requirement for the design to successfully manage the buildings bulk and scale.
- Overall the proposal successfully breaks down the building bulk from both the town centre and Man Street interfaces successfully.
- The proposed 1m wide footpath is a concern and will lead to poor connectivity outcomes. However
- The southern view shaft will be compromised by the proposed sky bridges.
- The interface with Man Street is not convincing the street level and the buildings do not provide

an active street edge. The result of this from an urban design perspective is that the building

The remaining two main concerns relating to the proposal from an urban design perspective are:

- The narrow footpath of 1m proposed on Man Street located adjacent to the western most wing of the hotel. It is reasonable to conclude and the street and widening the footpath to 2.5m minimum.
- It is reasonable to assume that the sky bridges will undermine the ability of the southern view shaft to provide views across the town centre to Queenstown Gardens and the lake beyond.



## APPENDIX - PRE-APPLICATION COMMENTS

### Man Street Hotel Initial Feedback:

In general the proposed hotel development has been well considered and the urban design outcomes are generally of high quality. The following is a summary of initial comments and some recommendations considered appropriate to enhance the proposal.

#### 1. Bulk and location considerations

and appropriate scale and bulk of the built form.

'positive' building forms aligned perpendicular to Man Street which are connected through secondary or 'negative' built form. This strategy is accentuated when viewed Shotover Street with deep courtyard spaces between buildings providing good modulation to the built form.

These positive and negative elements are highlighted through the material and colour treatments which work well to accentuate the built form modulation. It is recommended that variation of the proposed coloured tiles is considered between buildings. Hence a subtle variation in the colour of the individual buildings will add visual interest, provide individual personality of the buildings while maintaining the overall cohesion of the development. In addition it is recommended that some variation to the Man Street Elevation is investigated to accentuate the building entry and Hotel Lobby areas.

The massing strategy to vary building heights in relation to the rising topography of Man Street is appropriate. This is a good contextual response to the site.

Articulation of the façades is good with a number of strategies combining to result in appropriate outcome.

V

The green wall proposed to screen the lower carparking building is positive and will contribute positively to the wider amenity of the area.

Overall the approach to the bulk and location is appropriate.

#### 2. Man Street interface.

The interface with Man Street is less convincing particularly where the buildings are setback from the street  
The result of this from an urban design perspective

overly complicated.

A potential alternative to the proposed arrangement may be to locate the main entrance of the hotel at level 1 (from the view shaft terrace) and provide internal circulation down to -1 for the restaurant and rooms at that level. A

the BoH loading area would need to be considered).

If this alternative is considered unfeasible for which ever reason then it is recommended that the combination

lobbies feels very tight. Again if there is good reason for this I am open to being convinced.

Either way I recommend that it would be very useful to provide zoomed in 3D view of this area be produced showing entrances, footpaths, retaining walls, planting etc, plus a street view looking up Man Street from the public footpath, and a series of sections through the multilevel lobby.

#### 3. View corridor,

The proposal for the realignment of the view corridor is outside the scope of this initial review. However assuming the proposed alternative locations is appropriate the following should be considered.

I consider that the shared use of the view corridors for hotel use and public use is positive and is encouraged. Is there further scope to strengthen this initiative by introducing a café terrace in the upper view corridor (serviced from within the lobby or by replacing one of the rooms opposite?) This would support the integration between the public and hotel uses as suggested. A rendered visualisation on how this concept will be realised is important for both for the upper view shaft and lower view shaft.

However there is concern in regard to the sky bridges proposed across the upper view shaft. These bridges do impose on the view shaft and restrict views of the lake and landscape beyond from Man Street and behind. I note that the illustrations show very minimal 'streamlined'

. Furthermore it is unclear to the necessity of these bridges? Yes there are practical circulation requirements however it is assumed that an all-weather and secure route from rooms in the western wing to the lobby, restaurant and bar in the eastern end would remain on the ground level.



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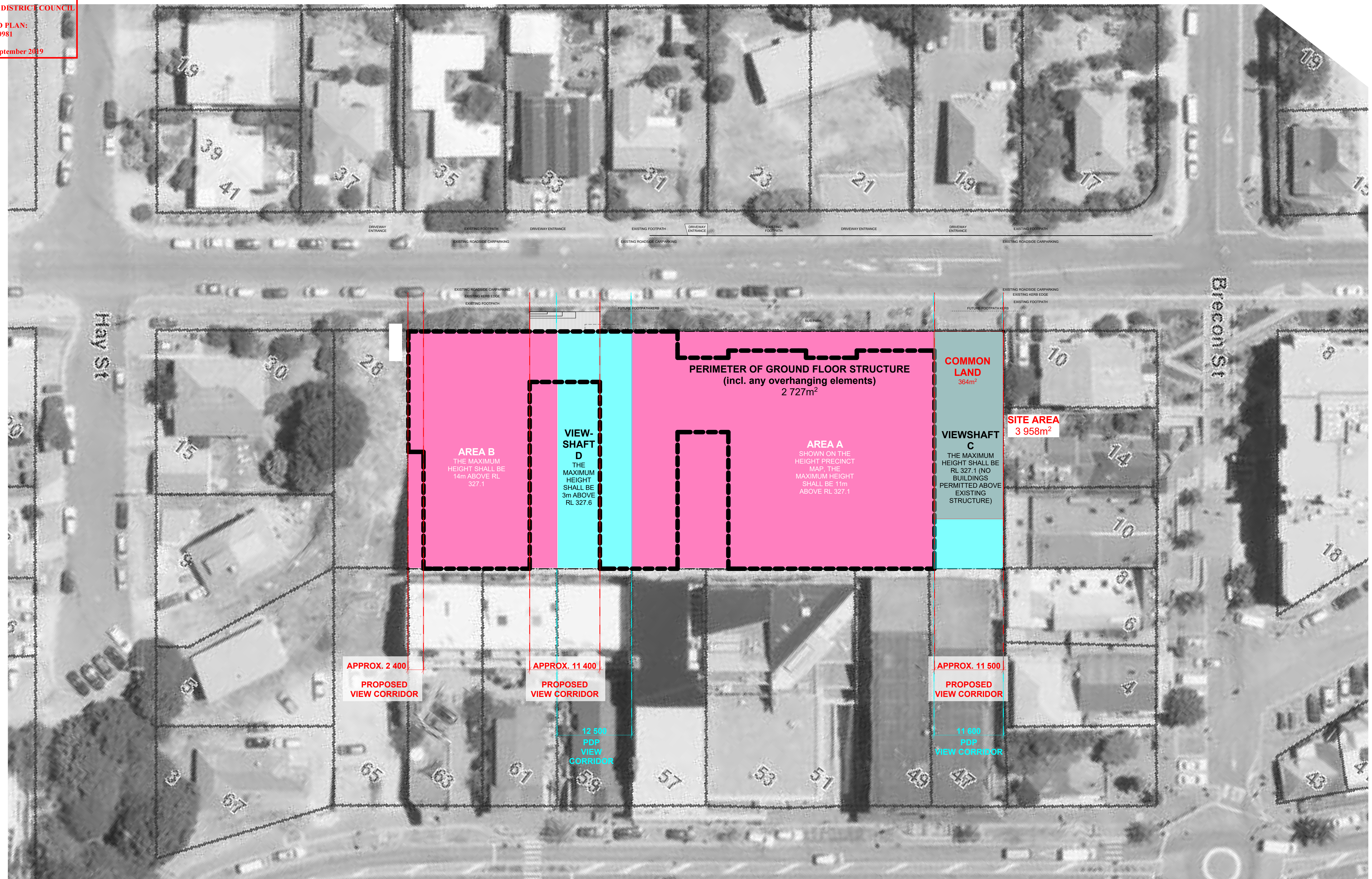
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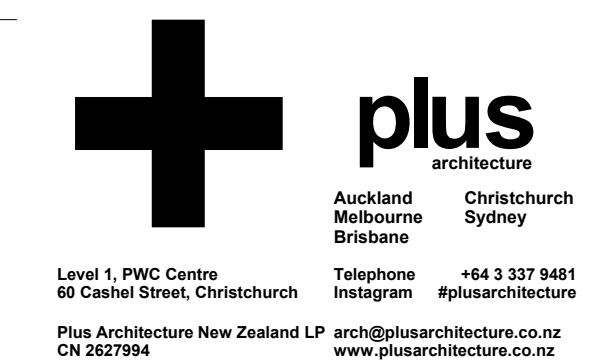
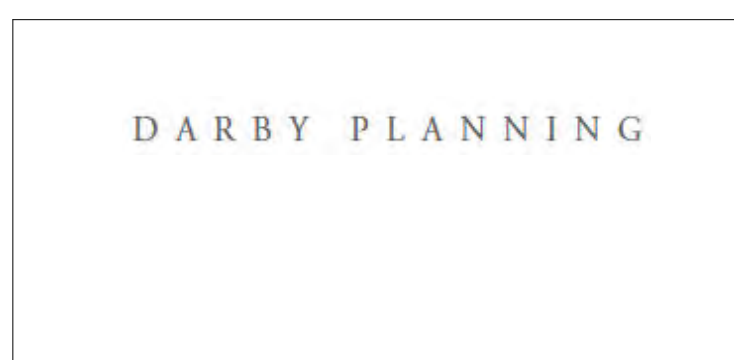


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27 UNITS **205 HOTEL ROOMS** TOTAL

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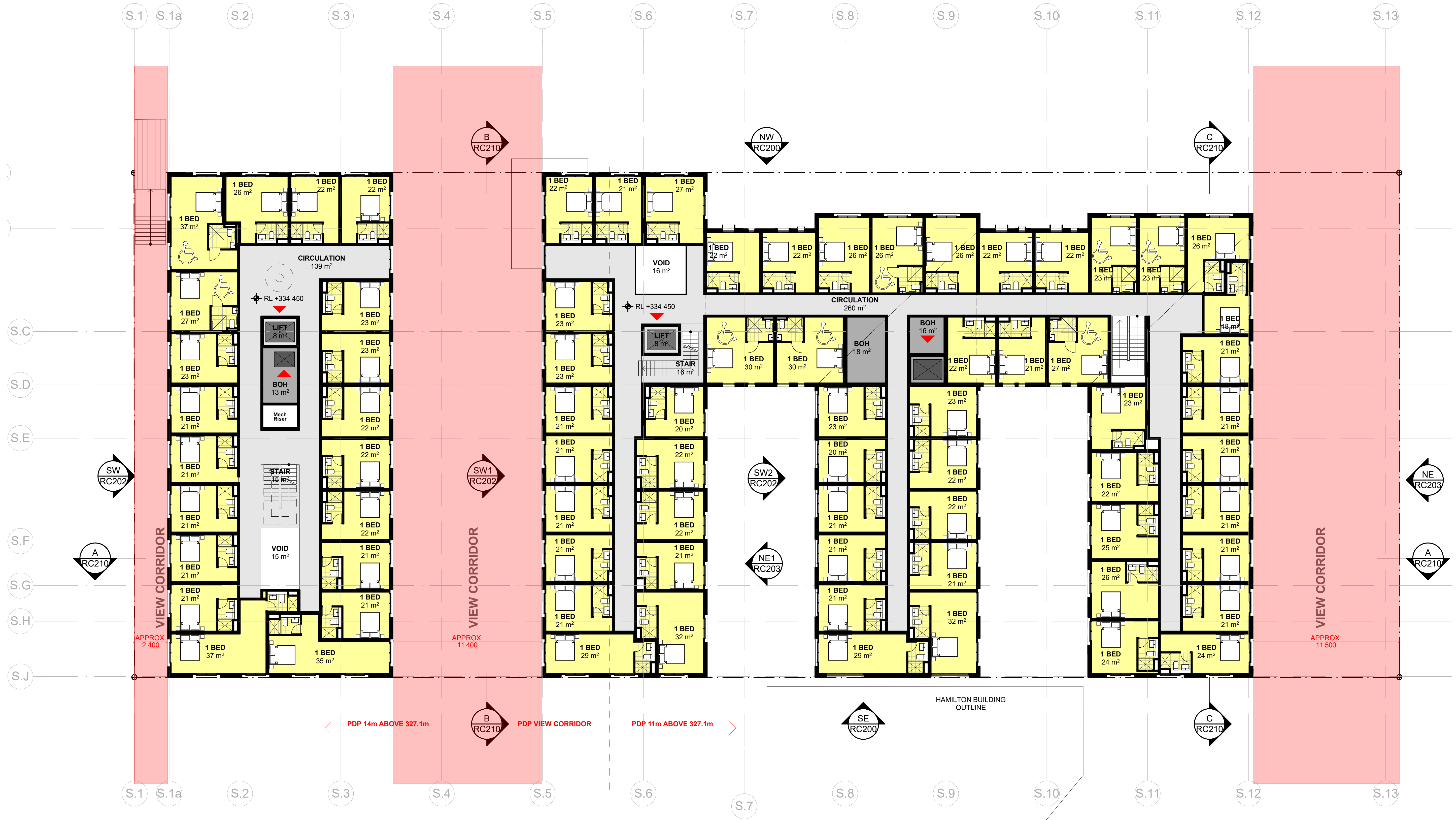
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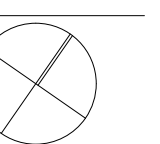
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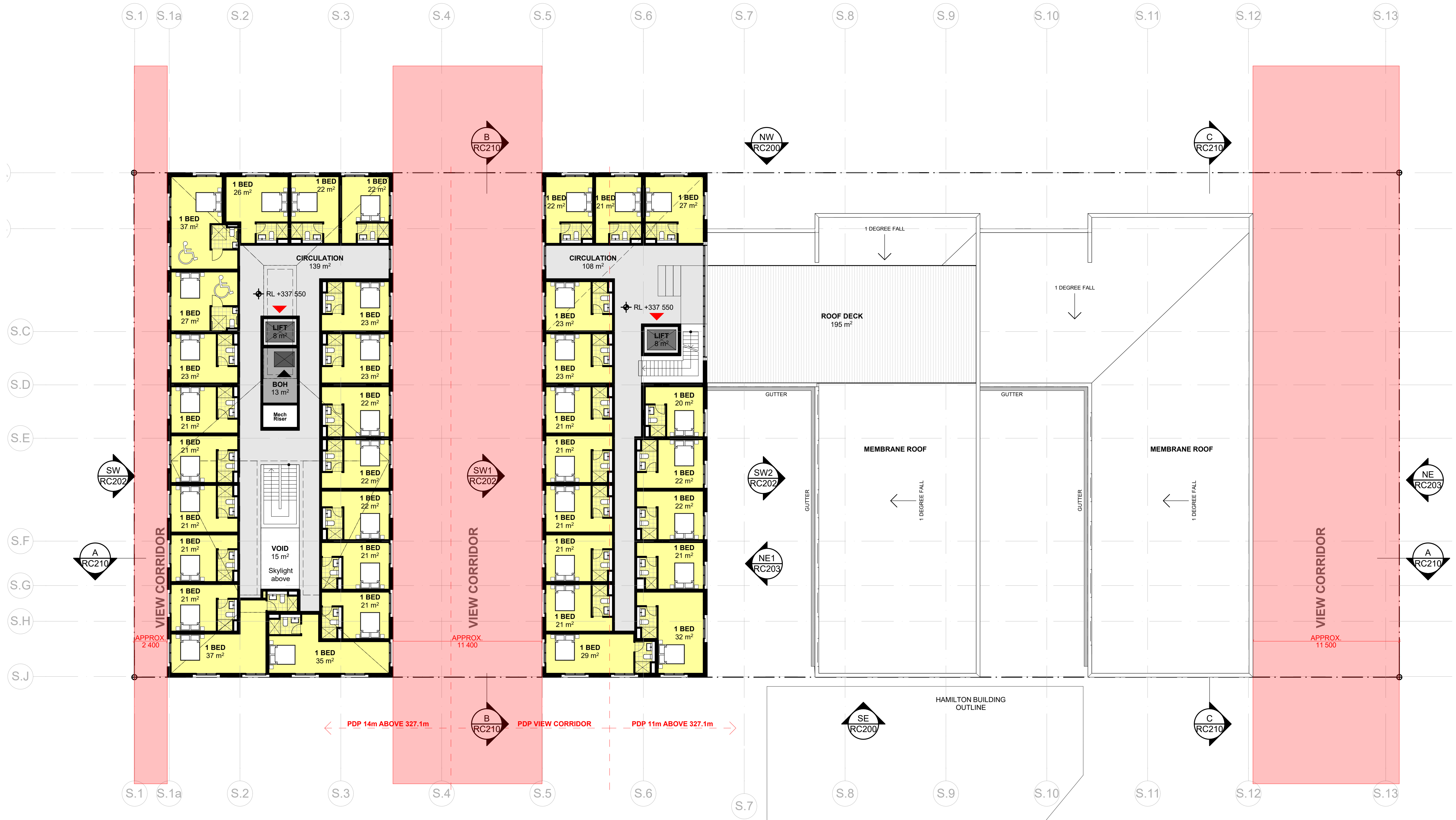
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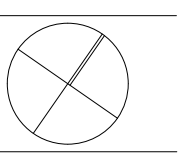
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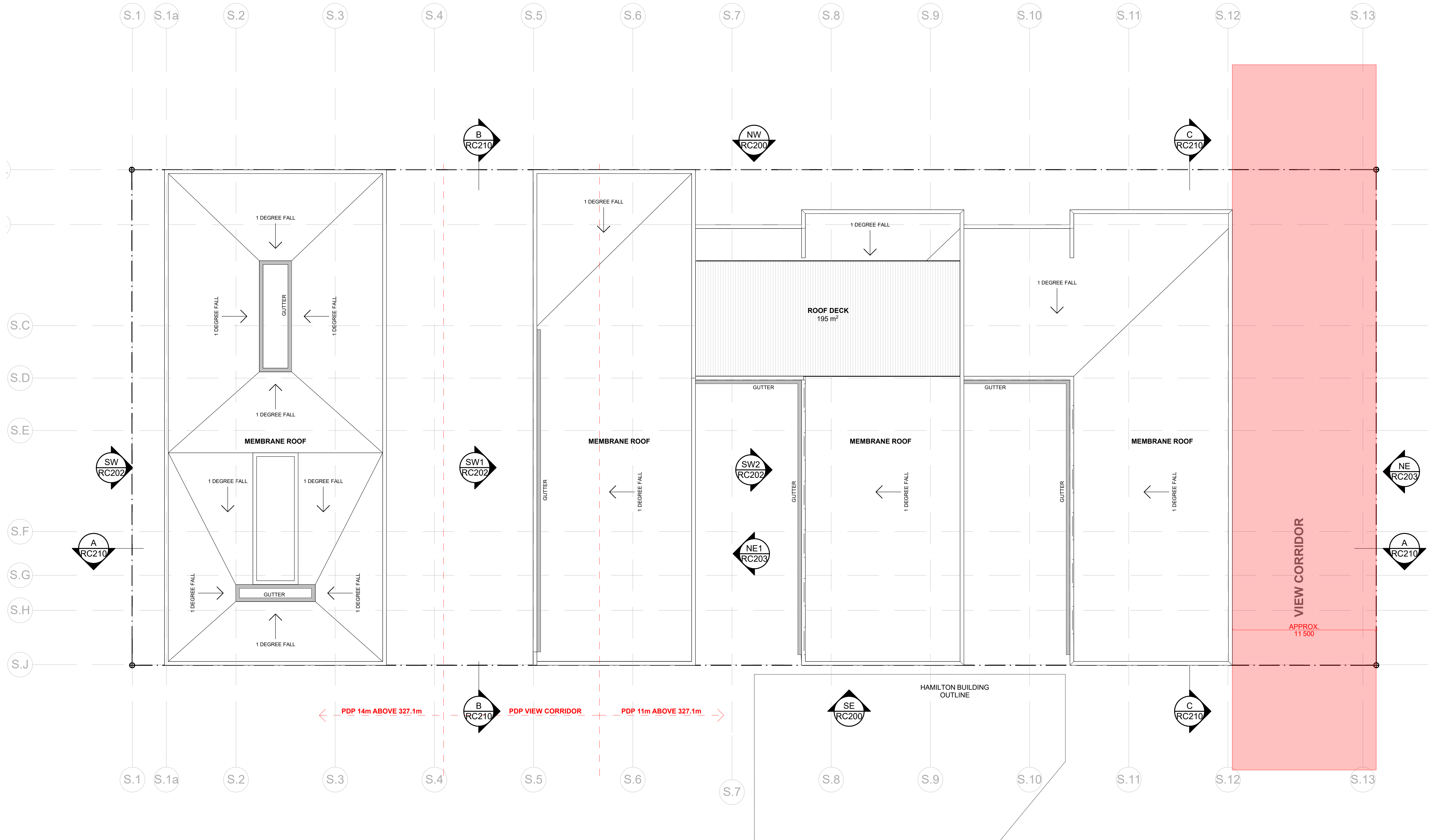
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| DATE                    | PLOT DATE                   | REVISION             |
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| 1/11/2017               | 20/12/2018                  |                      |
| DRAWN<br>MS             | CHECKED<br>MC               |                      |
| JOB NO.<br><b>90118</b> | DRAWING NO.<br><b>RC104</b> | REVISION<br><b>2</b> |

ALL ROOFS WITH MEMBRANE ON 1 DEGREE FALL.

**PRELIMINARY**

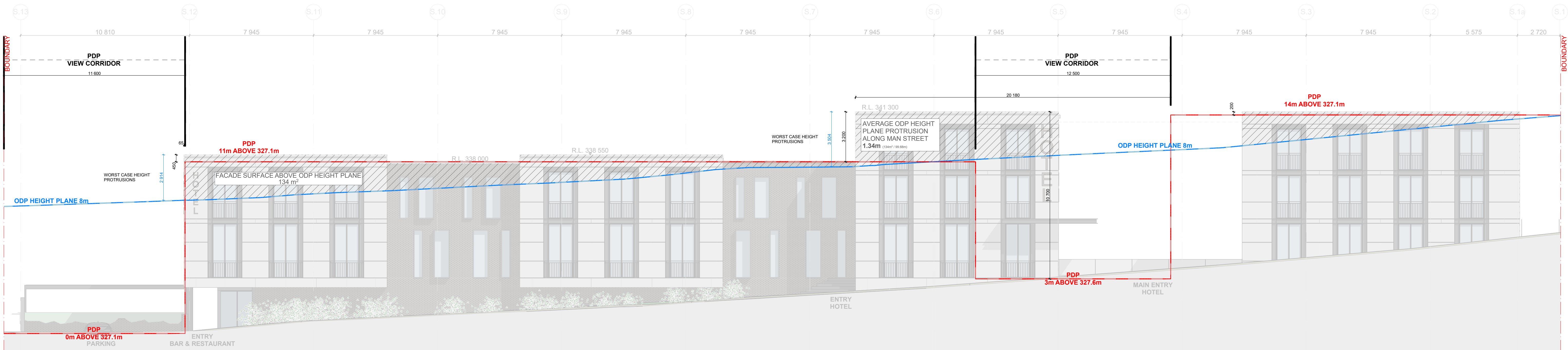
0 1 2 3 4 5m

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NW ELEVATION - NORTH-WEST - MAN STREET BOUNDARY  
SCALE: N.T.S.



ELEVATION - NORTH-WEST (VARIOUS HEIGHTS & VIEW CORRIDORS FROM PDP PROCESS)  
SCALE: N.T.S.

| DATE       | REVISION                  | BY | CHK | NO. |
|------------|---------------------------|----|-----|-----|
| 12/04/2018 | RESOURCE CONSENT RE-ISSUE | MS | MC  | 2   |
| 27/09/2018 | RESOURCE CONSENT RE-ISSUE | MS | MC  | 3   |
| 20/12/2018 | RESOURCE CONSENT RE-ISSUE | MS | MC  | 4   |

| DATE | REVISION | BY | CHK | NO. |
|------|----------|----|-----|-----|
|      |          |    |     |     |
|      |          |    |     |     |
|      |          |    |     |     |

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| ESD                 | <input type="checkbox"/>            |                                     |                  |

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PROJECT  
12-26 Man Street  
Queenstown New Zealand

DRAWING TITLE  
ELEVATION  
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**PRELIMINARY**

| SCALE      | JOB NO. | DRAWING NO. | REVISION |
|------------|---------|-------------|----------|
| NTS        | 90118   | RC200       | 4        |
| DATE       | DRAWN   | CHECKED     |          |
| 1/11/2017  | MS      | MC          |          |
| PLOT DATE  |         |             |          |
| 20/12/2018 |         |             |          |





SE ELEVATION - SOUTH-EAST - BOUNDARY  
SCALE: N.T.S.

| DATE       | REVISION                  | BY | CHK | NO. |
|------------|---------------------------|----|-----|-----|
| 12/04/2018 | RESOURCE CONSENT RE-ISSUE | MS | MC  | 1   |
| 27/09/2018 | RESOURCE CONSENT RE-ISSUE | MS | MC  | 2   |
| 20/12/2018 | RESOURCE CONSENT RE-ISSUE | MS | MC  | 3   |
|            |                           |    |     |     |
|            |                           |    |     |     |
|            |                           |    |     |     |

| DATE | REVISION | BY | CHK | NO. |
|------|----------|----|-----|-----|
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|      |          |    |     |     |
|      |          |    |     |     |

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| BUILDING SURVEYOR   | <input type="checkbox"/>            |                                     |                  |
| FIRE ENGINEER       | <input type="checkbox"/>            |                                     |                  |
| ESD                 | <input type="checkbox"/>            |                                     |                  |

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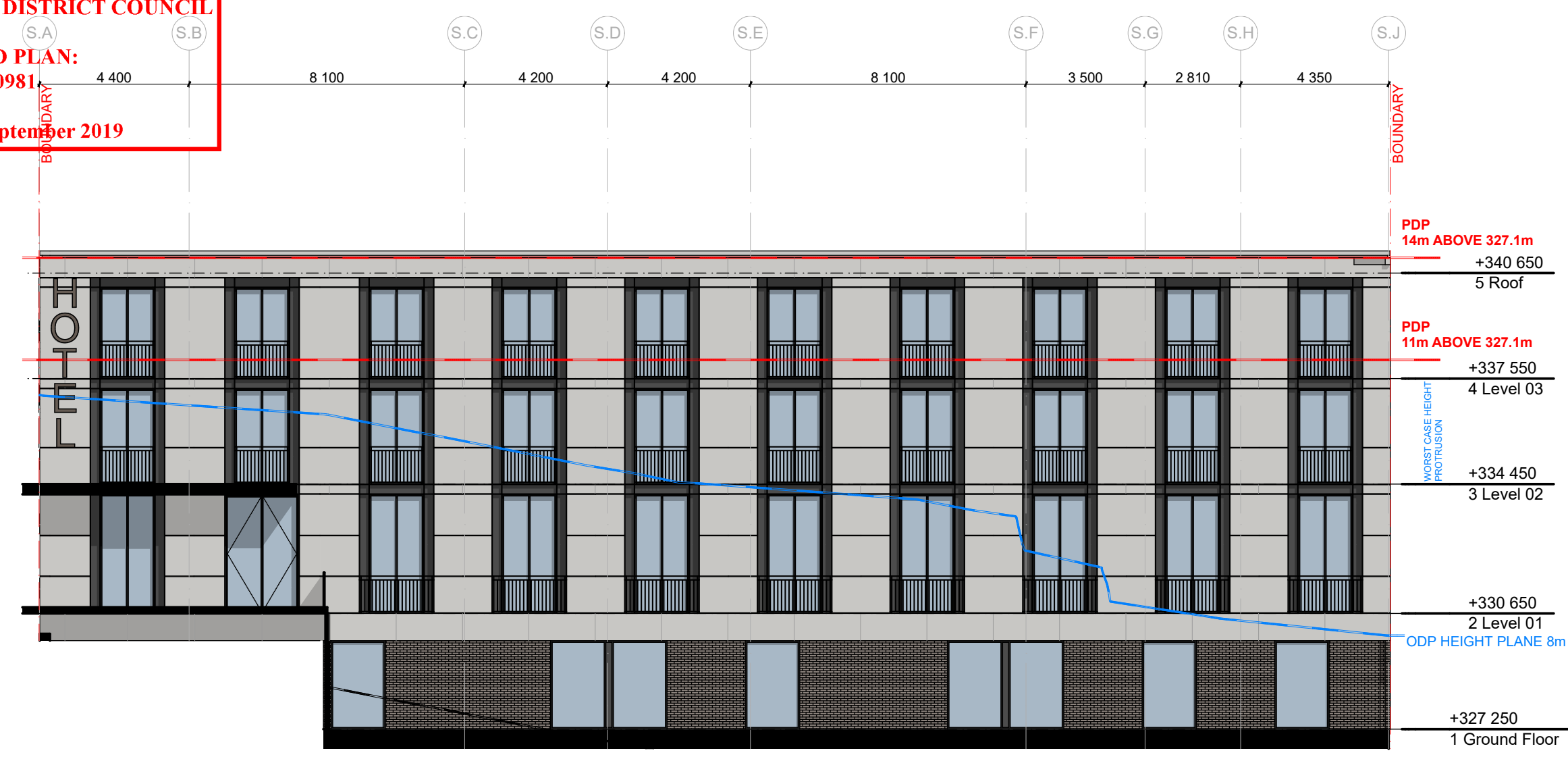
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|--|-----------------------------|
| 12-26 Man Street<br>Queenstown New Zealand | ELEVATION - SOUTH-EAST      |
| DATE<br>1/11/2017                          | PLOT DATE<br>20/12/2018     |
| DRAWN<br>MS                                | CHECKED<br>MC               |
| JOB NO.<br><b>90118</b>                    | DRAWING NO.<br><b>RC201</b> |
|  | REVISION<br><b>3</b>        |

**PRELIMINARY**

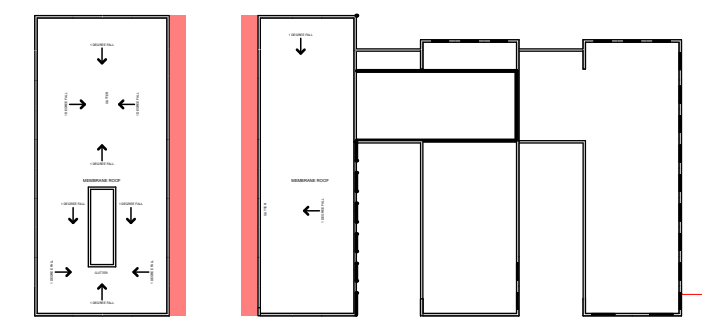
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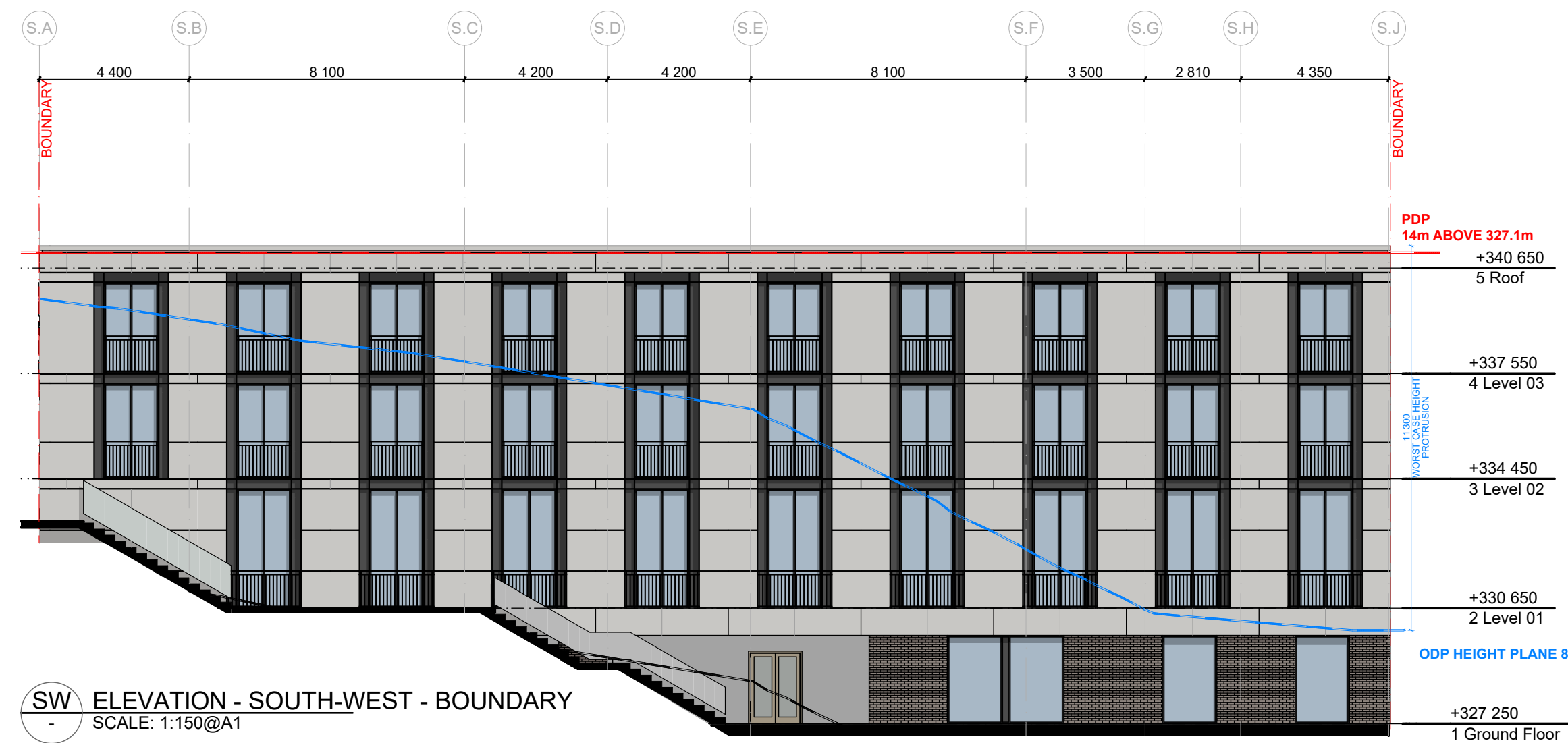
QUEENSTOWN LAKES DISTRICT COUNCIL  
**APPROVED PLAN:**  
 RM180981  
 Thursday, 19 September 2019



SW1 ELEVATION - SOUTH-WEST  
 SCALE: 1:150@A1



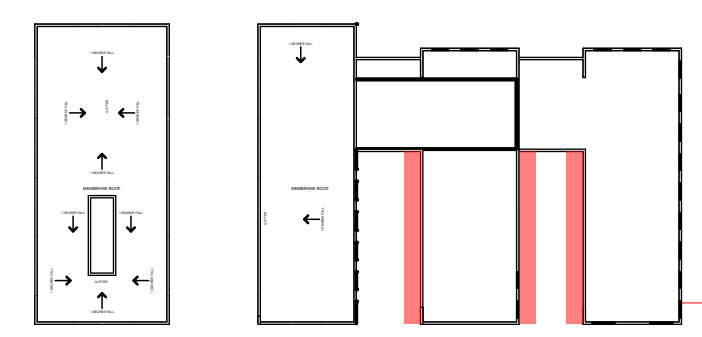
TYPICAL FACADE IDENTIFIER



SW ELEVATION - SOUTH-WEST - BOUNDARY  
 SCALE: 1:150@A1



SW2 ELEVATION - SOUTH-WEST  
 SCALE: 1:150@A1



TYPICAL FACADE IDENTIFIER

| DATE       | REVISION                  | BY | CHK | NO. | DATE | REVISION | BY | CHK | NO. |
|------------|---------------------------|----|-----|-----|------|----------|----|-----|-----|
| 12/04/2018 | RESOURCE CONSENT RE-ISSUE | MS | MC  | 2   |      |          |    |     |     |
| 27/09/2018 | RESOURCE CONSENT RE-ISSUE | MS | MC  | 3   |      |          |    |     |     |
|            |                           |    |     |     |      |          |    |     |     |
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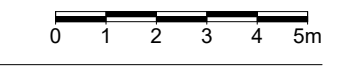
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| FIRE ENGINEER       | <input type="checkbox"/>            |  |
| ESD                 | <input type="checkbox"/>            |  |

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 Christchurch Sydney  
 Telephone +64 3 337 8481  
 Instagram #plusarchitecture  
 Level 1, PVC Centre 60 Cashel Street, Christchurch  
 Plus Architecture New Zealand LP arch@plusarchitecture.co.nz  
 CN 262794

|  |                            |
|--|----------------------------|
| PROJECT<br>12-26 Man Street Queenstown New Zealand | DRAWING TITLE<br>ELEVATION |
| SCALE<br>1:150 @A1                                 | DATE<br>1/11/2017          |
| DRAWN<br>MS  | CHECKED<br>MC              |
| JOB NO.<br>90118                                   | DRAWING NO.<br>RC202       |
|  | REVISION<br>3              |

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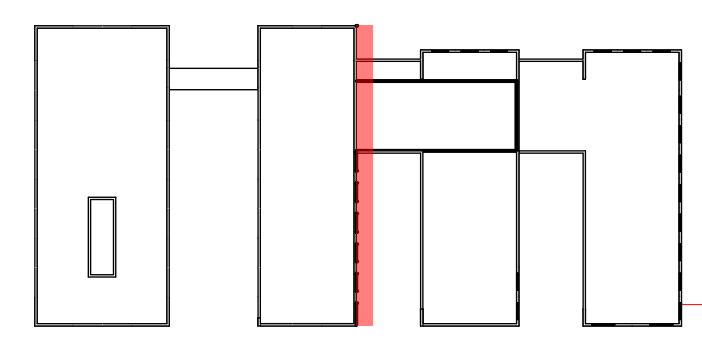
QUEENSTOWN LAKES DISTRICT COUNCIL  
**APPROVED PLAN:**  
 RM180981  
 Thursday, 19 September 2019



NE ELEVATION - NORTH-EAST - BOUNDARY  
 SCALE: 1:150@A1



NE1 ELEVATION - NORTH-EAST  
 SCALE: 1:150@A1



TYPICAL FACADE IDENTIFIER

| DATE       | REVISION                  | BY | CHK | NO. |
|------------|---------------------------|----|-----|-----|
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| 27/09/2018 | RESOURCE CONSENT RE-ISSUE | MS | MC  | 3   |
| 20/12/2018 | RESOURCE CONSENT RE-ISSUE | MS | MC  | 4   |

| DATE | REVISION | BY | CHK | NO. |
|------|----------|----|-----|-----|
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|      |          |    |     |     |
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PROJECT  
**12-26 Man Street  
 Queenstown New  
 Zealand**

DRAWING TITLE  
**ELEVATION**

SCALE  
**1:150 @A1**

DATE  
**1/11/2017**

DRAWN  
**MS**

JOB NO.  
**90118**

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**PRELIMINARY**

SCALE  
**1:150 @A1**

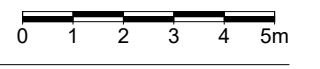
DATE  
**1/11/2017**

DRAWN  
**MS**

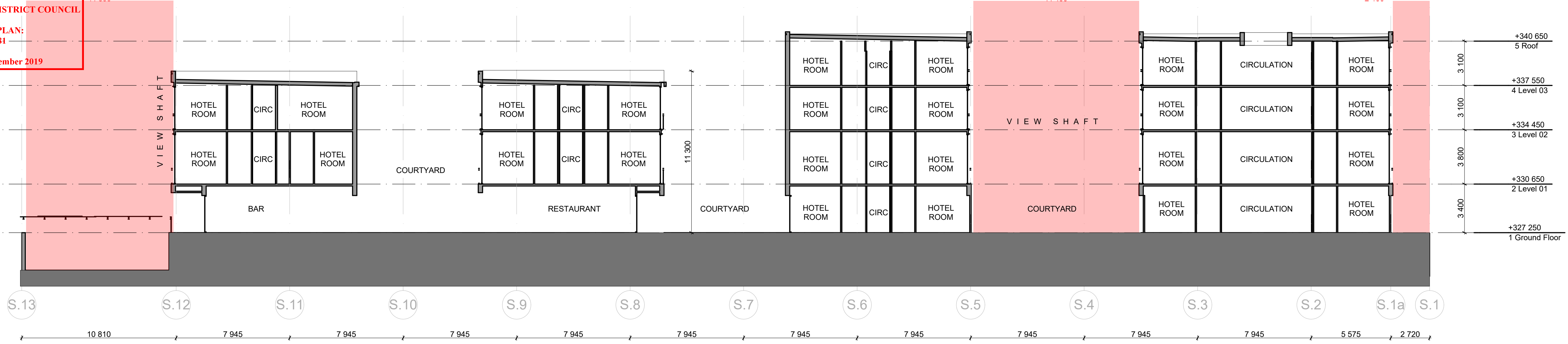
JOB NO.  
**90118**

DRAWING NO.  
**RC203**

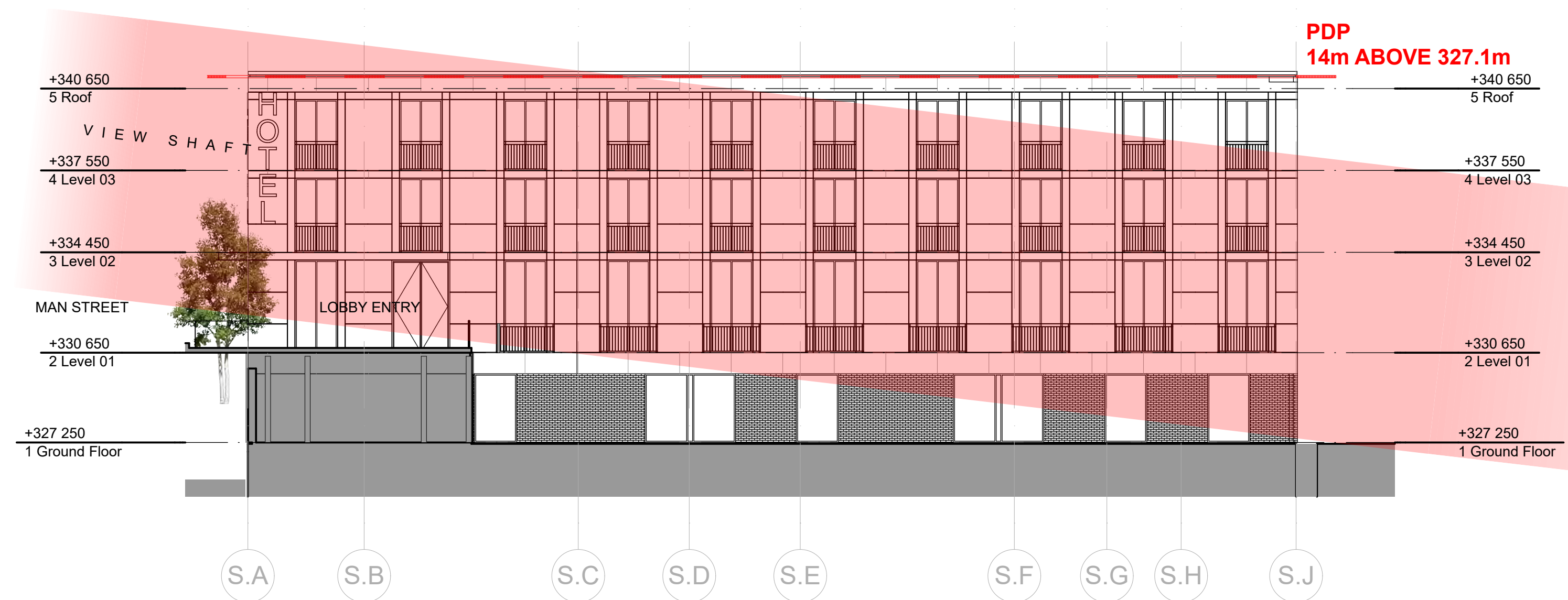
REVISION  
**4**



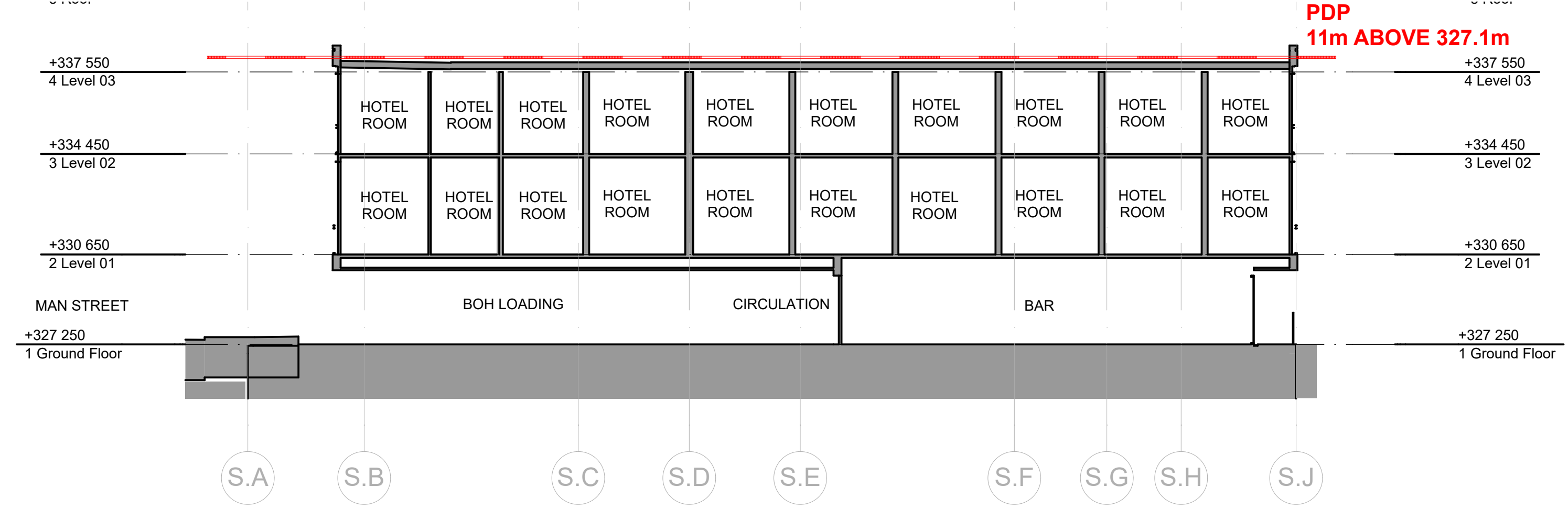
QUEENSTOWN LAKES DISTRICT COUNCIL  
 APPROVED PLAN:  
 RM180981  
 Thursday, 19 September 2019



A LONGITUDINAL SECTION  
 SCALE: 1:150@A1



B CROSS SECTION  
 SCALE: 1:150@A1



C CROSS SECTION  
 SCALE: 1:150@A1

| DATE       | REVISION                  | BY | CHK | NO. |
|------------|---------------------------|----|-----|-----|
| 12/04/2018 | RESOURCE CONSENT RE-ISSUE | MS | MC  | 1   |
| 27/09/2018 | RESOURCE CONSENT RE-ISSUE | MS | MC  | 2   |
| 20/12/2018 | RESOURCE CONSENT RE-ISSUE | MS | MC  | 3   |

| DATE | REVISION | BY | CHK | NO. |
|------|----------|----|-----|-----|
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|      |          |    |     |     |
|      |          |    |     |     |

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PROJECT  
 12-26 Man Street Queenstown New Zealand

DRAWING TITLE  
 SECTIONS

SCALE  
 1:150 @A1

DATE  
 1/11/2017

DRAWN  
 MS

JOB NO.  
 90118

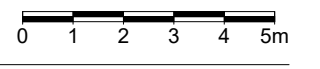
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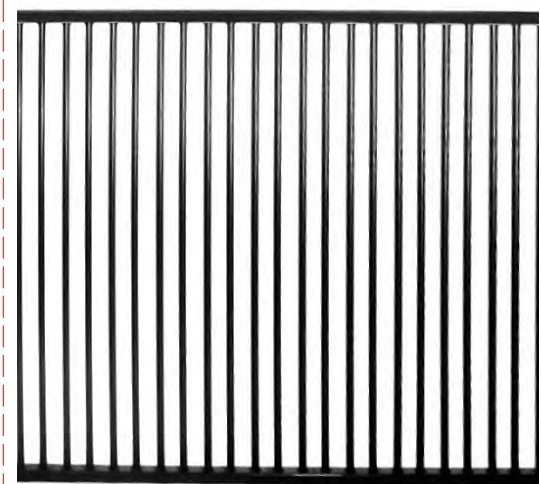
DRAWING NO.  
 RC210

CHECKED  
 MC

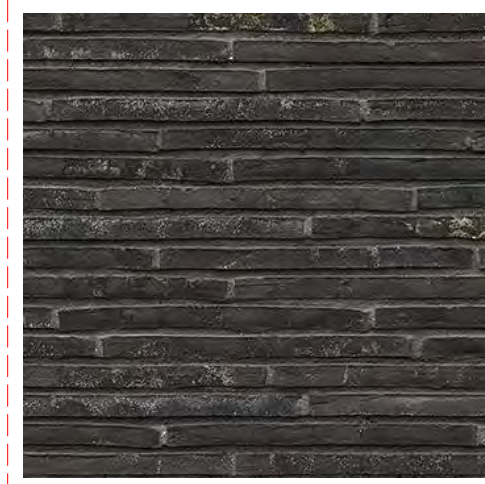
REVISION  
 3







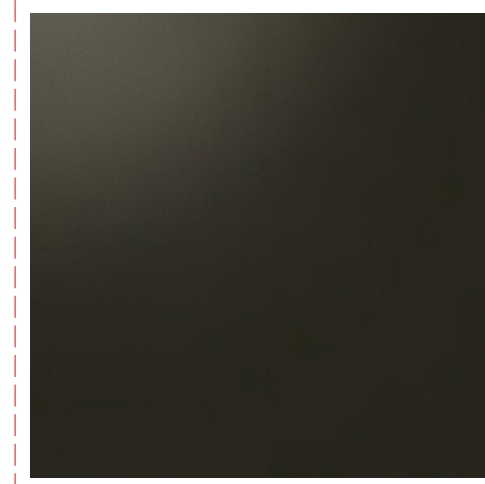
DARK POWDERCOATED METAL BALUSTRADE



DARK BRICK



LIGHT TEXTURED TILES



DARK POWDERCOATED METAL



GLAZING SUITE

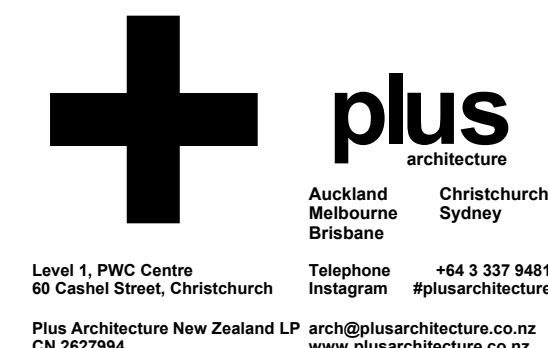
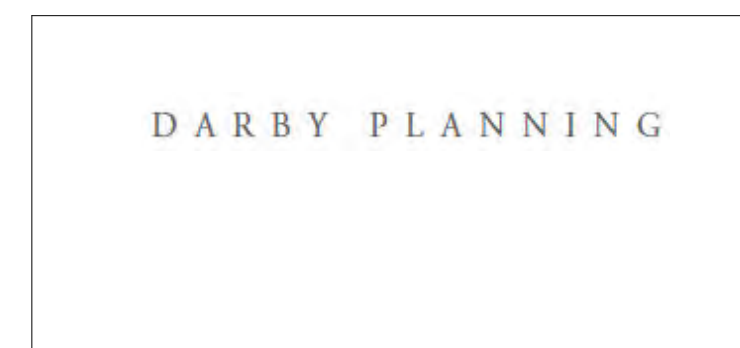


FRAMELESS GLASS BALUSTRADE

| DATE       | REVISION                  | BY | CHK | NO. |
|------------|---------------------------|----|-----|-----|
| 12/04/2018 | RESOURCE CONSENT RE-ISSUE | MS | MC  | 1   |
| 27/09/2018 | RESOURCE CONSENT RE-ISSUE | MS | MC  | 2   |
| 20/12/2018 | RESOURCE CONSENT RE-ISSUE | MS | MC  | 3   |
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| DATE | REVISION | BY | CHK | NO. |
|------|----------|----|-----|-----|
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| FIRE ENGINEER <input type="checkbox"/>                  |  |
| ESD <input type="checkbox"/>                            |  |



PROJECT  
**12-26 Man Street  
Queenstown New  
Zealand**

DRAWING TITLE  
**MATERIALS  
(REPRESENTATIVE OF  
ALL ELEVATIONS)**

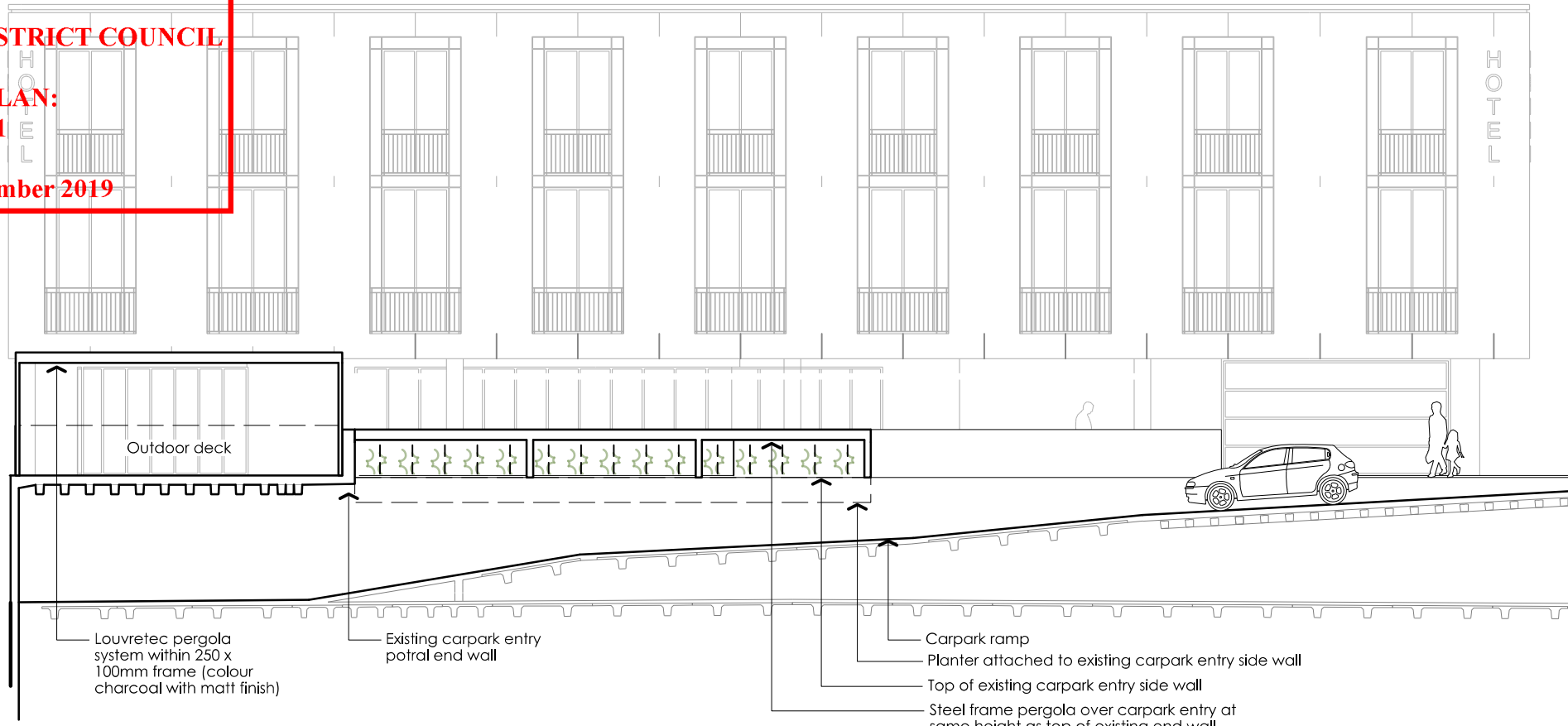
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|          |         | 1/11/2017 | 20/12/2018  |
| DRAWN    | CHECKED | JOB NO.   | DRAWING NO. |
| MS       | MC      | 90118     | RC1001 3    |
| REVISION |         |           |             |

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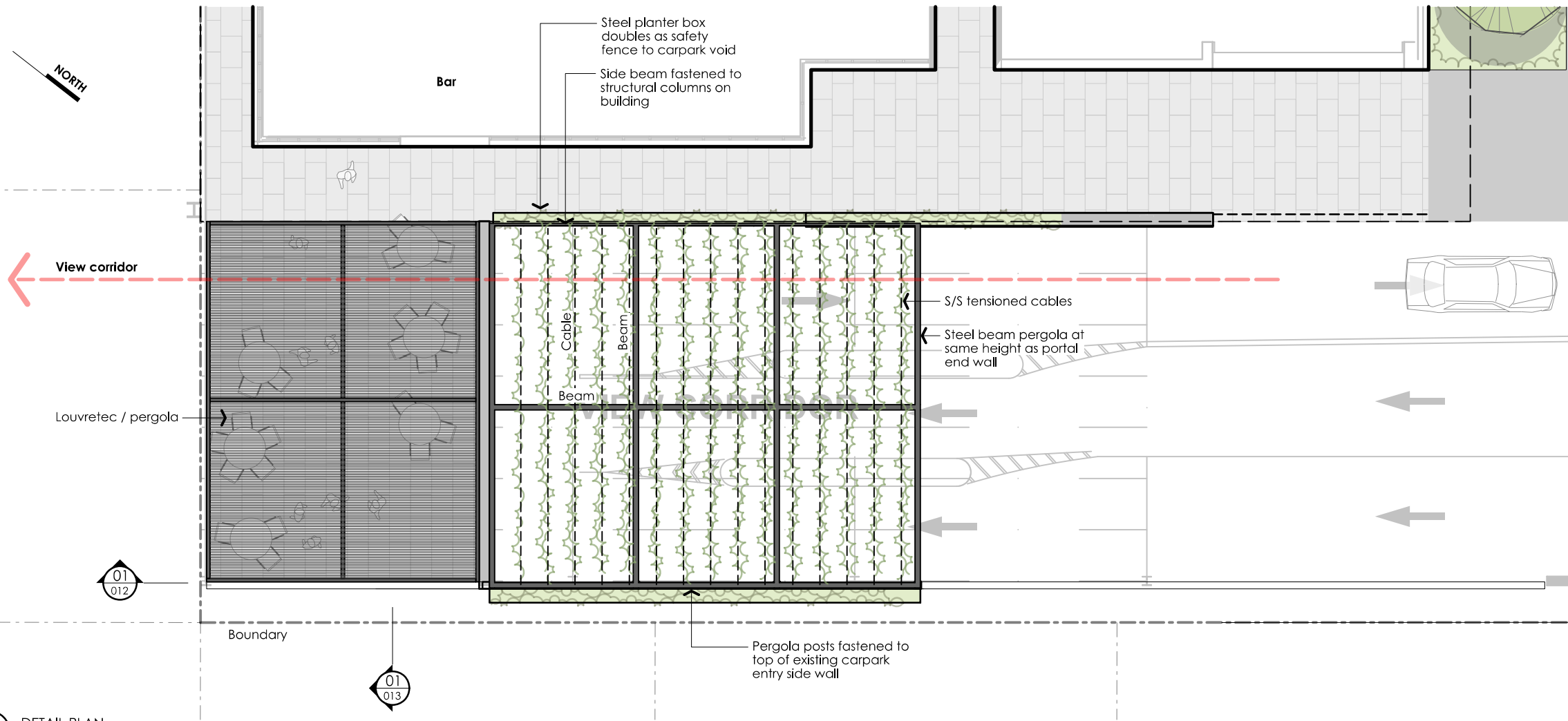


01 SECTION / ELEVATION  
012 1:150 @ A3

- C 18.12.18 . Pergola amended, louvretec added
- B 09.10.18 . Removed Pergola over deck
- A 16.08.18 . Section ref added
- 15.08.18 . Initial Issue

revisions

NORTH



02 DETAIL PLAN  
012 1:150 @ A3

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**Man Street Hotel**  
Carpark Entry Pergola

scale  
1:150 @ A3

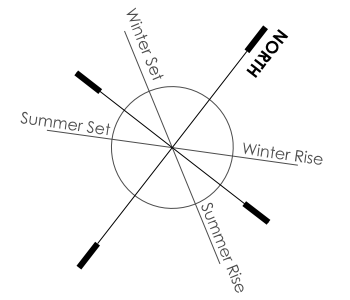
**PRELIMINARY**

|             |          |
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| drawing no. | revision |
| 159_SK-012  | C        |

QUEENSTOWN LAKES DISTRICT COUNCIL

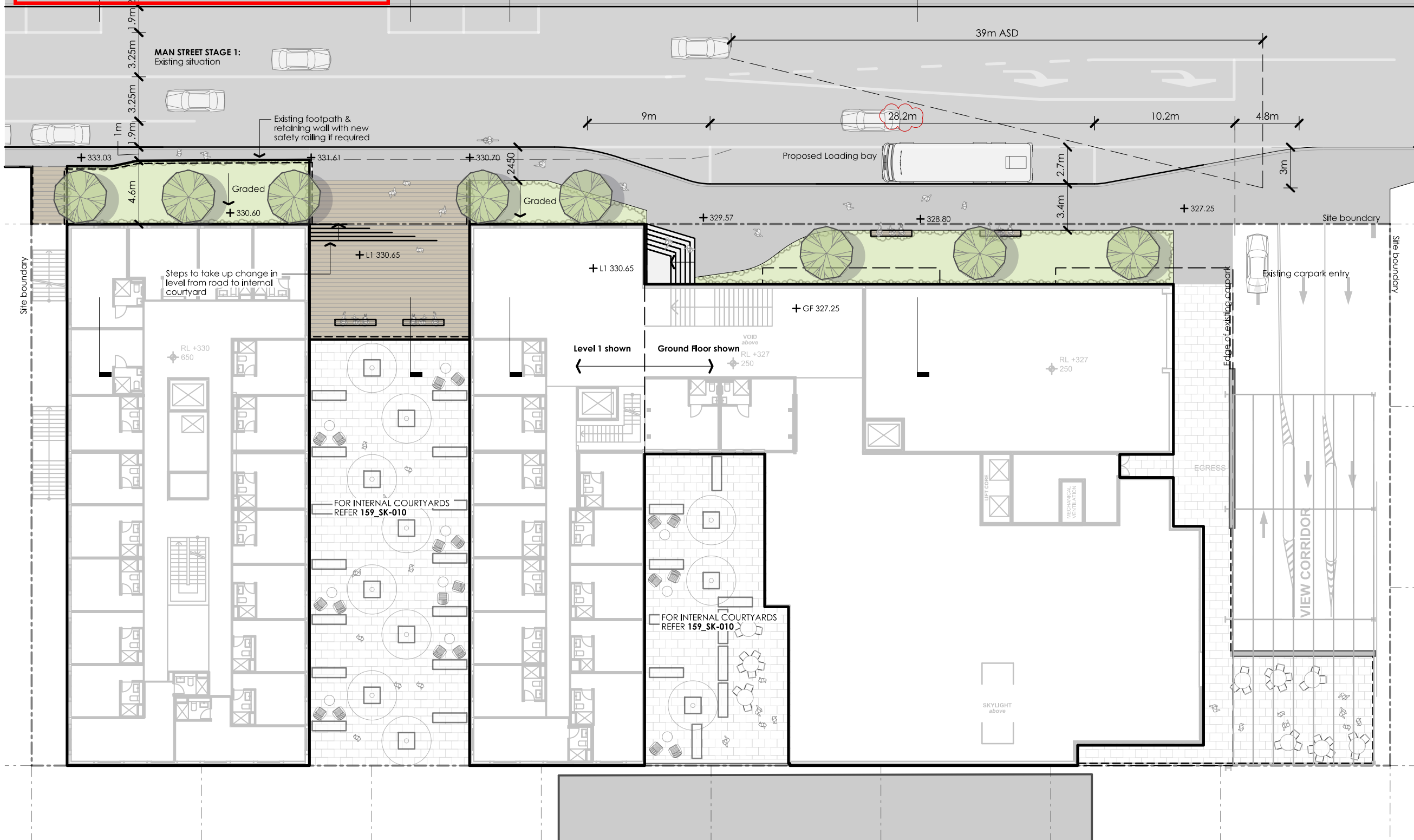
APPROVED PLAN:  
RM180981

Thursday, 19 September 2019



- F 11.07.18 . Update loading bay dims
- E 17.05.18 . RC Reissue
- D 30.04.18 . Amend ASD length
- C 23.04.18 . Loading bay & landscaping
- B 18.04.18 . Update loading bay & street
- A 21.02.18 . Final Draft
- 14.02.18 . Draft Issue for Review

revisions



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**Man Street Hotel**

**Man Street Interface:  
Stage 1**

scale  
1:150 @ A1 . 1:300 @ A3

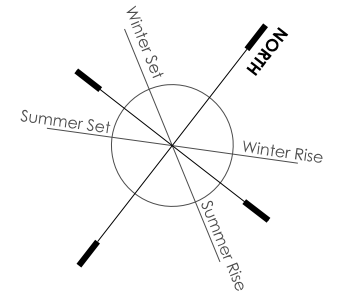
**PRELIMINARY**

|             |          |
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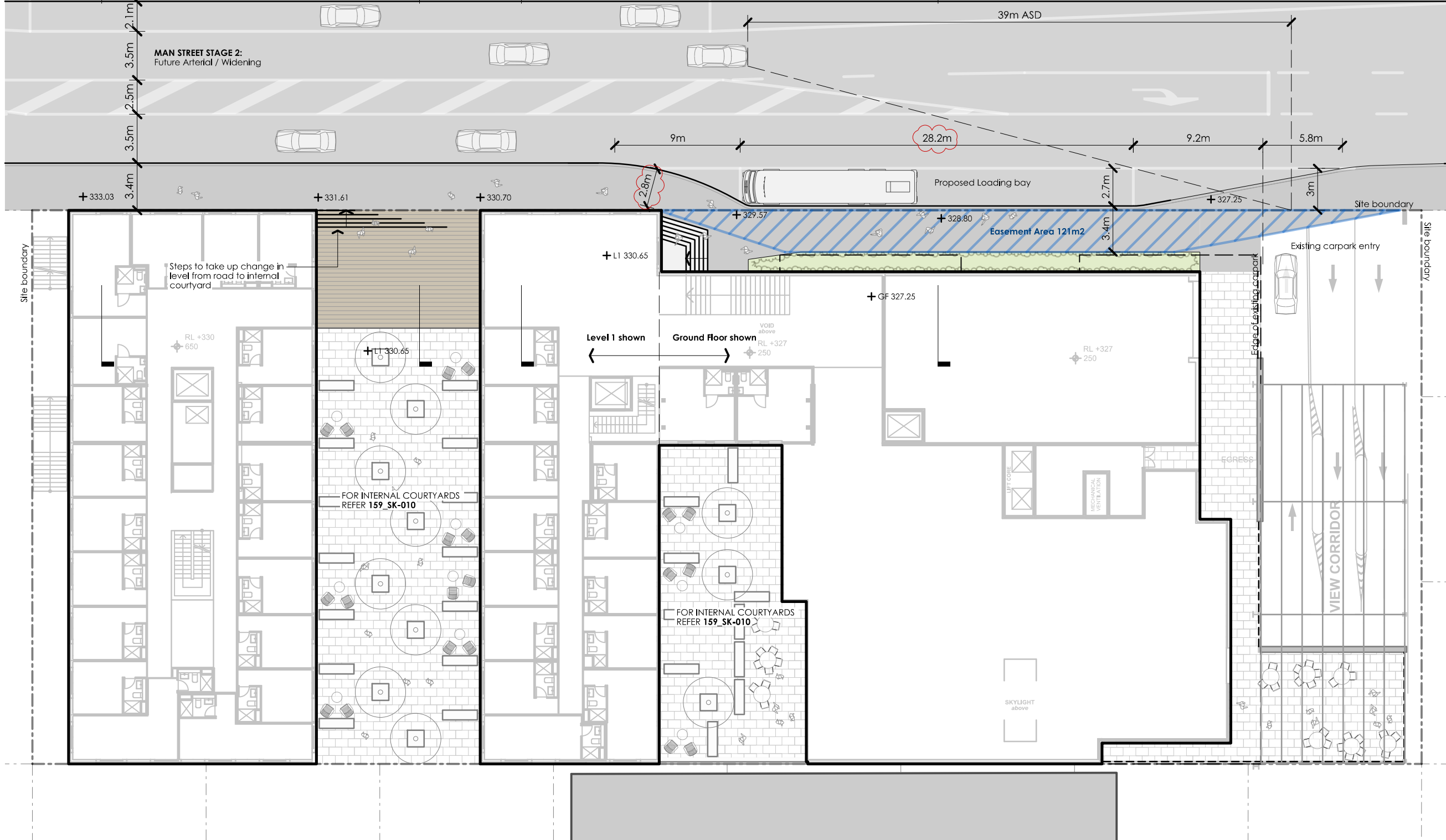
**QUEENSTOWN LAKES DISTRICT COUNCIL**

**APPROVED PLAN:  
RM180981**

**Thursday, 19 September 2019**



- I 12.07.18 . Update loading bay kerb
  - H 11.07.18 . Update loading bay dims
  - G 17.05.18 . RC Reissue
  - F 30.04.18 . Amend ASD length
  - E 24.04.18 . Loading Bay
  - D 18.04.18 . Update loading bay & street
  - C 08.03.18 . Loading Bay dims
  - B 07.03.18 . Updated street dimensions
  - A 21.02.18 . Final Draft
  - 14.02.18 . Draft Issue for Review
- revisions



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**Man Street Hotel**

**Man Street Interface:  
Stage 2**

scale  
1:150 @ A1 . 1:300 @ A3

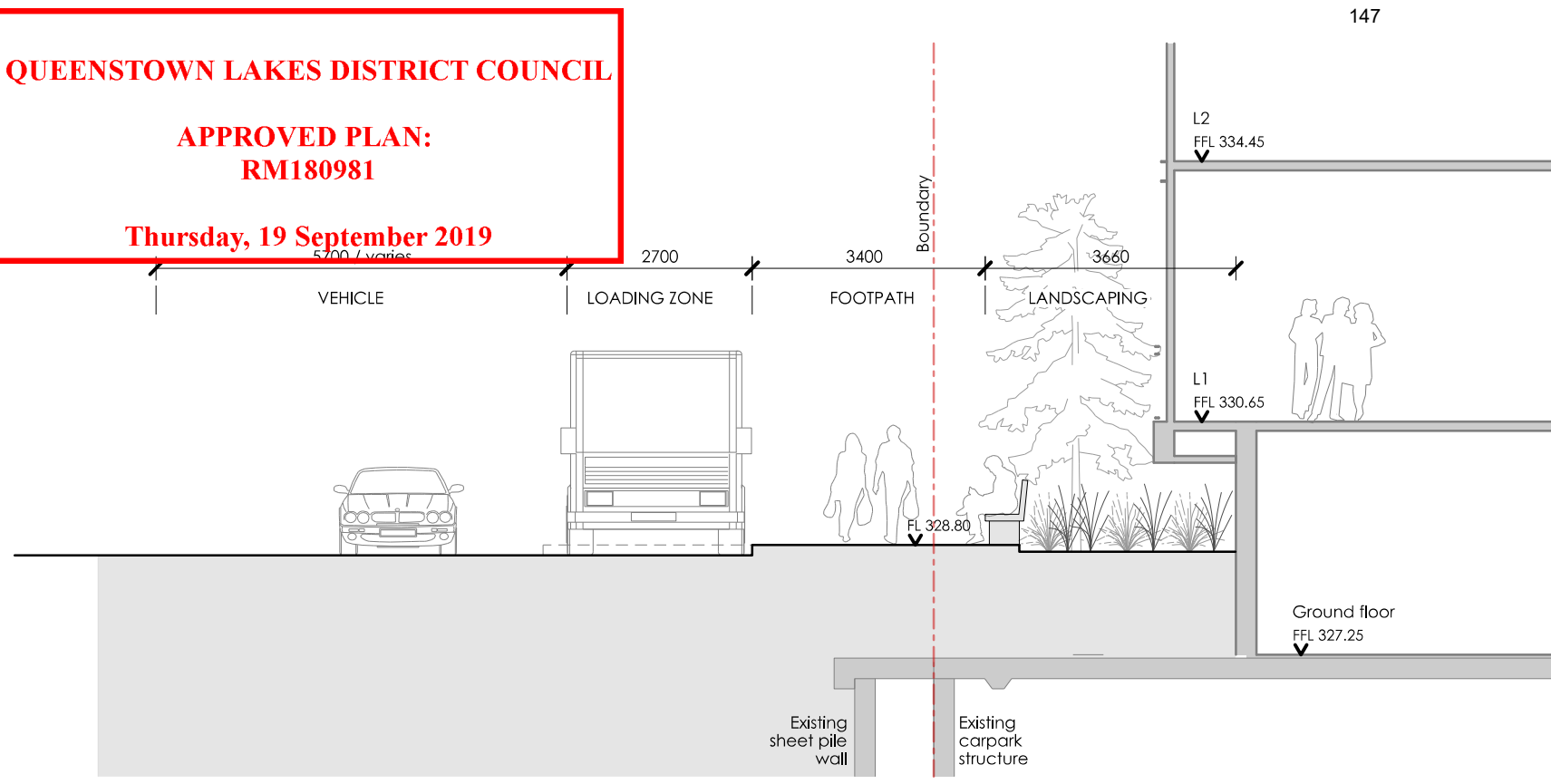
**PRELIMINARY**

|             |          |
|-------------|----------|
| drawing no. | revision |
| 159_SK-002  | I        |

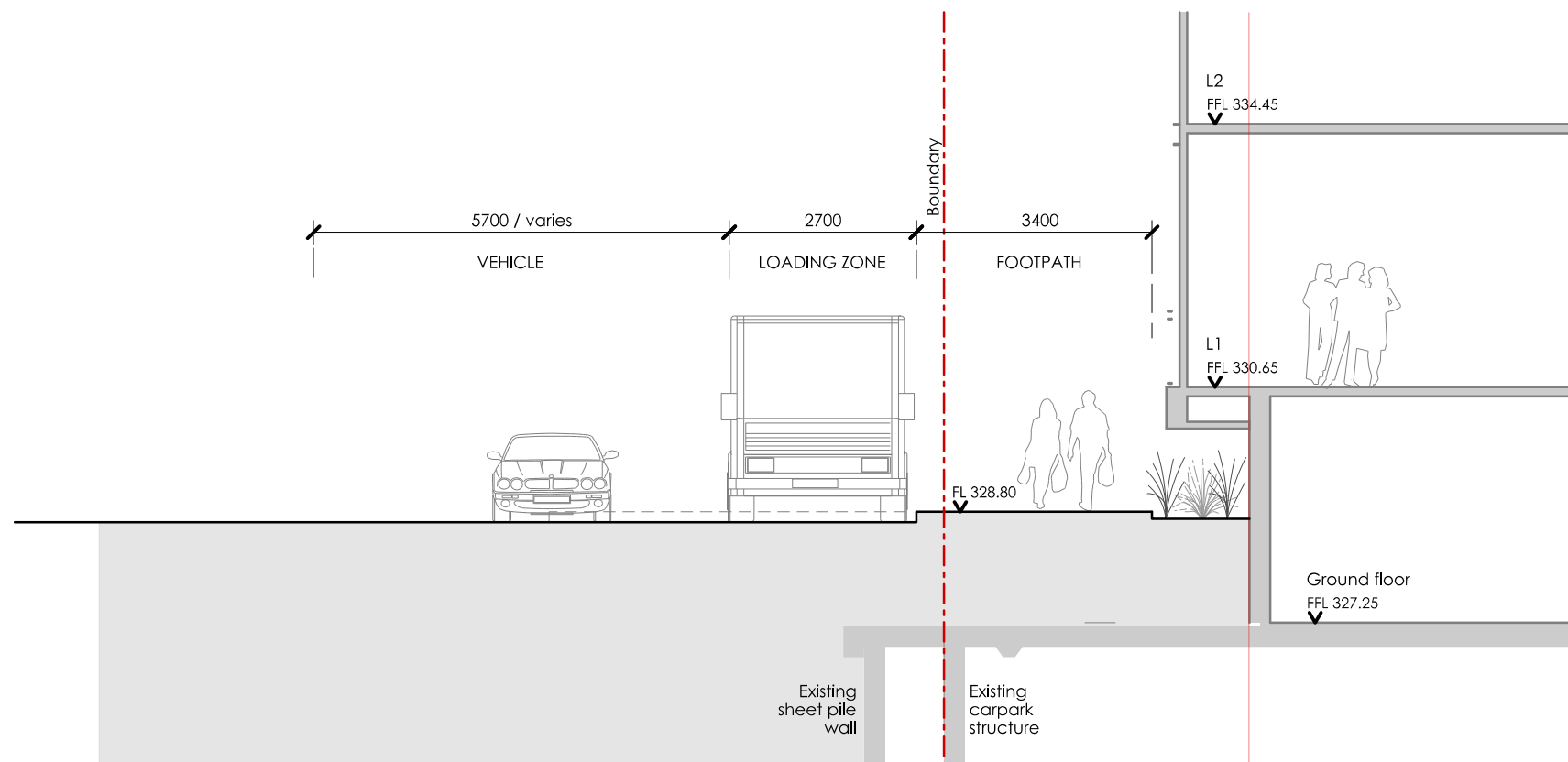
**QUEENSTOWN LAKES DISTRICT COUNCIL**

**APPROVED PLAN:  
RM180981**

**Thursday, 19 September 2019**



01 Stage 1: **EXISTING MAN STREET CONFIGURATION**  
1:50 @ A1; 1:100 @ A3



01 Stage 2: **FUTURE MAN STREET WIDENING**  
1:50 @ A1; 1:100 @ A3

- D 17.05.18 . RC Reissue
- C 24.04.18 . Loading zone and landscaping
- B 17.04.18 . Update street section
- A 21.02.18 . Final Draft
- 14.02.18 . Draft Issue for Review

revisions

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**Man Street Hotel**

**Section 01**

scale  
1:50 @ A1 . 1:100 @ A3

**PRELIMINARY**

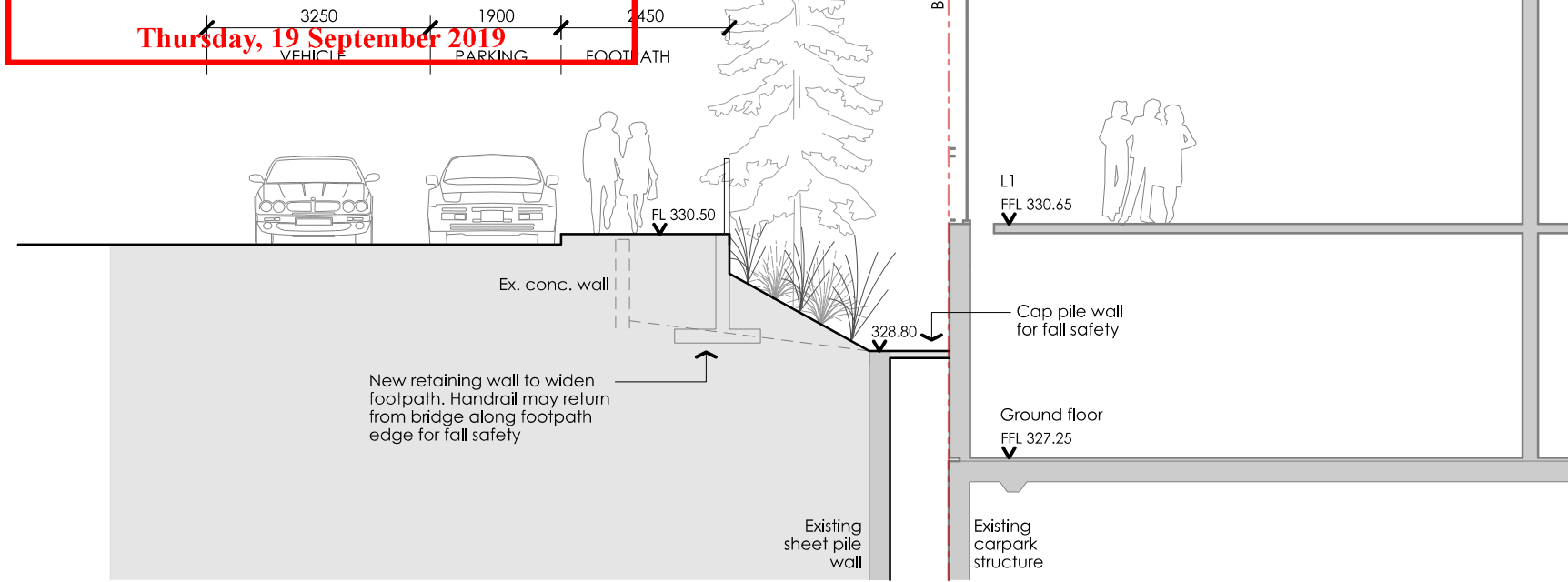
|             |          |
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| drawing no. | revision |
| 159_SK-003  | D        |



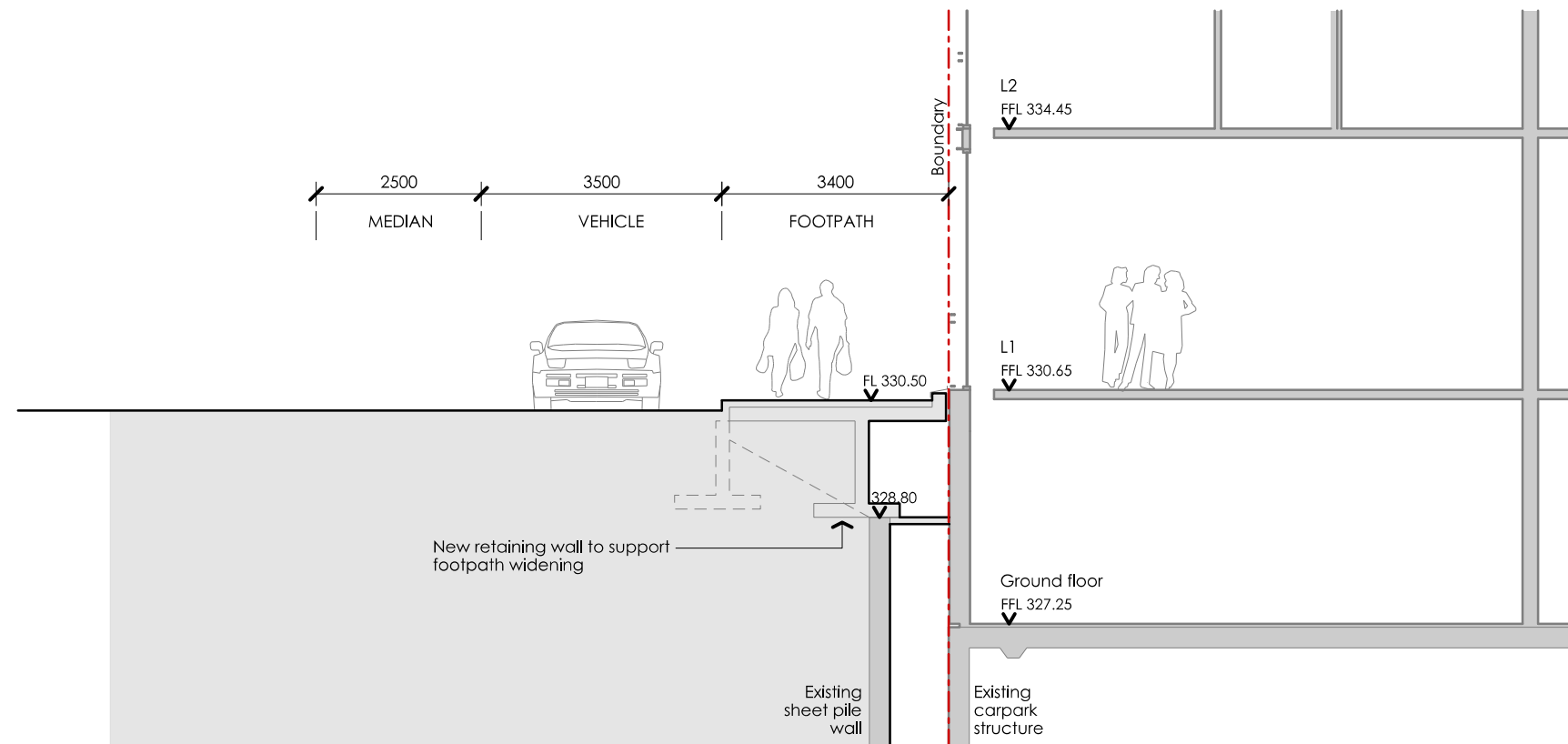
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**APPROVED PLAN:  
RM180981**

**Thursday, 19 September 2019**



02 Stage 1: **EXISTING MAN STREET CONFIGURATION**  
001 1:50 @ A1; 1:100 @ A3



02 Stage 2: **FUTURE MAN STREET WIDENING**  
002 1:50 @ A1; 1:100 @ A3

- C 17.05.18 . RC Reissue
- B 17.04.18 . Update Stage 2 street section
- A 21.02.18 . Final Draft
- 14.02.18 . Draft Issue for Review

revisions

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**Man Street Hotel**

**Section 02**

scale  
1:50 @ A1 . 1:100 @ A3

**PRELIMINARY**

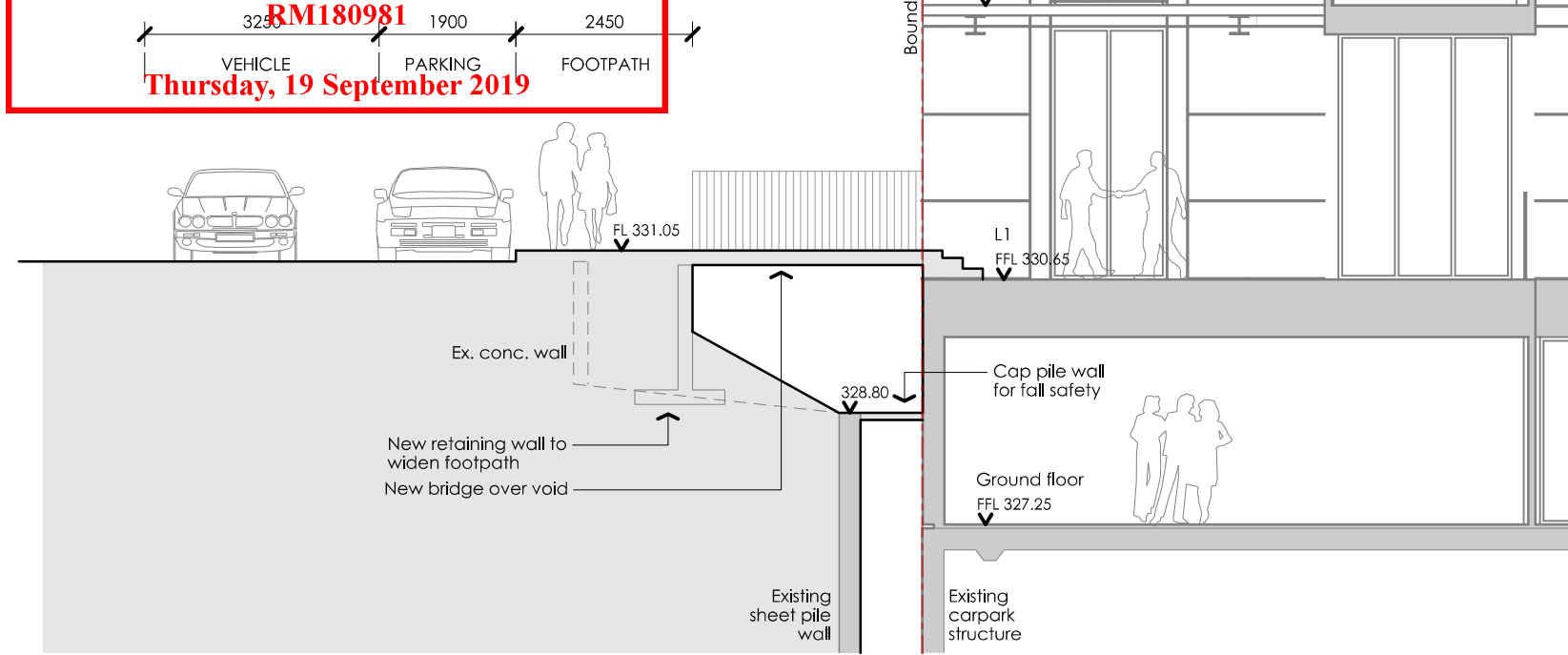
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| 159_SK-004  | C        |

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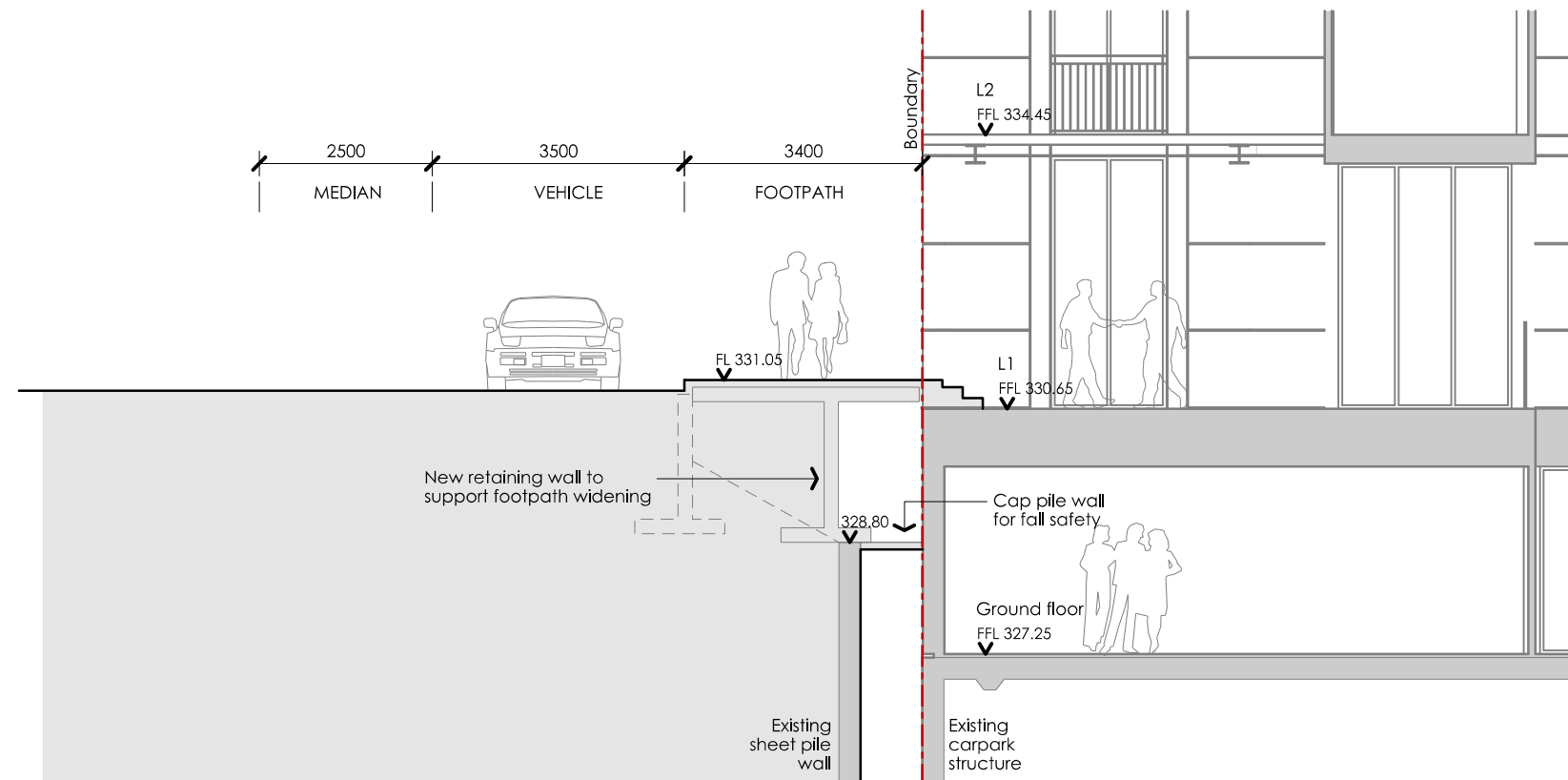
**APPROVED PLAN:**

**RM180981**

**Thursday, 19 September 2019**



03 Stage 1: **EXISTING MAN STREET CONFIGURATION**  
001 1:50 @ A1; 1:100 @ A3



03 Stage 2: **FUTURE MAN STREET WIDENING**  
002 1:50 @ A1; 1:100 @ A3

- C 17.05.18 . RC Reissue
  - B 17.04.18 . Update Stage 2 street section
  - A 21.02.18 . Final Draft
  - 14.02.18 . Draft Issue for Review
- revisions

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**Man Street Hotel**

**Section 03**

scale  
1:50 @ A1 . 1:100 @ A3

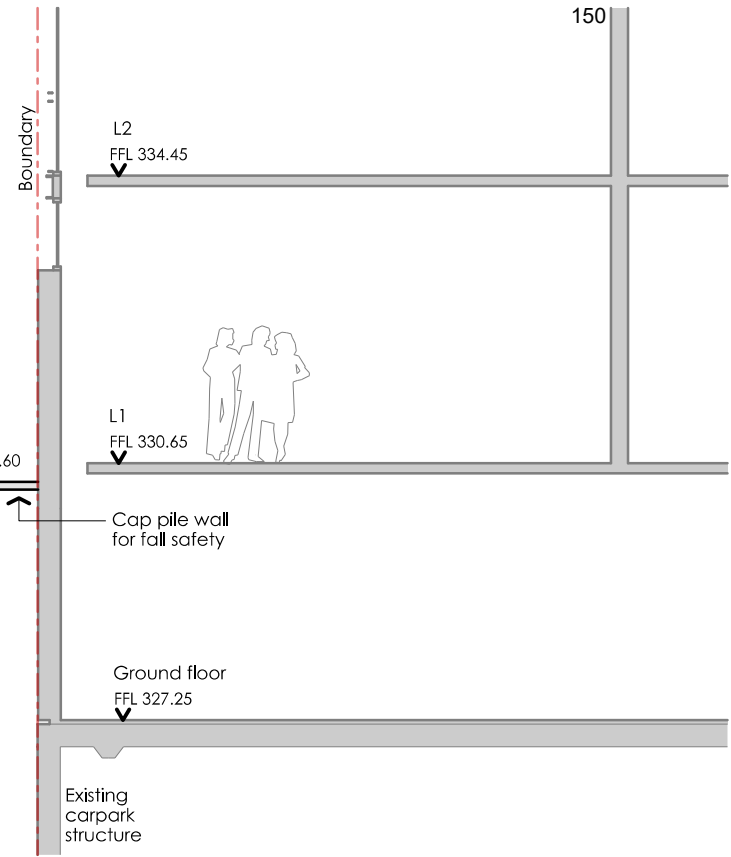
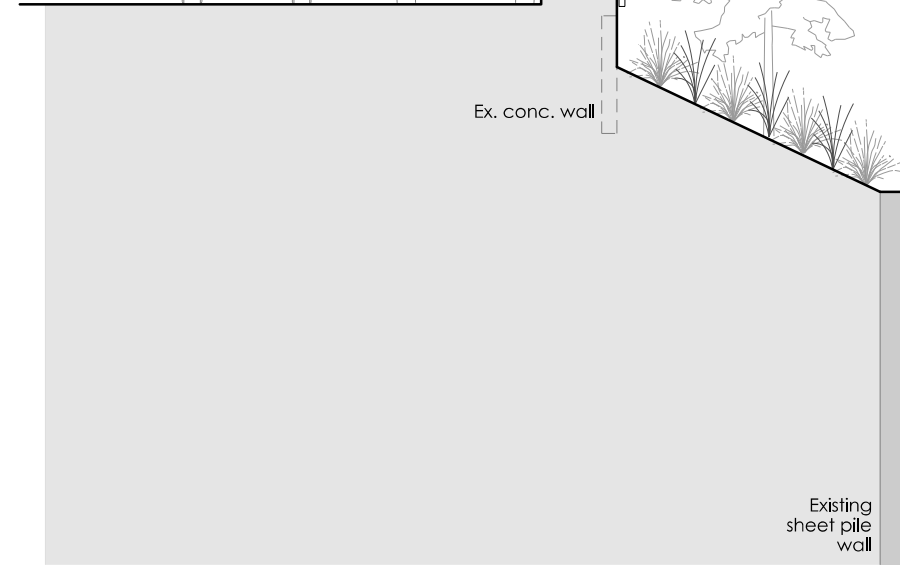
**PRELIMINARY**

| drawing no. | revision |
|-------------|----------|
| 159_SK-005  | C        |

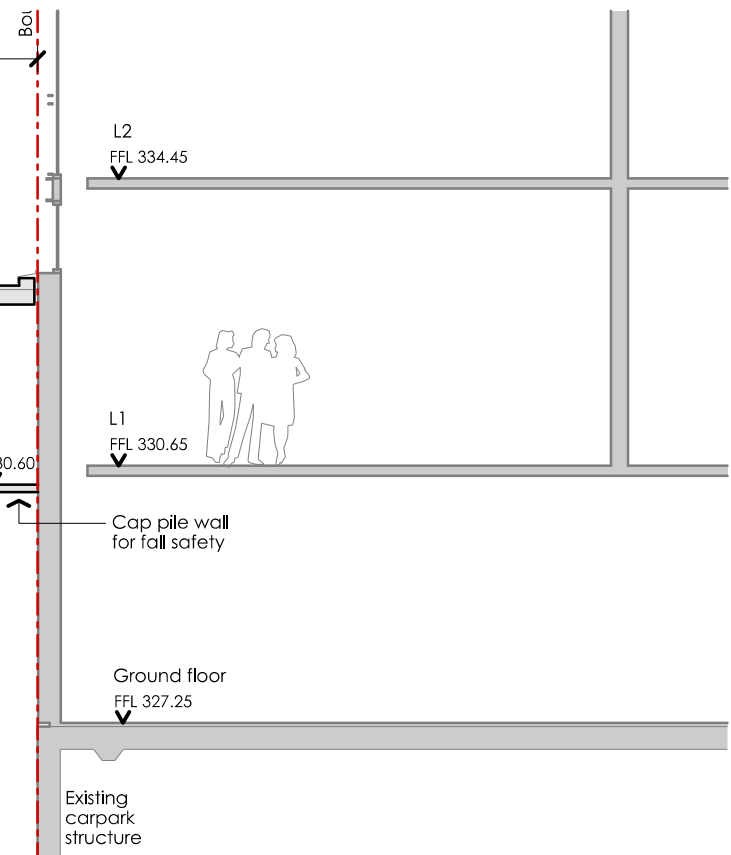
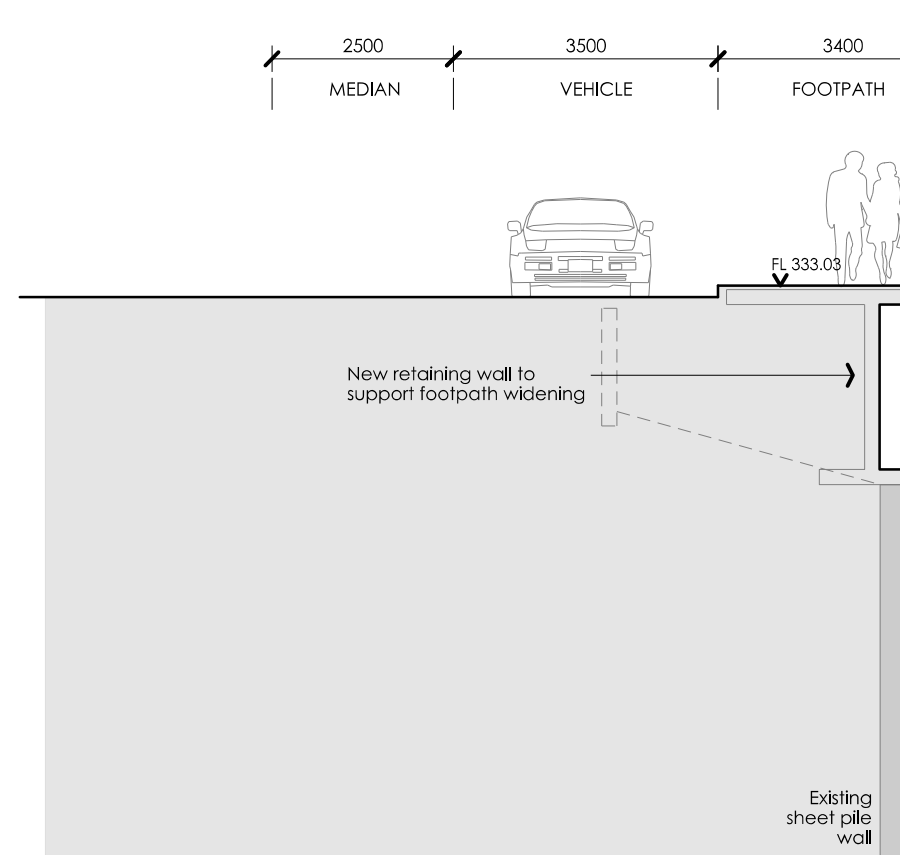
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04 Stage 1: **EXISTING MAN STREET CONFIGURATION**  
001 1:50 @ A1; 1:100 @ A3



04 Stage 2: **FUTURE MAN STREET WIDENING**  
002 1:50 @ A1; 1:100 @ A3

- D 17.05.18 . RC Reissue
  - C 24.04.18 . Ex. footpath
  - A 21.02.18 . Final Draft
  - 14.02.18 . Draft Issue for Review
- revisions

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**Man Street Hotel**  
Section 04

scale  
1:50 @ A1 . 1:100 @ A3

**PRELIMINARY**

| drawing no. | revision |
|-------------|----------|
| 159_SK-006  | C        |