

**APPENDIX 5:
INTERNAL STAFF REPORTS**



Memorandum

TO: Nigel Bryce, Consultant Planner

FROM: Grant Fisher, Planner/Engineer Transport

DATE: 28 June 2017

SUBJECT: **LUC-2017-48**
143-193 MORAY PLACE, DUNEDIN

Application:

Consent is sought to construct and operate a 5-star hotel on the property at 143, 187, 189, 191, and 193 Moray Place, Dunedin. The site is zoned Central Activity, and has frontage to Moray Place and Filleul Street. Moray Place and Filleul Street are both classified as Collector Roads.

The proposed hotel is detailed on plans prepared by Thom Craig Architects, dated 28 March 2017, and comprises:

- 210 standard double rooms.
- 64 self-contained apartments.
- 4 penthouse suites.
- Licensed premises, retail, conference, and meeting facilities, plus associated on-site amenities.

The application is accompanied by an Integrated Transport Assessment (ITA) prepared by transportation consultants Avanzar Consulting Ltd., dated 24 March 2017. It is noted that in addition to the development proposed within the site, changes are proposed to the road network adjacent to the site including construction of a roundabout at the Moray Place/Filleul Street intersection.

Transport Network / Accessibility:

The site is located on the corner of Moray Place and Filleul Street, to which it has direct frontage. The existing transportation network in the vicinity of the site is well detailed on pages 4 to 6 of the ITA and these details will therefore not be repeated in this memorandum, though the following features are noted.

Pedestrian facilities on the surrounding roads are typical of an established urban area, and mobility crossing points are generally provided at footpath quadrants at intersections. It is noted the Moray Place and Filleul Street both form part of the strategic pedestrian network, and are classified as "Inner city priority & secondary routes" within the Dunedin City Integrated Transport Strategy 2013 (ITS).

Bus stops are located in close proximity to the site, predominantly on George Street to the west of the site, and Filleul Street to the North of the site. There are no dedicated cycling facilities in the vicinity of the site.

Details of daily and hourly traffic volumes for Moray Place and Filleul Street are described on page 4 of the ITA, which show:

- Moray Place (at a site located between Filleul Street and Stuart Street taken in May 2015).

- o Daily traffic count of 4608vpd.
 - o Morning peak of 405vph, and an evening peak of 424vph.
 - o Fairly consistent hourly count of around 400vph between 1:00pm and 6:00pm.
- Filleul Street (at a site located between York Place and Cargill Street taken in March 2015).
 - o Daily traffic count of 6755vpd.
 - o Morning peak of 605vph, and an evening peak of 632vph.
 - o It is stated in the ITA that these counts are likely to be higher than those nearer the site, given the intensive retail/commercial land use adjacent to the count site, and arterial road layout which would largely intercept traffic before it travels past the site.

Overall, Transport considers the traffic volumes observed on the roads in the vicinity of the site to be in line with their road classifications contained within the District Plan roading hierarchy.

The ITA also includes a brief analysis of the existing level of service of the Moray Place/Filleul Street intersection, and concludes that the capacity of the intersection is presently well within the limits of capacity for a three-leg intersection.

Access:

The hotel development proposes two vehicle accesses onto the adjoining road network; one entrance from Moray Place, and one egress onto Filleul Street. The ITA notes that both vehicle accesses are shown on the Level 4 plans submitted with the application, and are in compliance with Table 20.2 of the District Plan which permits one vehicle access per frontage.

The position of the Moray Place vehicle access is considered to be acceptable, noting that it is unlikely to significantly impact on the existing Moray Place/Harrop Street intersection, and available sight distances are considered to be provided in accordance with NZTA RTS6 guidelines. Infrastructural changes to the Moray Place carriageway may be required in order to provide for appropriate operation of this vehicle access though, in principle, Transport considers this vehicle access to be acceptable. Requirements for approval of the detailed design of this vehicle access are outlined below.

The proposed Filleul Street vehicle access will replace the existing vehicle access to the car park that presently operates from the site. It is noted that the vehicle access location is in close proximity to the Moray Place/Filleul Street intersection. In order to provide safe and efficient operation of the proposed Filleul Street vehicle access the applicant proposes installation of a roundabout at the Moray Place/Filleul Street intersection, with the vehicle access incorporated directly into the roundabout as an additional leg to the intersection. The applicant discussed this option with Transport during pre-application consultation, as well as the alternative intersection treatments as detailed on page 12 of the ITA, and overall we broadly agree that the proposed roundabout is the most appropriate option in order to ensure the safe and efficient of both the intersection and the vehicle access.

Should consent be granted for the hotel, we recommend consent conditions be included requiring detailed design plans for each vehicle access, and the proposed roundabout, to be submitted to, and approved by, Transport prior to physical works for this infrastructure commencing. The approved works shall be completed to the satisfaction of Transport prior to the hotel commencing operation.

Parking and Manoeuvring:

Commercial residential activity is permitted within the Central Activity zone, with Rule 9.5.2 containing the relevant on-site parking requirements for such activities. Page 6

of the ITA outlines the requirements of this Rule when applied to the proposed hotel, which is:

- 1 car park per 3 guest rooms to 60 guest rooms, thereafter 1 car park per 5 guest rooms.
- No parking is required for residential activity.
- 1 coach park 50 guest rooms.
- Staff requirement of 1 car park per 20 guest rooms.

Based on these required parking rates and the details of the proposed hotel, 64 guest parking spaces, and 14 staff car parking spaces, are required. As 84 parking spaces are proposed the hotel is considered to be compliant with the parking requirements of the District Plan.

The requirement for on-site coach parking results in a requirement for 6 coach spaces within the site. The proposed hotel will provide 5 coach parking spaces within the site, though the ITS states that any overflow coach parking would be accommodated off site. Given the fairly unique parking characteristics of coach parking (i.e. they are most likely to park where dedicated facilities for this class of vehicle are provided for), Transport considers the shortfall in coach parking to have minimal effect on the safety/functionality of the transport network.

The ITA notes that the dimensions of on-site parking areas comply with the performance standards contained within appendix 20B of the District Plan. There are some parking spaces that will need to be accessed via a reverse manoeuvre given the irregular shape of the parking area, though this is permitted by the District Plan. However, as the parking area will be operated via valet parking it can be reasonably stated that such arrangements can function in a safe manner as personnel parking vehicles will be familiar with the function of the car park.

On-site manoeuvring provisions are detailed on pages 7 and 8 of the ITA. It is noted that the hotel will operate with a one-way traffic flow through the site, with access via the proposed Moray Place vehicle access, and egress to Filleul Street. The ITA notes that there will be some conflicting vehicle movements within the site with regard to the proposed valet arrangements, however these will be relatively minor and contained within the site. All other vehicle movements within the site will travel in a clockwise direction through the site and are expected to generate little, if any, conflicting movements that would not normally be experienced within a parking area catering for the mix of activities proposed.

Overall, Transport considers the proposed on-site parking and manoeuvring provisions to be acceptable. Typical consent conditions are recommended, below, in order to ensure the functionality of the proposed on-site parking is maintained. Furthermore, we encourage facilities for secure on-site storage for bicycles to be provided in order to support active transport modes which may be used by staff and guests.

The ITA does not consider it appropriate to assess the effects of loss of parking within the site, having discussed this matter at the pre-application stage with Transport. Transport generally agrees that the site is held in private title, and that the District Plan anticipates development of the site which would result in the loss of the current car park. Furthermore, the District Plan does not include stand-alone car parking in the Central Activity zone as a permitted activity. There is no guarantee that such property will be retained for leased or metered parking available to the public in this location. The Council has, following due process, decided to dispose of this property for commercial purposes.

Council policies and strategies for provision of public parking in the City Centre do not necessitate that this land be reserved for car parking at this location and in this form. As a Council we will continue to manage parking resources in line with policies and strategies that are set by appropriate Council processes.

Servicing:

Truck servicing arrangements are detailed on page 8 of the application, and will generally be undertaken between the hours of 10:00am and 2:00pm. Internal safety measures will be implemented to ensure the safe manoeuvring of trucks within the site. The anticipated number of truck movements is outlined within the "Traffic Generation" section of the ITA, and are unlikely to impact on the safe and efficient operation of the transport network. Transport generally considers servicing arrangements for the proposed hotel to be acceptable.

Generated Traffic Effects:

Pages 9 and 10 of the ITA provide details in regard to traffic generation. It is unnecessary to repeat these details in this memorandum, though it should be noted that Transport has no significant reason to question the validity/appropriateness of the information provided, and that we generally consider the assumptions made to be reasonable. We note that the proposed hotel, when operating at peak capacity, is predicted to generate in the order of 384 car movements, 22 coach movements, and 20 truck movements per day. As described within the ITA, these movements would be evenly split between the two proposed vehicle accesses resulting in 192 car movements and 21 coach/truck movements entering the site from Moray Place, and exiting the site onto Filleul Street.

The ITA compares this level of traffic generation with what is already being generated by the car park presently operating from the site. Methodology for the parking generation of the car park is described in the ITA, and is considered to be reasonable to Transport. Based on this the ITA considers the existing car park to conservatively generate in the order of 540 vehicle movements per day, all of which use the existing Filleul Street vehicle access.

The ITA considers that vehicular use of the site will be reduced when compared with the existing car park within the site, and that the complexity of vehicle movements onto/off the transport network will be reduced by the proposed vehicle access arrangements. Overall, Transport generally agrees with the conclusion of the ITA that vehicular traffic generated by the proposed hotel can be safely and efficiently accommodated by the transport network, especially once the layout of the Moray Place/Filleul Street intersection is improved.

Road Safety:

There are no significant underlying road safety issues that have been identified that might be exacerbated by the proposed hotel. If anything, pedestrian movements across Moray Place and Filleul Street are likely to be improved by installation of the proposed roundabout and associated pedestrian refuge facilities that are normally installed with this type of intersection treatment. Additionally, vehicular traffic at this intersection will be more efficiently accommodated by the proposed roundabout.

Conclusion:

Transport considers the proposed hotel can be supported from a transport perspective, and is unlikely to give rise to adverse effects on the safety/functionality of the transport network that could be considered to be "more than minor".

Conditions:

- (i) Detailed engineering plans for the proposed changes to Moray Place and Filleul Street shall be designed by an appropriately qualified professional, and be submitted to and approved by the Transport prior to construction. The plans shall include:
 - All necessary alterations to Moray Place and Filleul Street required as a consequence of the proposed development.

- Full design details regarding the proposed roundabout at the Moray Place/Filleul Street intersection, and the site access.
- (ii) Detailed engineering plans for all parking, site access, and manoeuvring areas shall be submitted to and approved by the Transport prior to construction. The designs should incorporate appropriate traffic safety and mobility provisions within the site, as necessary.
- (iii) The proposed hotel and ancillary retail activities shall not commence operation until the above conditions have been satisfactorily completed, and all required works have been constructed to the satisfaction of Transport.
- (iv) Dedicated, secure, and covered on-site bicycle storage facilities shall be provided within the site.

Advice notes:

- (i) The applicant will require a Traffic Management Plan (TMP), prepared by a suitably qualified person, if any of the proposed works affect the normal operating conditions of the transportation network. The TMP will need to be approved by Transport, prior to commencement.



Grant Fisher
Planner/Engineer
Transport

Memorandum

TO: City Planning

FROM: Consents & Compliance Officer, Water and Waste Services

DATE: 24 February 2017

LUC-2017-48 **ESTABLISH A HOTEL**

SUBJECT: **MORAY PLACE, DUNEDIN**

WATER AND WASTE SERVICES COMMENTS

Proposed Activity

Land use consent is sought from Council to establish a new 17-level hotel at Moray Place, Dunedin. The site is within the Commercial Activity zone. The proposed hotel will have 17 levels (3 underground) with uses as follows:

1. Service area/loading bay/boh/laundry (1 coach park) - 842m²
2. Parking with ramp/staff area (40 car parks) - 1845m²
3. Parking with ramp/staff area (40 car parks) - 1845m²
4. Entrance/offices/retail/boh/reception/hot pools/breakfast room/restaurant/gym/spa (3 coach parks, 4 car parks, 16 bicycle parks) - 1270m²
5. Conference room/bar/meeting rooms/art gallery/lounge/business centre
6. e/games room / exec lounge - 890m²
7. 30 standard bedrooms - 1265m²
8. 30 standard bedrooms - 1265m²
9. 30 standard bedrooms - 1265m²
10. 30 standard bedrooms - 1265m²
11. 30 standard bedrooms - 1265m²
12. 30 standard bedrooms - 1265m²
13. 30 standard bedrooms - 1265m²
14. 15 apartments - 1265m²
15. 15 apartments - 1265m²
16. 12 penthouse - 1265m²
17. Garret level - 360m²

The applicant is proposing a unit title subdivision to separate ownership of the private apartments and penthouse units from the Hotel ownership. Three groups of areas are proposed:

- Unit 1 – all parts of the Hotel building that will form part of the Hotel operation.
- Common Property – all parts of the Hotel building that will be needed to support both the Hotel operation and the new private apartments and penthouse units.
- Individual private apartments and penthouse units.

Existing Services

A review of the Council's GIS records shows 100mm & 150mm diameter water pipes, 150mm diameter wastewater pipe and a 600mm diameter stormwater pipe in Moray Place.

Water Services

Demand/Modelling

The applicant has provided information indicating that the proposed hotel will generate a peak daily demand of 8.1 litres per second (l/s) from the local City network. As there is no exiting water supply to the site, this represents an increase of 8.1 l/s from the present situation.

The water network hydraulic model predicts sufficient water to supply the hotel with 8.1 l/s and also still achieve good fire flows in the area. The specific requirements for the hotel firefighting will need to

be reviewed by the development designers and discussed with the fire service; it has not been reviewed as part of this analysis.

Water connection

Configuration of the Point of Supply (as defined in the Dunedin City Council Water Bylaw 2011) has been considered given the development consists of private ownership units and the hotel complex. Common Property areas will be managed by a Body Corporate.

The simplest arrangement from a construction and ongoing management perspective is to provide the entire development with water from a single Point of Supply, with the Body Corporate as water customer. A water meter is required at the Point of Supply to measure water use for charging purposes. Each unit title within the development must have a separate shutoff. The Body Corporate will be responsible for payment of all water charges. How any costs are shared between the private units and hotel complex will be for the Body Corporate to decide.

All new water service connections to the proposed development must be in accordance with the requirements of Section 6.6.2 of the Dunedin Code of Subdivision and Development 2010.

As there is currently no supply to the existing site, a new water connection must be made. To initiate the connection process an "Application for Water Supply" (available online) must be submitted to the Council by, or on behalf of, the Body Corporate. Details of how the connection is proposed to be made shall be provided at this time.

Backflow Prevention

A Reduced Pressure Zone (RPZ) backflow prevention device must be installed immediately downstream of the water meter, just inside, and as close as practicable to, the customer's property boundary. Details of the RPZ boundary backflow prevention device including the type, location and size of the device must be included in the building consent application for the development. Following installation, the device must be approved and tested by the Education and Compliance Officer (Water), Water and Waste Services.

Water use reduction

It is recommended that the developer install water saving devices, including but not limited to, low-flow shower heads, 6/3 dual flush toilets and aerated sink mixers. This will assist in reducing water consumption and the average volume of wastewater being disposed of from the development.

Hot pools and water feature

The hotel development proposes to install a bore to source existing artesian water for the purpose of operating a hot pools facility on-site. This aspect of the development (bore construction and the tanking and use of groundwater) will require involvement of the Otago Regional Council.

The hotel water feature will source water from a combination of on-site collection of rainwater and the hotel's water supply connection from the City network (the latter being used to top up the feature when on-site collection is not available). The water within the feature will operate on a cycle, so only minimal topping up will be required. It has been proposed that any necessary discharges, for maintenance purposes, will occur to the public stormwater network however WWS will require this to be discharge to the wastewater network. The risk of cross-contamination of the Council water network with the rainwater supply will be avoided by installation of the RPZ.

Firefighting Requirements

All aspects relating to the availability of water for firefighting should be in accordance with SNZ PAS 4509:2008, being the Fire Service Code of Practice for Fire Fighting Water Supplies.

There is a Fire Hydrant (WFH02502) 20 metres from the development entrance. The site is within an FW6 zone based on SNZ PAS 4509:2008. Fire Hydrants surrounding the site are presently compliant with SNZ PAS 4509:2008.

Wastewater Services

The applicant has provided information indicating that the proposed hotel will generate an average wet weather peak flow wastewater discharge of 6.5 l/s into the local city network. As there is no exiting wastewater discharge from the site, this represents an increase of 6.5 l/s from the present situation.

The wastewater network hydraulic model indicates the following:

Results under Dry Weather Flow (DWF)

- The model predicts no flooding or surcharge in the downstream catchment during a 24 hour DWF simulation.

Results for a 1 in 10 year rainfall event

- The model predicts no flooding in the downstream catchment.
- From a wastewater perspective this location can be developed with no predicted adverse effect on the downstream wastewater network.

The hotel can connect into the existing DCC 150mm diameter wastewater pipe. However it is recommended that water saving devices are installed in the building to help reduce water consumption and wastewater volumes discharged. This could include low-flow shower heads, 6/3 dual flush toilets and aerated sink mixers.

Stormwater Services

This site is within the Halsey Street stormwater catchment. The Halsey Street ICMP is available online and includes flood maps of the catchment.

The stormwater network hydraulic model predicts flooding during a 1 in 10 year rainfall event at the junction of Filleul Street and St Andrew Street, with further flooding at the intersection with George Street. Significant flooding is experienced along St Andrew Street at the Castle Street intersection.

The current carpark on the site is highly impervious. The developer is proposing to reduce imperviousness by establishing green-scape areas, which will help in reducing stormwater runoff and associated downstream effects.

The stormwater infrastructure assessment provided by the applicant concludes that the proposed hotel will generate a stormwater discharge flow of 77.1 l/s into the local City network. As the existing site discharge for the same design event is 70.3 l/s, this represents an increase of 6.8 l/s from the present situation.

Due to the increase in stormwater flow, the developer will need to provide a Stormwater Management Plan (SWMP) to the Asset Planning Engineer, Water and Waste Services for approval, prior to any construction commencing. The purpose of the SWMP is to ensure the proposed development will not exacerbate any current capacity or surcharge issues within the area. The SWMP must include:

- Stormwater calculations that identify the difference between pre-development and post-development flows, and how the difference in flow will be managed;
- Calculations of total site imperviousness from buildings and hard surfacing;
- Detail of stormwater management systems proposed to accommodate any increased runoff, including the provision of on-site stormwater retention.

For onsite storage, the applicant has proposed making use of a 12,000 litre storage tank with variable discharge rates through multiple controlled discharge outlets. The exact nature of the retention facility will be reviewed at the Building Consent stage of the development, which will allow the detailed calculations to be updated following completion of the final construction plans.

Trade Waste Requirements

This development will require Trade Waste Consent. The *Dunedin City Council Trade Waste Bylaw 2008* requires the following:

- Restaurant kitchen(s) must have a grease removal system. Macerators/Insinkerators are not permitted.
- Kitchen, laundry and pool areas are to have separate private water meters to enable determination of trade waste discharge volumes.
- There is to be no discharge from pools and fountains into the stormwater network. Water from these must be discharged to the wastewater network.
- Car valet/washing areas must have an interceptor system and wash-water must be discharged to the wastewater network.
- A trade waste consent application fee will be applicable.

Trade Waste requirements can be discussed with the Senior Education and Compliance Officer (Waste), Water and Waste Services.

Private Drainage

Private drainage issues and requirements (including any necessary works) are to be addressed via the Building Consent process.

Consent Conditions

Water Supply

1. An “Application for Water Supply” must be submitted to the Water and Waste Services Business Unit by or on behalf of the Body Corporate. Details of proposed connection design shall accompany the “Application for Water Supply” and shall include:
 - a. A single Point of Supply shall service the entire development.
 - b. Each unit title within the site shall have a separate privately owned shutoff.
 - c. A water meter shall be installed at the Point of Supply.
2. The water service connection shall be installed in accordance with the requirements of Section 6.6.2 of the Dunedin Code of Subdivision and Development 2010.

Backflow prevention device

3. A Reduced Pressure Zone (RPZ) backflow prevention device must be installed on all water connections servicing the proposed hotel development. The RPZ device must be installed immediately downstream of the water meter, just inside, and as close as practicable to, the customer’s property boundary.
 - a. Prior to installation of the backflow device, the consent holder must ensure either a building consent or an exemption to building consent has been granted for the installation of the backflow device.
 - b. Following installation, the device must be approved and tested by the Education and Compliance Officer (Water), Water and Waste Services

Stormwater Services

4. A Stormwater Management Plan for the development shall be provided to Water and Waste Services for approval. The Stormwater Management Plan must outline how stormwater from the site will be managed to ensure post-development flows do not exceed pre-development flows, and identify and address any downstream effects of the stormwater generated by the development, including any mitigation required.

Erosion and Sediment Control

5. The consent holder shall adopt all practicable measures to mitigate erosion and to control and contain sediment-laden stormwater run-off into the Council stormwater network from the site during any stages of site disturbance associated with this development.

Easements Private Services

6. All rights are reserved for any necessary easements required by this development.

Advice Notes

Backflow prevention

- Installation of a boundary backflow prevention device requires a building consent. Details of the device including type, location and size must be provided in the application. Where the boundary backflow installation is the only building work being undertaken, an exemption from building consent may be granted following submission of an “Application for an Exemption for Building Consent” form to Water and Waste Services, prior to device installation. Further information is available at <http://www.dunedin.govt.nz/services/water-supply/backflow>. The applicant is advised to contact the Water Bylaw Compliance Officer if further guidance is required.

Code of Subdivision

- Parts 4, 5 and 6 (Stormwater Drainage, Wastewater and Water Supply) of the Dunedin Code of Subdivision and Development 2010 must be complied with.

Fire-fighting Requirements

- All aspects relating to the availability of the water for fire-fighting should be in accordance with SNZ PAS 4509:2008, being the Fire Service Code of Practice for Fire Fighting Water Supplies, unless otherwise approved by the New Zealand Fire Service.

Low flow devices

- The consent holder is encouraged to implement water saving devices, including but not limited to, low-flow shower heads, 6/3 dual flush toilets and aerated sink mixers. This will assist in reducing water consumption and the average volume of wastewater being disposed of from the development.

Trade Waste

- Trade waste consent is required for this development prior to any discharge to the wastewater network commencing. Internal private water meters will be required to determine trade waste discharge volumes. Information and forms are available on the Dunedin City Council website: <http://www.dunedin.govt.nz/services/wastewater/tradewaste> or by contacting the Senior Education and Compliance Officer, Water and Waste Services.

Erosion and Sediment Control

- The following documents are recommended as best practice guidelines for managing erosion and sediment-laden run-off during the demolition and building process:
 - a. Environment Canterbury, 2007 "Erosion and Sediment Control Guideline 2007" Report No. R06/23.
 - b. Dunedin City Council "Silt and Sediment Control for Smaller Sites" (information brochure).

Private Drainage Matters

- Private drainage issues and requirements (including any necessary works) are to be addressed via the Building Consent process.
- Certain requirements for building on this site may be stipulated via the Building Consent process and are likely to include the following points:
 - Stormwater from driveways, sealed areas and drain coils is not to create a nuisance on any adjoining properties.
 - For sites level with or above the road, the finished floor level of any building is to be a minimum of 150mm above the crown of the road.
 - For sites below the road, the finished floor level is to be no less than 150mm above the lowest point on the site boundary. Surface water is not to create a nuisance on any adjoining properties.
 - For secondary flow paths, the finished floor level shall be set at the height of the secondary flow plus an allowance for free board.
 - As required by the New Zealand Building Code E1.3.2, surface water resulting from an event having a 2% probability of occurring annually, shall not enter dwellings. The finished floor level shall be set accordingly.

Chelsea McGaw
Consents & Compliance Officer
Water and Waste Services Business Unit
Dunedin City Council

CC:	Asset Planning Team Leader	- Jared Oliver
	Hydraulic Modeller	- Louisa Sinclair
	Asset Planning Engineer	- John Eteuati
	Water Bylaw Compliance Officer	- Rachel East
	Senior Education and Compliance Officer	- Frank van Betuw

P193

Quality Inspector

Technical Support Officer, Building Services

Customer Accounts Officer

- Calvin White

- Robbie Ludlow

- Helen Flett

From: [Campbell Thomson](#)
To: [Wendy Collard](#)
Subject: FW: LUC-2017-48 - Request for comment - Moray Place Hotel
Date: Friday, 7 July 2017 01:41:43 p.m.

From: Z1649206 MWH Hazards Team [mailto:SM-AP-NZ-MWHHazardsTeam@mwhglobal.com]
Sent: Saturday, 11 February 2017 9:37 a.m.
To: Kirstyn Lindsay
Subject: RE: LUC-2017-48 - Request for comment - Moray Place Hotel

Hello Kirstyn

We have assessed the application in relation to the hazard register, street files and available aerial photography on Google Earth, DCC Webmap and Apple high resolution 3D. We have also visited the site.

We have the following comments to make regarding the application.

Proposal

The proposed activity is to construct a new hotel

Site investigation reports have been provided from Geosolve

Plans for the proposal are provided within the application

Hazards

None

Global Setting

At present the area is a large car park facility, on a modest sloping site with a global slope of approximately 3h:1v (18°), but in terraces.

Underlying geology has been investigated by Geosolve, and indicates fill and an ancient debris fan "slopewash" overlying volcanic rock at approximately 7m below ground near Filleul street, and shallower up slope.

Earthworks / Excavations / Retaining Structures

Excavations of 9,537 cu m of cut is proposed, with a maximum depth of 7.35m

Excavations are generally not significant close to other structures, however:

- the deeper portion of the proposed excavation on the NE side is approximately 6.5m deep and within 8m of the structure on 12 Filleul street.
- the 7.35m deep excavation is approximately 7.5m from the boundary, to the NW, and the building on 52 York Place is approximately 6-7m further into that boundary.

These proximities should be able to be managed with best practice on temporary excavations, given the prevailing geology.

The basement of the building will retain the cuts.

Discussion

There are no general potential instabilities of concern

The proposal will not create or exacerbate instabilities on this or adjacent properties

The applicant has sought appropriate professional advice and undertaken investigations to allow appropriate planning.

Advice

We recommend that advice be made to the effect:-

- Proposed foundation works are significant and a geotechnical engineer will have to provide a detailed foundation design.
- All walls retaining over 1.5m, or a surcharge / slope, including terracing, require design, specification and supervision by appropriately qualified person/s

Some deep excavations are proposed. Whilst these are not overly close to boundaries, there is some risk associated with temporary works for such excavations.

- Temporary stability remains the responsibility of the developer.
- No earthworks may be undertaken until building consent has been granted.
- We recommend that appropriate third party liability insurances are in place which identify nearby structures prior to undertaking any excavation that might affect others' land.
- It may be prudent to undertake a photographic record of other proximal structures prior to undertaking the work, to avoid any argument over perceived damage during the works.
- All temporary slopes shall be inspected and signed off by a suitably qualified individual.

Whilst the scale of the proposal is significant, the natural hazards associated with the project are not major. The positioning of the structure away from boundaries is significant in managing this risks.

We have no further comments

Regards

Lee



Lee Paterson
Geotechnical Engineer

Level 3, John Wickliffe House,
265 Princes Street, Dunedin 9016
PO Box 13052
Christchurch 8141
New Zealand
lee.paterson@mwhglobal.com
www.mwhglobal.com

Phone: +64 3 474 3973
Mobile: +64 27 503 9515

Please visit www.stantec.com to learn more about how Stantec designs with community in mind.

From: Kirstyn Lindsay [<mailto:Kirstyn.Lindsay@dcc.govt.nz>]

Sent: Thursday, 9 February 2017 1:44 p.m.

To: Resource Consents WWS-BC Comments <resconsent.wwsbc-comments@dcc.govt.nz>;
Grant Fisher <Grant.Fisher@dcc.govt.nz>; Heddy Veldkamp <Heddy.Veldkamp@dcc.govt.nz>;

P196

Carlo Bell <Carlo.Bell@dcc.govt.nz>; Z1649206 MWH Hazards Team <SM-AP-NZ-MWHHazardsTeam@mwhglobal.com>

Cc: Nigel Bryce (n.bryce@ryderconsulting.co.nz) <n.bryce@ryderconsulting.co.nz>

Subject: LUC-2017-48 - Request for comment - Moray Place Hotel

Dear all

Please find attached the request for comments for the Moray Place Hotel (LUC-2017-48). This is a red carpet project. Please identify information gaps by 17 Feb 2017 and provide final comments (subject to further information requests) by 24 Feb 2017. Should you have any issues with these timeframes, please let me know before close of business tomorrow.

Kind regards, Kirstyn

Kirstyn Lindsay

Senior Planner

City Planning

Dunedin City Council

50 The Octagon, Dunedin 9016;

P O Box 5045,

Moray Place

Dunedin 9058

New Zealand

Telephone: 03 474 3564; Fax: 03 474 3451

Email: kirstyn.lindsay@dcc.govt.nz; www.dunedin.govt.nz.



Please consider the environment before printing this e-mail

If this message is not intended for you please delete it and notify us immediately; you are warned that any further use, dissemination, distribution or reproduction of this material by you is prohibited.
