

# NOTICE OF REQUIREMENT FOR A DESIGNATION OF LAND

Queenstown Lakes District Council  
Frankton Bus Hub



---

# NOTICE OF REQUIREMENT FOR A DESIGNATION OF LAND UNDER SECTION 168A OF THE RESOURCE MANAGEMENT ACT 1991

To: Queenstown Lakes District Council  
PO Box 50072  
Queenstown 9348

From: Queenstown Lakes District Council  
PO Box 50072  
Queenstown 9348

Pursuant to Section 168A of the Resource Management Act 1991 (RMA) Queenstown Lakes District Council (QLDC) gives notice of its requirement for a designation for a public work, being the Frankton Bus Hub.

Queenstown Lakes District Council (as a local authority) is a requiring authority as defined in Section 166 of the RMA.

## **The site to which the requirement applies is as follows:**

The area of the proposed designation is shown on the Designation Plans included in **Attachment A** of this Notice. The requirement applies to an area of land of approximately 0.674 hectares located at Frankton, Queenstown Lakes District. The requirement applies to 2 land parcels. The land directly affected by the requirement is identified in the Schedule of Directly Affected Property included in **Attachment B** of this Notice.

## **The nature of the proposed work is:**

The proposed work is the construction and maintenance of the Frankton Bus Hub (hereafter referred to as “the Project”). The Project is described in Sections 2, 4 and 5 of the accompanying Assessment of Effects on the Environment (AEE) Report.

In summary, the proposed work includes:

- Expansion of the existing Frankton Bus Hub.

## **The nature of the proposed conditions that would apply are:**

The proposed conditions that would apply are included in **Attachment C** of this Notice.

## **The effects that the public work will have on the environment, and the ways in which any adverse effects will be mitigated are:**

The effects that the proposed work will have on the environment, and the ways in which any adverse effects will be mitigated, are set out in Section 8 of the AEE Report.

The positive effects of the Project relate to improved public transport connections and improvements to the active travel network.

The potential adverse effects during the construction and operational phases of the proposed work relate to the removal of existing mature vegetation, noise effects and construction related effects.

**Alternative sites, routes, and methods have been considered to the following extent:**

The alternative sites, routes and methods that have been considered are set out in Section 6.1 of the AEE. In summary these have included the expansion of the existing Frankton Bus Hub or the relocation to a new stand-alone facility on the east side of SH6 (Golf Course).

**The public work and designation are reasonably necessary for achieving the objectives of the territorial authority because:**

The objectives of QLDC for the Project are to:

- Provide an expanded Frankton Bus Hub to improve public transport connections as an integral part of the wider Queenstown NZ Upgrade Project.

The proposed work is reasonably necessary for achieving the objectives of QLDC because it will:

- Reduce reliance on private vehicles and provide other modes of transport including active modes and improved public transport. These measures will support people in choosing different ways to travel that are both healthier and better for our environment.

The proposed designation is reasonably necessary as a planning tool, as it identifies and protects land required for the Project and will enable QLDC to carry out the proposed work. The principal reasons for requiring a designation to facilitate the work to which this requirement relates are:

- It will allow the land required to be identified in the Operative and Proposed Queenstown Lakes District Plans, giving a clear indication of the intended use of the land;
- It will provide certainty for landowners of the intended use of the land and the work to be undertaken at some time in the future; and
- It will protect the land from future development which may otherwise preclude construction of the Project.

**No resource consents are needed for the proposed activity.**

**The following consultation has been undertaken with parties that are likely to be affected:**

This is documented in Section 7 of the AEE Report.

**Proposed Lapse Period:**

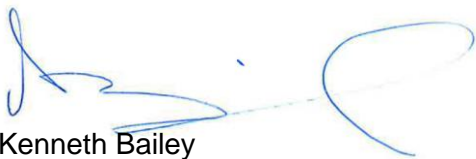
Pursuant to Section 184(1)(c) RMA, Queenstown Lakes District Council proposes a lapse period of 10 years for implementation of the proposed designation.

**Supporting Information:**

Queenstown Lakes District Council attaches the following information in support of this Notice.

- Assessment of Effects on the Environment
- Supporting Technical Assessment Reports
- Drawings

Signed by:



Kenneth Bailey

Pursuant to authority delegated by Queenstown Lakes District Council

29 November 2022

Address for Service:

Ka Huanui a Tahuna  
C/- Private Bag 1913  
DUNEDIN 9058

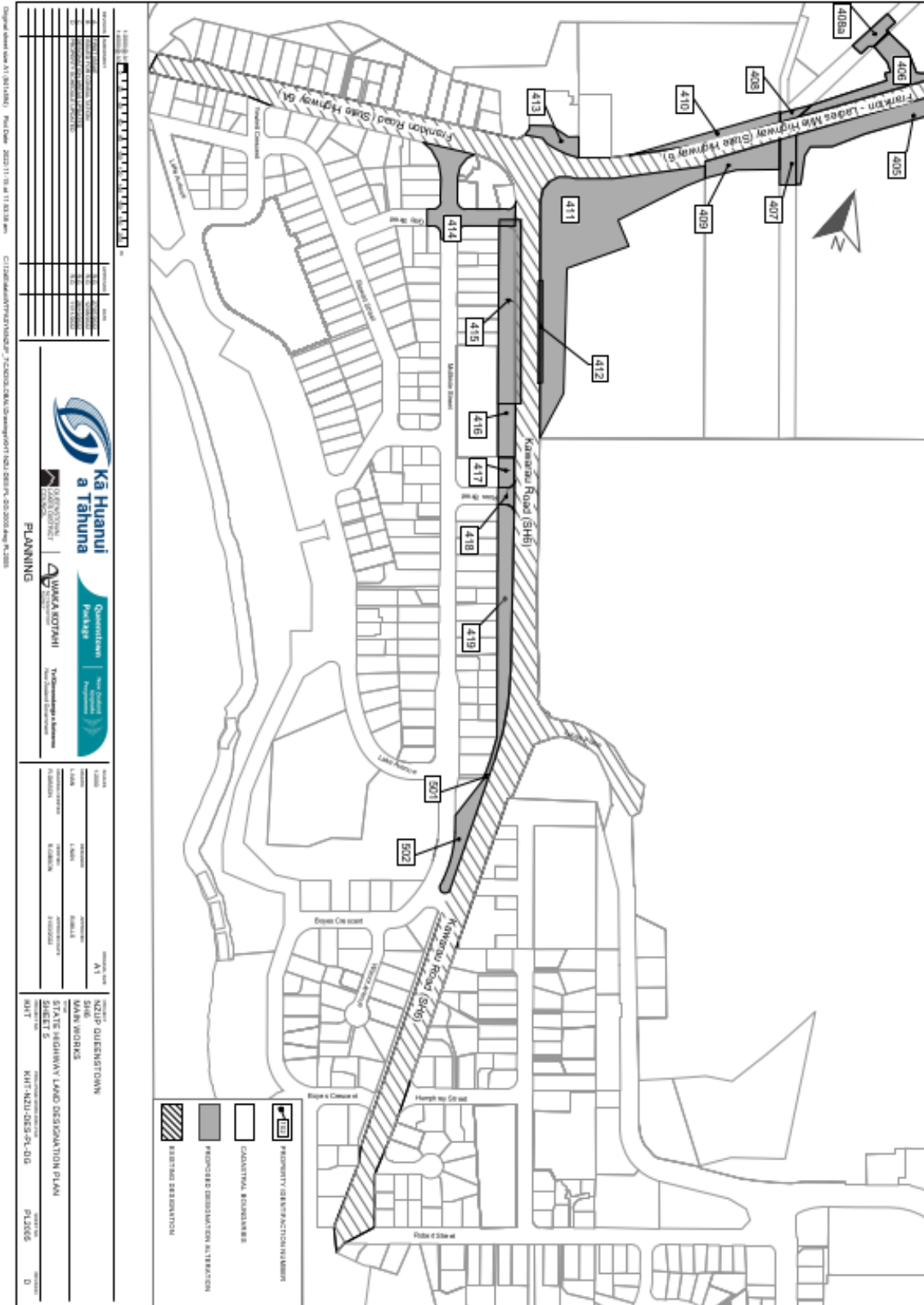
Attention: Shane Roberts  
Ph: 027 237 1168  
E-mail: shane.l.roberts@wsp.com

**Attachment A** – Designation Plans

**Attachment B** – Schedule of Directly Affected Property

**Attachment C** – Proposed Designation Conditions

# Attachment A Designation Plans



**Attachment B**  
**Schedule of Directly Affected Property**

REQUIRING AUTHORITY: QUEENSTOWN LAKES DISTRICT COUNCIL				
PROPERTY REFERENCE	RECORD OF TITLE	LEGAL DESCRIPTION	ADDRESS	LAND TO BE DESIGNATED (Ha)(Approx)
412	1091078	SECTION 6 BLOCK XXXIII TN OF FRANKTON	FRANKTON-LADIES MILE HIGHWAY/KAWARAU ROAD	0.058
		KAWARAU ROAD		
415	257274	SECTION 12 BLOCK XX TN OF FRANKTON	KAWARAU ROAD/GRAY STREET	0.616
		GRAY STREET		
		KAWARAU ROAD		

**Attachment C  
Proposed Designation Conditions**

Expanded Bus Hub

1. The requiring authority must install noise attenuation to achieve the following Noise Limits at or within the boundary of any adjacent property.

Property	Time	Noise Limit
Residential Zoned Properties	0600 to 2100 Hours	50 dB LA <sub>eq(15min)</sub>
	2100 to 0600 Hours	45 dB LA <sub>eq(15min)</sub> 70 dB LA <sub>Fmax</sub>
Commercial / Local Shopping Centre Zoned Properties	0600 to 2100 Hours	60 dB LA <sub>eq(15min)</sub>
	2100 to 0600 Hours	50 dB LA <sub>eq(15min)</sub> 75 dB LA <sub>Fmax</sub>

2. The attenuation required by Condition1 must be installed prior to the expanded Bus Hub commencing operation.