Southern Discoveries Staff Accommodation Project

Southern Discoveries Limited

Environmental Impact Assessment

IZ121500-NP-RPT-0001 | 1

07 February 2019

Southern Discoveries Staff Accommodation Project

Project No:	IZ121500
Document Title:	Environmental Impact Assessment
Document No.:	IZ121500-NP-RPT-0001
Revision:	1
Date:	07 February 2019
Client Name:	Southern Discoveries Limited
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File Name:	\\Jacobs.com\ANZ\IE\Projects\02_New Zealand\IZ121500\02 Documents\IZ121500-NP-RPT-0001_Southern Discoveries Environmental Impact Assessment_Rev 1.docx

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Document history and status

Revision	Date	Description	By	Review	Approved
A	14 Jan 2019	Draft for Client Review	PH	CR	
0	18 Jan 2019	Final for Client Review	PH	CR	CR
1	07 Feb 2019	Final for Lodgement	PH	CR	CR

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1. Introduction

1.1 The Applicant

Southern Discoveries Limited (previously Milford Sound Red Boats) was formally owned by the Government's Tourist Hotel Corporation. This company was the original operator of the Milford Sound cruise service, which commenced in 1954. Currently, the company offers several key services, including cruises, the Underwater Observatory in Harrisons Cove, daily coach services to Milford from Queenstown and Te Anau, in addition to operating the Milford Sound Café. These services are pivotal to the experience of the enormous tourist base that visits Milford every year.

In addition to being a well-established tourism experience provider, Southern Discoveries is committed to the protection of the fiord flora, fauna and wildlife through the Sinbad Sanctuary Project, in partnership with the Department of Conservation and Fiordland Conservation Trust. To demonstrate their commitment to protecting and enhancing the unique environment of Fiordland, Southern Discoveries has a zero-discharge policy into the Fiord and has waste-minimisation strategies in place to assist visitors in keeping Fiordland pristine. A marine mammal viewing permit is held from the Department of Conservation (DOC), as well as coastal permits for the operation of the cruise service.

1.2 The Proposal

Southern Discoveries is applying to DOC for a concession for a long-term lease of two parcels of land in the Deepwater Basin Accommodation Precinct in the Milford township. The land use consent for the Cleddau Residential Activity was granted by the Southland District Council on the 29 November 2010 (Consent Number 360/10/10/189C). This lease would enable Southern Discoveries to construct a new staff accommodation facility to house up to 65 staff. The current staff accommodation comprises of a 1950s building that does not meet current building and tenancy standards. From a staff welfare perspective, the Southern Discoveries accommodation is at an unsuitably low standard and is an increasing obstacle to successful staff recruitment and retention. The company therefore has a strong desire to build new staff accommodation in Milford Sound that is of higher quality, can withstand seismic events, is compact, thermally efficient and is in buildings that blend in well with the natural landscape.

The new accommodation facility will meet the future staff requirements for the next 40-50 years, based on assumption that the marine operation in Milford is close to its maximum capacity given available berth facilities.

DOC have a long-term master plan for Milford that requires all staff accommodation to be located in the Cleddau Village on Deepwater Basin, which is the area designated for staff accommodation. The only remaining space for new staff buildings are in areas B2 & H3, which run behind the eastern end of the Milford Airport runway (see **Figure 1**). These two sites provide 837m^2 and 844m^2 respectively, which with the high-density placement of two storey dwellings would provide enough space to house between 54 and 65 staff. This number depends on the number of staff sharing rooms in coupled relationships. These two sites would cater for 80% of the existing staff but not for the 9 staff who are currently in skipper and management flats.

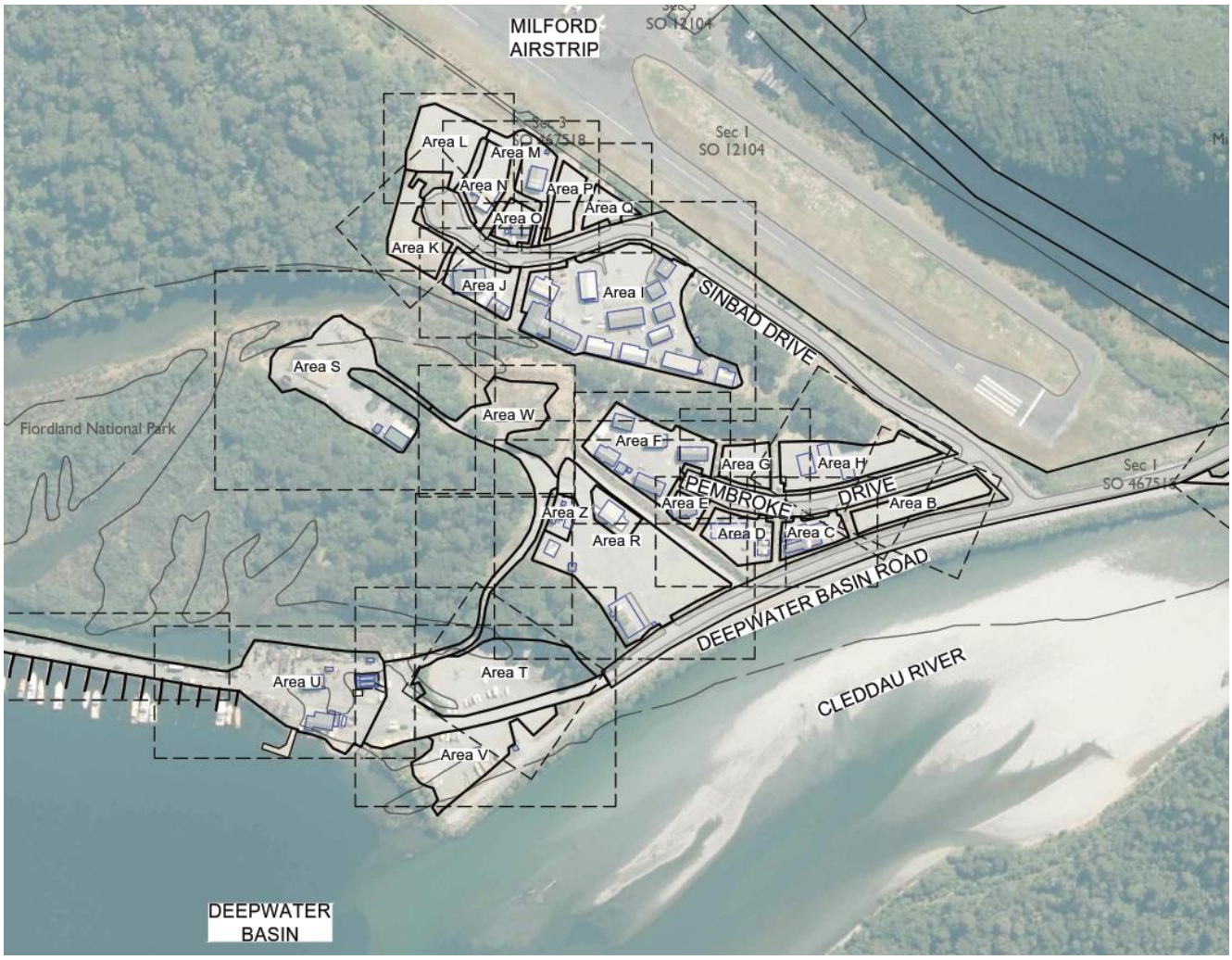

Figure 1 Plan by Bonisch Consultants showing specific activity areas

Although the proposal is higher density than what is anticipated in the Southland District Plan, a pre-application meeting between Southern Discoveries, DOC and Southland District Council identified the proposed site design as the best practicable option given the physical and regulatory constraints of the site and surrounding area.

2. Description of the Site and Surrounding Environment

2.1 Property Information

The proposed location for the new staff accommodation, being lease areas B2 and H3 are located in the Deepwater Basin Accommodation Activity Area that is identified in the Fiordland National Park Management Plan (administered by DOC) (see **Figure 2**). The sites are situated either side of the entrance to Pembroke Drive, within the southern cul-de-sac of the Cleddau Village. This area is the only location where staff accommodation facilities can be provided, and it is anticipated that housing will be a mixture of medium and high density. As the proposal for staff accommodation is taking place within the area that is reserved for this purpose, this site is considered to be the best practicable location for the new Southern Discoveries staff facility.

Table 1: Property Information

Aspect	Details
Address	Areas B2 and H3, Cleddau Village, Milford Sound
Legal Description	Section 2 SO 467518
NZTM Coordinates	At or about: Easting – 1197860 Northing – 5040511
Name of Land	Cleddau Village, Milford Sound, Fiordland National Park
Land Status	National Park
Land Area	B2 – 837m^2 H3 – 844m^2

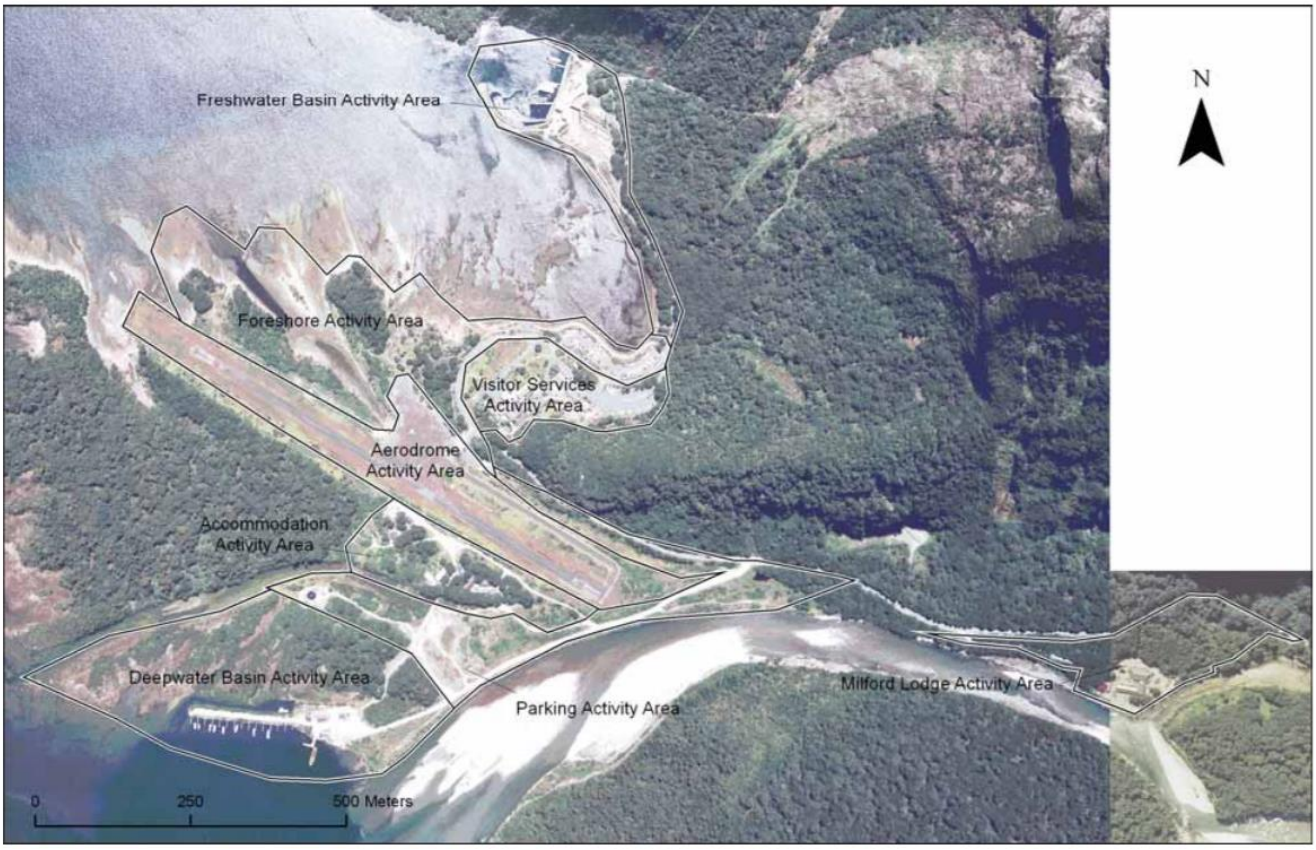

Figure 2 Excerpt from the Fiordland National Park Management Plan showing activity areas

2.2 Natural Environment

2.2.1 Landform

The geology of Fiordland National Park is distinctive in New Zealand, with the nature of the rock, landforms and process that have formed, and continue to form the landscape of Fiordland National Park, being recognised on both a national and international basis. This area contains some of New Zealand's most rugged coastline and deepest fiords and lakes. There is a combination of temperate rainforest and alpine plant communities in Fiordland, which are notable both in national and international terms for biological diversity and their essentially pristine condition.

In general, the soils of Fiordland are naturally low to very low in fertility and biological activity, and weak in structure. The soils beneath the subject site are identified as Fluvial Recent (RF)[1], which are common on alluvial flood plains, and are generated by sediments that are deposited by flowing water.

2.2.2 Vegetation

Fiordland flora is dominated by southern beeches and podocarps. Silver Beech and Mountain Beech are the most widespread species throughout the forests. While Red Beech is the largest in size, it is the least hardy of the beeches, and is seldom found above 400 metres. On the alluvial flats, near lakes and fiords, rimu, miro, and totara are often prominent. These species often host a variety of epiphytes, which increases the diversity of these areas. Three other tree species - southern rätä, kämahi and broadleaf - are significant in Fiordland forests due to their adaptability to extreme climate and soil conditions. Wineberry, tutu, mountain ribbonwood and fuchsia quickly grow in open or exposed areas of forest (and along road margins), with ferns being common on the forest floor. These species are usually the first to recolonise slip scars, along with various ferns.

[1] NZ S-Map, *Landcare Research*

Coastal vegetation is influenced by a milder climate than most inland areas of Fiordland. Coastal forest contains several species not found elsewhere in Fiordland, including puka, pigeonwood, and two species of climbing rätä. Scrub and herbs fringe the shores of the open coastline. Little is known about the aquatic vegetation in Fiordland National Park.

Deepwater Basin, although relatively well developed, contains a discrete area of forest, which is identified as an ecological feature of significance. The Cleddau Accommodation Area is divided into two main housing areas separated by this enclave of mature beech/ kamahi forest. The staff accommodation area was lifted two meters to provide additional flood protection following consent in 2010. A 10m wide buffer of bunding and planting surrounds the southern side of the village, in addition to a planted buffer between the airport runway and the village. The bunding is at least 2m high with planting adding another 2 – 3m after eight years of growth. This planting has not yet reached its full height.

On the proposed site, the indigenous vegetation is limited to some early colonising mosses and sedges.

2.2.3 Indigenous Fauna

There is a wide range of indigenous fauna that is found in the Fiordland National Park in fairly stable populations due to the absence of human modification. Fur seals and three sub-populations of bottlenose dolphins make up the mammal population in the National Park – with some seal colonies being present around the Milford area. Dense coastal scrub provides a nesting habitat for the Fiordland Crested Penguin, which has also been sighted near Milford. Various gulls and ducks are found in and around the waterways in Fiordland, while forest bird species vary across the habitat and landscape types. The key threats to the bird species in Milford are deer, which exploit bird habitats and food sources, and predators such as possums and stoats.

Fiordland has an extraordinary variety of insects, with approximately 300 of the estimated 3000 insect, spider and other invertebrate species in Fiordland National Park likely to be endemic to Fiordland National Park or small areas within it[2]. There are five known indigenous lizard species in Fiordland (two skinks and three geckos). All frog species present in Fiordland have been introduced to New Zealand. Various indigenous fish species inhabit the waterways of Fiordland National Park, which are generally of pristine quality. The waterways on the eastern fringe of the national park are threatened by farming discharges and other human influences, however central and western waterways remain high quality. Few populations of the fishes of the coastal rivers are large, which is believed to be due to the regular and high-volume flooding of these rivers.

2.2.4 Natural Hazards

There are significant natural hazard risks at Milford Sound/Piopiotahi including flooding, river bank erosion and slumping, landslips, earthquakes (and resulting soil liquefaction), and tsunami. Many of these risks are associated with the presence of the South Island Alpine Fault, which passes just off the coast at the mouth of Milford Sound/Piopiotahi. In addition, being on the south-west coast of the island means that this area is exposed to extreme weather events, which is a key cause of landslips and erosion.

As is mentioned above, the soil structure in the Milford area is weak in structure. This makes it prone to periodic debris avalanches, scree, sheet and gully erosion.

To alleviate previously identified flood risks associated with the Cleddau River, some flood control works exist along a stretch of the Cleddau River. There is little that can be done to reduce risk from natural hazards apart from site design and awareness by occupiers of space at Milford of these hazards. The Milford Sound Development Authority facilities at Freshwater Basin may even be at risk from landslides and significant rock falls. Tree avalanches are another regular and distinctive landform feature which cause the filling of valley floors, the damming of rivers and the formation of lakes. Additionally, snow avalanches occur throughout the alpine areas of Fiordland National Park, primarily during the winter and spring. Although these are not predominant in Milford, monitoring of snow avalanche hazards is undertaken along State Highway 94, which is the only road to and from Milford. The artificial release of avalanches is carried out when necessary to avoid harm to visitors, facilities and infrastructure.

[2] Section 4.2.3 – Indigenous Fauna, *Fiordland National Park Management Plan*, 2007

2.3 Physical Environment

Milford township is the most developed area in Fiordland National Park. There is a long history of tourism activities in this area (beginning in the early 19th Century), which is demonstrated by the extensive infrastructure in the area. A key challenge that DOC faces is ensuring continued growth of the area is provided for, while ensuring Milford Sound / Piopiotahi remains a world-class visitor experience within a national park setting. The township is divided into two main areas – Freshwater Basin and Deepwater Basin – which are separated by the Cleddau River. The proposal is taking place in Deepwater Basin.

Deepwater Basin accommodates the aerodrome, staff accommodation area and some service infrastructure including sewage treatment. On the southern side are berthing facilities and landward infrastructure for the Fiordland cray-fishing fleet, sea kayaking and ecotourism ventures.

Southern Discoveries currently accommodate between 50-55 staff in Milford Sound in buildings that were constructed by the Tourist Hotel Corporation (THC) in the late 1950s as hotel staff quarters (see **Figure 3**).

Figure 3 Current staff accommodation building

This accommodation block is beside the Mitre Peak Lodge and is the oldest building complex in Milford. It comprises a large two-storey building consisting of corridors of single and double rooms with staff using shared laundry, kitchen and living facilities. A limited number of rooms have en-suite bathrooms.

The current buildings are in a dilapidated state, are increasingly expensive to maintain and have had numerous electrical and plumbing faults in recent years. All the roofing on the accommodation block needs replacing and the buildings have not been painted for over ten years. Due to significant deterioration of the weatherboards on the southwest facing walls, marine plywood has been attached to the building frame to replace rotten weather boards.

3. Description of the Activity

Southern Discoveries are proposing to construct a new staff accommodation facility in the Deepwater Basin Accommodation Activity Area. The units will be built across two sites and will house up to 65 staff. This is anticipated to meet the future staffing requirements of the company for the next 40 – 50 years, assuming the current marine operation is near maximum capacity.

The staff accommodation will be built in three accommodation categories to ensure Southern Discoveries is able to provide viable solutions that fit the needs of the different employee groups that reside in Milford, while minimising cost. Catering for all stages of employment and seniority will enhance the company's ability to keep team leaders and managers for longer, thus building the capacity to train staff more effectively by enhancing the transfer of institutional and job-related knowledge.

1. **Seasonal and junior staff (Block A on Area B2)**

   Comprises of a two-storey dwelling with three living modules, each designed with 8 bedrooms. This block will provide a total of 24 rooms of 12.5m^2. The building will provide shared bathrooms and cooking/lounge areas.

2. **Team leaders (Block B on Area H3)**

   Comprises of twelve 17.7m^2 units with en-suite bathrooms. The units will have a shared kitchen and lounge space.

3. **Managers and long-term staff (Block C on Area H3)**

   Comprises 18 self-contained units of 28m^2 that include a bedroom (with en-suite), lounge and cooking area, with one larger shared lounge space.

The new buildings will be built to a superior standard in respect to fire and seismic ratings and will ensure compliance with the long-term requirements of the tenancy and HSAW 2015 Acts. This compliance is not achievable at the current accommodation site. The new facility will be designed in accordance with the Cleddau Village Design Guidelines, and will promote thermal efficiency to reduce the demand on the Milford power grid, which is at maximum capacity.

The buildings will connect into the current wastewater infrastructure, which is treated at the MDA Milford Treatment Plant. The buildings will also connect into the reticulated water supply network, and power will be sourced from the National Grid.

Space available for car parking is limited due to the land area available in the B2 and H3 blocks, and the building area that is required to adequately accommodate up to 65 staff. To provide the required number of car parks, it is proposed that 27 parking spaces be provided on either side of Pembroke Drive, between the formal site boundary and the formed road. Southern Discoveries have been directed by DOC to formally apply for consent so the extension of lease land boundaries can be considered and assessed. It should be noted that the proposed facility design cannot work without providing parking spaces, as these are a requirement in the Cleddau Village Design Guidelines. There is no other available land on which to provide these.

Construction is expected to take nine months and will utilise pre-fabricated panel construction. The project will require up to 25 workers on site. Construction waste will be transported out of Milford, to be disposed of at appropriate facilities. No demolition works will occur as a part of this proposal.

3.1 Term

As is mentioned above, this proposal is envisaged to address the Southern Discoveries staffing requirements for the next 40-50 years, assuming the current marine operations are near maximum capacity.

4. Consideration of Alternatives

The proposed building site is the best practicable option for this activity. The land has been reserved by DOC for accommodation purposes, and is within an area of Fiordland National Park that is already developed. In addition, the facility has a functional need to be located within the National Park – specifically in the Milford township – because it is housing staff who run an essential tourism service in the Milford Sounds area.

Due to the restrictions on development in this area, there are limited alternative locations to establish an activity of this kind. Section 5.3.9.1(33) of the Fiordland National Park Management Plan states that no new areas outside of the designated accommodation precinct will be provided for staff accommodation facilities. This restriction, in addition to the existing development in this area means no other sites were able to be considered for the proposed development.

5. Exclusive Possession

Southern Discoveries is applying to DOC for the exclusive possession of the subject site. This is due to the permanent nature of the activity – being the construction of buildings. Once completed, the buildings will be used by staff who are employed by Southern Discoveries and will not be accessible to the public. Exclusive occupation is necessary to protect the security and comfort of staff, as the facility will be their primary residence while working in Milford Sounds. It would not be appropriate for this facility to be available for public use, and exclusive operation is considered necessary for the competent operation of the activity.

6. Assessment of Environmental Effects

6.1 Positive Effects

It is proposed to build a new staff accommodation facility for employees of Southern Discoveries, which is one of the oldest operating Milford Sound tourism experience providers. The new facility will replace the existing accommodation block that was constructed in the 1950s and is an extremely dilapidated state. The existing building has been identified as a barrier to staff recruitment and retention, and does not meet the current tenancy standards. The new buildings will significantly improve the living standards of staff who provide an essential service – connecting visitors to the beauty of Fiordland National Park. This, in turn, will promote the retention of institutional knowledge within the company.

The new buildings are to be thermally designed to reduce the operational impact of the activity on the power grid, which is already nearing maximum capacity in this area. This reduction in energy consumption will be achieved by features such as efficient heating, good insulation and well-placed windows to utilise natural light where able. In addition to being functionally superior to the existing accommodation complex, the new buildings will be less of a visual burden on the natural landscape. As is seen in **Figure 1**, the old staff accommodation building is clad in white, dilapidated weatherboard. The new buildings will be clad in dark corrugated and wood, which will be more sympathetic to the surrounding landscape.

6.2 Landform and Visual Values

The Milford area is one of the most popular tourist destinations in New Zealand due to the unique landforms and almost pristine natural environment. In addition, Areas B2 and H3 are located at the entrance to the Cleddau Village, which is a reasonably prominent location. The visual amenity values of this area are very high, and the proposed development has been designed with these in mind. The buildings will be located in the developed Milford township, in the area that has been reserved by DOC for accommodation purposes. In this way, development in Milford, and in Fiordland National Park in general, remains constrained to the area that has been built up since the early 1900s.

The accommodation facility has been designed to be consistent with the Cleddau Village Design Guidelines[3] and Fiorldland National Park Management Plan. The building complex is required to be two-storied to provide enough accommodation units within a limited building footprint. Low roof pitches (15^{o}) with some flat membrane areas have been designed to soften the impact of the taller buildings on the surrounding landforms. The facility will be clad in dark colours (wood and dark corrugated iron) to complement the natural colours and materials of the landscape. Windows will be installed strategically to maximise natural light levels in the building and reduce glare effects. The use optimisation of natural light will also reduce the reliance on artificial lighting and the subsequent demand on the Milford Grid.

The development will be visible from the intersection of State Highway 94 and Deepwater Basin Road, which is approximately 330m away. The development will also be visible from several locations north of the intersection with Deepwater Basin Road where vegetation is open along the highway and from the airport. The Landscape and Visual Assessment concludes that the proposed development is able to be absorbed in the proposed location without adverse landscape and visual effects. The existing vegetation, bunds and proposed planting will mitigate any visual effect of the development by softening its appearance.

As is discussed above, vehicle parking cannot be provided within the site boundaries without reducing the accommodation capacity of the buildings. This is because due to existing development, the remaining available space for a building platform is very limited. It is proposed that to meet the parking requirements of the development, parks are provided between the legal site boundary and the formed road (Pembroke Drive). This proposed siting is shown in the plans attached as **Appendix A**. The parking area would be screened from the all viewing angles outside of the accommodation area by the buildings and an existing planted bund. Furthermore, carparks servicing the Type A buildings will be partially screened by balconies, which will reduce any adverse visual impacts on those viewing Milford Sound from the air.

[3] Referenced in the Landscape Assessment prepared by Blakely Wallace Associates, December 2018

On balance, any adverse impacts of the proposal on landform and visual impacts in Milford Sound are considered to be less than minor.

6.3 Ecological Values

The proposal will not result in the removal of any vegetation, as the site has already been cleared for other development activities (see Figure 4).

Figure 4 Recent aerial imagery with the site indicated by white circle (Google Maps, 2018)

6.3.1 Indigenous Vegetation

Deepwater Basin has a distinct area of indigenous vegetation that has been identified as ecologically significant in the Fiordland National Park Management Plan. as can be seen in **Figure 4**, the proposed building site is located a sufficient distance from the nearest vegetated area (approximately 155m), therefore the proposal is not considered to have an adverse effect on indigenous vegetation.

6.4 Social Values

The social values within Fiordland National Park are centred on the connection to, and appreciation of, the unique and pristine natural environment. This is facilitated in Milford Sound by tourism activities such as boat cruises, kayaking and helicopter tours. In this sense, although an improvement on existing facilities, the proposed staff accommodation buildings have the potential to diminish these values. Due to the limited space available, the buildings are required to be two-storeyed, which increases the risk of affecting the experience of visitors to Milford Sound.

To reduce and mitigate these potential effects, the buildings will be cladded in materials and colours that are conducive to the natural elements of the area. The roof will be a mixture of low mono-pitch (15^{o}) and flat membrane to avoid the impact a continuous roofline would have on the landscape.

Indirectly, the proposed staff accommodation will enhance the visitor experience in Milford Sound. The current staff accommodation, as discussed above, is a deterrent to potential employees and is a barrier to staff retention. The proposed facility will provide staff with accommodation that meets, and in some areas, exceeds the current tenancy and building standards. This will improve the wellbeing of staff considerably, and is anticipated to promote the retention of staff, which subsequently facilitates the development of institutional knowledge within the business. Having staff who are experienced and knowledgeable of the local environment will enhance the experience of the visitors they interact with.

6.5 Cultural and Heritage Values

Fiordland National Park is recognised as a World Heritage Area. Although this does not affect the laws that administer the national park, it places an obligation on the host country to “take appropriate legal, scientific, technical, administrative and financial measures necessary for the identification, protection, conservation, presentation and rehabilitation of this heritage” (World Heritage Convention, 1972). As the proposal is taking place in an already developed area, and on a site designated for accommodation activities, the heritage values are not affected.

6.6 Biosecurity

The proposal is not considered to heighten any biosecurity risk to the area of Milford Sound beyond what exists with the large number of visitors that enter the park every day.

6.7 Construction Effects

Construction effects of the development will be restricted to daylight hours. Construction workers will travel to Milford via SH94, but this increase in traffic will not have a capacity effect on the roading network. Nuisance effects of construction such as noise, dust and accidental spills will be managed by the contractor through a construction management plan and will comply with the relevant standards of the Southland District Plan. Construction materials and equipment will be inspected and cleaned prior to bringing to site to minimise the risk of weed importation and vermin. If these standards cannot be met, resource consent will be applied for prior to works commencing.

6.8 Operational Effects

The proposal involves transferring staff from the old accommodation to the new facility. The new buildings will provide for a maximum of 10 more residents than the existing building. They will be designed to be energy efficient, with good insulation and appropriate heating facilities. Efficient lighting will be installed and will designed to minimise impacts of light spill on the night-time environment. The proposed building design will reduce the demand on the Milford power grid, which is already operating at maximum capacity. As the activity is being transferred rather than duplicated, and the overall demand on existing infrastructure is the same or less, the overall impact of the operation of the accommodation facility is considered to be less than minor.

6.8.1 Traffic Effects

A traffic impact assessment prepared by Bartlett Consulting concludes that any adverse effects arising from the shortfall of on-site parking spaces and provision of on-street parking will be sufficiently minimised (**Appendix B**). There will be no vehicle accesses to the site as all car parking and any other vehicle movements associated with the site is accommodated by the proposed angled on-street/roadside car parking. The generally straight alignment of Pembroke Road means that there will be appropriate visibility along the road from the proposed car park spaces. It is expected that approaching drivers will have sufficient visibility sight distance to identify vehicles manoeuvring at car parks adjacent to the carriageway and be able to take appropriate actions to avoid any potential conflict.

6.9 Discharge Effects

6.9.1 Stormwater

Stormwater will be discharged into the existing stormwater system at Sinbad Drive

6.9.2 Wastewater

Wastewater generated from the accommodation facility will be discharged to the public sewage system, which is pumped to the MDA Milford Treatment Plant to be treated. There is adequate capacity in the current system for this to occur.

6.9.3 Solid Waste

Solid waste and recyclables generated from the facility will be collected and transported out of Milford by truck.

6.10 Contaminated Land and Hazardous Substances

Due to the pristine and undeveloped nature of the site and surrounding environment, it is unlikely that the soil in this location is contaminated. Therefore, no further investigation is considered to be necessary in this regard, and no consent is required under the NESCS[4].

At present, there will be no bulk storage of hazardous goods on the site, however, detailed design will explore options for back-up power supply.[5]

[4] National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health.
[5] As confirmed in an email from Luke Clark of Frequency Ltd dated 18 Jan 2019.

7. Mitigation and Monitoring

7.1 Visual Mitigation

The primary effect of the proposed development that will require mitigation and monitoring relates to the visual appearance of the buildings. Blakely and Wallace Associates were engaged to carry out a Landscape and Visual Assessment of Effects, which concludes that there will be limited visual effects as a result of the proposal (see **Appendix B**). Generally, the buildings are able to be absorbed by the existing landscape. A landscaping concept plan has been prepared to demonstrate how the visual appearance of the development will be softened, and therefore mitigated, by existing and new vegetation. This is attached as **Appendix C**.

7.2 Traffic Mitigation

Table 2 proposes conditions that are considered to adequately mitigate the effects of the proposed parking activity. These have been taken from the Traffic Impact Assessment that is attached as **Appendix A** of this report.

Table 2 Proposed conditions to mitigate actual and potential traffic effects

Proposed Condition	Reason
That prior to any on-site occupation 27 car park bays are to be provided adjacent to Pembroke Drive as on-street 90° angled car parks. The car parks are to be constructed with minimum dimensions of: bay width 2.6m, bay depth 5.4m and aisle width 6m which is the current carriageway width.	This condition will ensure the on-street carparks are an efficient use of space, while retaining the minimum consented carriageway of Pembroke Drive.
That prior to any on-site occupation the car park bays to be provided adjacent to Pembroke Drive are to include appropriate signage to identify that they are private parking for occupants of the adjacent staff accommodation.	This condition will ensure the parks are only used by residents of the Southern Discoveries accommodation facility, and not by the general public.
That prior to any on-site occupation the Consent Holder is to provide a staff parking policy & procedures, this document would identify how the parking adjacent to Pembroke Drive is to be allocated to staff (occupants). In addition the Consent Holder is to provide: • *Travel to and from Milford Sound for staff (occupants) to reduce the need to access the accommodation by private vehicle, and* • *Manage potential overflow parking at an alternative safe and secure car park at a suitable location with travel to/from Milford Sound.*	Due to the lower number of parks than accommodation units, Southern Discoveries has developed a draft *Staff Parking Policy and Procedures* to determine how car parks will be allocated. This condition is intended to mitigate any potential traffic effects that may arise from the overflow staff cars being parked away from the site.
That prior to any on-site construction the Consent Holder is to provide for approval the proposed on-street parking plan which is to include allowance for pedestrians including: • *Identification of an area on each side of Pembroke Drive where a 1.4m public footpath may be established should these be required in the future. This should include an appropriate*	To promote the safety of those walking between the two accommodation blocks (B2 and H3), the pedestrian accesses should be located opposite each other. This condition provides for pedestrians within the proposed design.

Proposed Condition	Reason
Right of Way easement to allow for public access, and • *That pedestrian accesses to Areas B2 & H3 are located directly opposite.*	

8. Conclusion

Southern Discoveries propose to develop a staff accommodation facility in the Deepwater Basin Accommodation Activity Area. This is proposed to replace the current staff accommodation building complex which is in a state of disrepair, and is leased by Tourism Milford Ltd. In addition, Southern Discoveries propose to extend the leased area to include vacant land between the site boundary and the formed road (Pembroke Drive) to accommodate staff carparking. The key effects that may arise from the proposal will pertain to visual disruption of the unique landscape in Milford Sound. The visual effects of the proposal have been assessed as being less than minor due to the existing landscape's ability to absorb the building form and the proposed planting mitigation.

It is recommended that the Department of Conservation approve this application for a concession.

Appendix A. Traffic Impact Assessment

3 December 2018

Southern Discoveries

C/- Frequency
PO Box 717
Queenstown, 9348

Attention: Luke Clark

Dear Luke,

Southern Discoveries
Milford Sound Staff Accommodation
Transport Assessment

The purpose of this letter is to provide a desk top transport assessment for proposed staff accommodation to be established at Pembroke Drive, Milford Sound.

1 Background

Southern Discoveries operate a number of tourism activities out of Milford Sound. To undertake these activities efficiently it is proposed to provide staff accommodation in Milford Sound.

The proposed staff accommodation is to be located on Department of Conservation (DOC) lease land at Areas B2 & H3 in the Cleddau Village, this site spans both sides of Pembroke Drive. Development within this area is managed through the consents DO36-088 (Environment Southland) and 360/10/10/189 (Southland District Council). The layout of the proposed development is shown on the attached site development plan, refer Appendix A.

2 Proposed Development

It is proposed to develop staff accommodation on both sides of Pembroke Drive. The proposed staff accommodation will have 54 bedrooms and will allow for couples living together and could possibly accommodated up to a maximum of 65 residents.

The proposed development proposes to establish 27 car park spaces as 90° angled car parks on either side of Pembroke Drive. These will be formed as road side parking for the exclusive use of Southern Discoveries staff who are accommodated at the site.

Technically, these parks are not within the lease area. It is understood that Southern Discoveries are currently in the process of extending the lease area to the edge of the existing road carriageway such the proposed angled car parks would be within the lease area.

There will be no vehicle accesses to the site as all car parking and any other vehicle movements associated with the site would be accommodated by the proposed angled on-street/roadside car parking. The generally straight alignment of Pembroke Road means that there will be appropriate visibility along the road from the proposed car park spaces. It is expected that approaching drivers will have sufficient visibility sight distance to identify

vehicles manoeuvring at car parks adjacent to the carriageway and be able to take appropriate actions to avoid any potential conflict.

3 Planning Requirements

The development of the Cleddau Village and in particularly the provision of transport infrastructure is guided by the following planning documents:

- Southland District Council, Land Use Consent 360/10/10/189C – Cleddau Village Residential Activity which outlines specific conditions with respect to access and parking within the village area including a minimum car parking rate,
- Cleddau Village Design Guidelines, version 2 – August 2010 which sets out landscape and design requirements for parking and access within the village area which includes the position and visibility of parked vehicles within a site, and
- Southland District Council (SDC) Operative District Plan, Section 2.10 Transportation as well as reference to the SDC Subdivision, Land Use and Development Bylaw 2012 which provides background car parking rates and on-site car parking layout. It is noted that some provision of these have been amended by specific elements of the land use consent.

4 Assessment

The consent conditions (10/189C) outline a number of pertinent transport elements to be considered which includes:

- Condition 9.7, That the internal village feeder roads (including Pembroke Drive) shall be formed with a minimum of 6m width of two coat chip-seal and that all accessways within lease sites have a minimum gravel width if 4m.
- Condition 9.8, (a) that on-site parking is provided on each lease area at a ratio of 0.5 spaces per resident, and (b) that parking spaces shall be designed and constructed in accordance with schedule 6.6[1] of the SDC District Plan.
- Condition 9.9, that any new infrastructure shall be designed in general accordance with SDC Subdivision and Land Development Bylaw 2005[2].

The following assessment is based on these consent conditions with reference to the current SDC Operative District Plan or the SDC Subdivision, Land Use and Development Bylaw where appropriate.

4.1 Parking Provision

The minimum on-site parking requirement is 27 car parks based on the number of rooms (one resident per room). However, given that the proposed staff accommodation is expected to have a maximum capacity of 65 residents this equates to a minimum on-site parking requirement of 33 car park.

The proposed development intends to extend the current lease area to include proposed 90° angled car parking on either side of Pembroke Drive, this will also allow for the management

[1] This has now been updated and reference for car parking is to the SDC Subdivision, Land Use and Development Bylaw (2012), Appendix E parking and access layouts.
[2] This has now been superseded by the SDC Subdivision, Land Use and Development Bylaw 2012 which identifies road standards in Table 3.2 Road Design Standards and parking and parking and access in Appendix E parking and access layouts.

of the proposed car parks for the exclusive use of Southern Discoveries staff who are accommodated at the site.

It is proposed to provide 27 on-street car parks as 90° angled car parks either side of Pembroke Drive which is based on ratio of 0.5 parks per residential room. This may result in an overall shortfall of up to 6 car parks when considering the maximum capacity of the proposed staff accommodation.

To manage this potential shortfall Southern Discoveries proposed to manage the parking provided by issuing permits to residents which have cars. In this manner each provided car park space can be managed such that there will be 25 allocated car park spaces with the remaining 2 spaces reserved for site management and contractors. A draft staff parking policy & procedures document has been provided by Southern Discoveries (refer Appendix B) showing how car parks will be allocated to staff accommodated at the site.

It is possible that there may be overflow parking required if the proposed parking provision is not sufficient to accommodate parking for all staff who have a vehicle. To manage any overflow car parking Southern Discoveries:

- Will provide free staff travel to and from Milford Sound using their multiple daily coach services. This reduces the need for staff based at Milford Sound to access the site by private vehicle, and
- Will allow staff who are not allocated a parking space at Milford Sound to utilise safe and secure parking in Te Anau with free travel to/from Milford Sound.

4.2 Car Park Layout

Car parking is proposed on-street adjacent to the site in a 90° angled car parking format. The consent conditions and the SDC Subdivision, Land Use and Development Bylaw both require that the current feeder road, Pembroke Drive, to have a minimum carriageway width of 6m.

The SDC Subdivision, Land Use and Development Bylaw provides minimum car park dimensions. Additionally, other guidance can be used to provide appropriate car park dimensions. The following Table 1 provides dimensions from different guidance.

Table 1 – Minimum Car Park Dimensions, dimensions in metres

Source	Bay Width	Bay Depth	Aisle Width	Total Depth	Comments
SDC (2012)[3]	2.7	5.1	6.8	17.0	Option with minimum aisle width.
AS/NZS2890.1:2004[4]	2.5	5.4	5.8	16.6	Based on Class 2 user[5].
NZTA TCD manual (2007)[6]	2.5	5.4	6.0	16.8	Aisle width based on 6m carriageway from 10/189C.

[3] Refer SDC Subdivision, Land Use and Development Bylaw (2012) Appendix E.
[4] Refer New Zealand Standard AS/NZS2890.1:2004 Parking facilities, Part 1: Off-street car parking, Figure 2.2 Layouts for angle parking spaces.
[5] Allows for full opening of all doors and is the minimum for a single manoeuvre entry and exit which is suitable for on-street parking.
[6] Refer NZTA Traffic Control Devices (TCD) Manual (2007), Part 13 Parking Controls, Table 5.3 preferred Parking Space lengths for angled parking.

Based on this comparison it is recommended that the on-street car park bays are based on NZTA requirements for on-street car parking. This include the 6m carriageway width (aisle width) based on the required minimum identified in the consent conditions (refer 10/189C condition 9.7). Technically, this recommendation is a breach of the SDC Operative District Plan due to the reduced bay width (less than 2.7m) and aisle width (less than 6.8m).

The recommended minimum car park bay dimensions are: bay width 2.6m, bay depth 5.4m and aisle width 6m. It is noted that the bay width (2.6m) is to create a more appropriate bay width should the car parks remain with a gravel surface (unsealed and marked).

The layout of the proposed on-site parking will mean that the shoulder and verge area of Pembroke Drive will not be available for pedestrians who will be required to walk within the trafficked carriageway. If is considered that that there will be minimal pedestrian traffic on Pembroke Drive, however, if the shoulder/verge area is to be utilised for site parking it is recommended that an area is shown, and set aside, which could provide a public footpath (1.4m minimum width each side[7]) if this is to be required and constructed in the future. If this area is within the lease area it should include appropriate Right of Way allowances for public use.

4.3 Parking Construction

It in unknown how the road side car parking is to be formed. It is noted that the Cleddau Village Design Guidelines would suggest a landscaped alternative which may be different to the existing chip-seal road carriageway surfacing. It would be acceptable for these to be formed as gravel (unsealed) car parks similar to the road shoulder or a property access. Alternative options may include a permeable pavement surfacing to maintain roadside drainage.

With respect to the traffic requirements it is recommended that each car park is clearly identified including appropriate signage to identify that it is private permitted parking. The signage may be provided in low impact manner such as providing signage on wheel stops which are visible from the road carriageway when the park is empty.

4.4 Site Access

The proposed development does not have any vehicular access with only pedestrian accesses to the site. There is no proposed on-site parking or loading which would require a vehicular access from Pembroke Drive or other roads within the local road network.

Pedestrian accesses are provided and shown on the attached development layout. It is recommended that the pedestrian accesses (paths) are located opposite so that pedestrians traveling from one accommodation unit to the other can directly cross the road.

[7] The 1.4m footpaths each side is based on the requirements of the SDC Subdivision, Land Use and Development Bylaw, refer Table 3.2 – Road design standards.

5 Summary

Southern Discoveries proposed to establish staff accommodation within the Cleddau Village area at Milford Sound. The proposed development will be on Department of Conservation lease land at areas B2 & H3. Residential development at this site is managed under the Southland District Council consent conditions 360/10/10/189C.

It is proposed to extend the current lease area to allow for 27 car parks to be established adjacent to Pembroke Drive as 90° angled car parks. The 27 car parks represents 0.5 car parks per room, technically the consent conditions require 0.5 car parks per resident suggesting that a total of 33 car park spaces based on the possible maximum occupancy of 65 residents. This will mean that the proposal will have a possible shortfall of up to 6 car parks based on the maximum occupancy of the staff accommodation.

The proposed 27 car parks are arranged as 90° angled on-street/road side car parks with direct access from Pembroke Drive. It is possible that the lease area will be extended to include these on-street car parks. To create efficient on-street car parks whilst retaining the minimum consented carriageway width of Pembroke Lane the following is recommended.

> *That prior to any on-site occupation 27 car park bays are to be provided adjacent to Pembroke Drive as on-street 90° angled car parks. The car parks are to be constructed with minimum dimensions of: bay width 2.6m, bay depth 5.4m and aisle width 6m which is the current carriageway width.*

The on-street car parks provided will be for occupants of the on-site staff accommodation and the allocation of these car parks should be clearly identified, the following is recommended.

> *That prior to any on-site occupation the car park bays to be provided adjacent to Pembroke Drive are to including appropriate signage to identify that they are private parking for occupants of the adjacent staff accommodation.*

The signage may be provided in low impact manner to meet landscape objectives such as providing signage on wheel stops which is visible from the road carriageway when the park is empty.

To manage this car parking Southern Discoveries have provided a draft staff parking policy & procedures to show how car parks will be allocated to staff. It is possible that some staff will not have an allocated car park at Milford Sound and will be required to park away from the site. To manage the car park provided and to mitigate any potential transport effects of staff parking in other locations at Milford Sound the following is recommended.

> *That prior to any on-site occupation the Consent Holder is to provide a staff parking policy & procedures, this document would identify how the parking adjacent to Pembroke Drive is to be allocated to staff (occupants). In addition the Consent Holder is to provide:*
>
> - *Travel to and from Milford Sound for staff (occupants) to reduce the need to access the accommodation by private vehicle, and*
> - *Manage potential overflow parking at an alternative safe and secure car park at a suitable location with travel to/from Milford Sound.*

Establishing parking within the road verge can mean that any pedestrians on Pembroke Drive will be required to walk within the trafficked carriageway. Additionally, pedestrian access is

provided to each portion of the site (Areas B2 & H3). To encourage those walking between the two portion of the site the pedestrian accesses should be located opposite each other. To allow for the provision of pedestrians within the proposed design the following is recommended.

> *That prior to any on-site construction the Consent Holder is to provide for approval the proposed on-street parking plan which is to include allowance for pedestrians including:*
>
> - *Identification of an area on each side of Pembroke Drive where a 1.4m public footpath may be established should these be required in the future. This should include an appropriate Right of Way easement to allow for public access, and*
> - *That pedestrian accesses to Areas B2 & H3 are located directly opposite.*

With these recommendations included within the final development I consider that any potential transport effects of the on-site parking shortfall and the provision of on-street parking will be minimised to a point which is appropriate and acceptable.

Should you require any further information please contact me.

Yours sincerely,

Jason Bartlett

CEng MICE, G.IPENZ
Traffic Engineer

Appendix A Development Plans

The attached Wyatt Gray Site Development Plan (SK02 21/11/18) has been reviewed when undertaking this assessment.

AREA H3
Site - 844M²
Building Type B area - 193m²
Building Type C area - 378m²
Total Site Coverage - 571m²/ 68%

Carparks provided: 15.
Rooms provided: 30 units.

AREA B2
Site - 837M²
Building Type A area - 513m²

Total Site Coverage - 513m²/ 61%

Carparks provided: 12.
Rooms provided: 24 units.

Lease Area Extension

Developed Design - Ground Level.

21/11/18	Landscape Design	08
05/05/17	Amended for Fire Regs	07
03/04/17	Developed design	06
24/03/17	Developed design	05
12/12/16	Southland Dist/DOC Review	04
05/12/16	Pre-application	03
25/11/16	Schematic Site	02
24/11/16	Schematic Site	01
Issue Date:	Issue:	No:

SOUTHERN DISCOVERIES LTD,
STAFF ACCOMMODATION, MILFORD

Scale:	Drawing Title:	Drawing No:
1:250	**SITE DEVELOPMENT**	SK02
Drawn: mg		

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mark@wyattgrayarchitects.nz

Do not scale off print - refer to figured dimensions.
Refer to larger details where possible.
Confirm all dimensions on site prior to construction.
Consult with Architect immediately if discrepancies are found.

Appendix B Southern Discoveries – Parking Policy & Procedures

Milford Sound Accommodation, Staff Parking Policy & Procedures, dated 10 October 2018.

Milford Sound Accommodation

Staff Parking Policy & Procedures

Milford Sound

10 October 2018

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1. Purpose

The Accommodation Staff Parking Policy & Procedures sets out the terms and conditions relating to the parking of all motor vehicles within the Southern Discoveries accommodation employee car parks for the benefit of our employees and visitors. This policy applies to all employees, visitors, staff of other cruise companies and contractors. Southern Discoveries Management is responsible for managing the arrangements set out in this policy and car parking is only available with authorization from the company.

Staff who are new to Milford should be aware that Southern Discoveries operate between three and four coach services per day from Queenstown and Te Anau and for staff beginning or ending shifts in Milford coach transport is offered on a free of charge space available basis. If during peak periods of the year the company's coach services are full, please contact your supervisor who can authorize confirmed bookings on InterCity services to/from Milford to ensure that you can get back to work for shift commencement.

2. Background to Policy

The aim of this policy is to ensure that access to staff car parking is given consistently and fairly in light of the limited number of car parking facilities available. The main purpose of the Staff Parking Policy & Procedures is to create a clear and transparent process governing the assignment of the available employee car parking spaces based on priority. Details of the priority are set out below. The policy outlines the process that is to be followed in the allocation and management of the Milford Sound Accommodation Staff Parking Policy and Procedures. There is no guarantee to employees that a car park space will be allocated unless a space is available.

3. Employee Parking Permit Allocation / Procedures

It is not intended that the policy will be incorporated into the contracts of employment of any Southern Discoveries current or future employees, or into any contract Southern Discoveries has or may have in the future with any Contractor. All contracts however will refer to the policy and require compliance with the policy.

Southern Discoveries will assign parking spaces according to these priorities:

a) Managers
b) Skippers
c) Team Leader and Supervisors
d) Full time employees
e) Seasonal employees

There will be two reserved car parks for Management and Contractors. All vehicles allocated a space will be recorded into a ledger with:

- Employee name
- Copy of Drivers License
- Car registration
- Warrant of Fitness
- Make/Model/Colour
- Car park space number

An employee cannot have more than one car parking space and cannot transfer their space to another employee / non-employee. Employees are not allowed to:

- Block front or back of the accommodation entrances
- Park at Management and Contractor reserved spaces
- Obstruct unloading / loading of company vehicles
- Park company vehicles in employee car park spaces or high risk spaces (construction zones)
- Park in any area restricting access to emergency service vehicles such as fire appliance

During a long term absence i.e. holidays. If the car park is not being used the company will temporary allocate the space.

This policy does not restrict off-site parking however all staff and contractors will be made aware of the parking rules relating to the Cleddau Village and other areas in Milford Sound.

All staff should be aware that if they have not been allocated a parking space in Milford and are unable to find an alternative parking in Milford that complies with the local regulations they should consider the option of parking their vehicle in Te Anau and use the company's coach services for transport to and from Milford Sound.

Secure car storage facilities are available in Te Anau from :

Safer Parking
48 Casswell Road
Te Anau 9600
Phone : 0800 253 826

Safer Parking offers parking in Te Anau on both a short and long term basis.

4. Visitors to Southern Discoveries Accommodation

There are no allocated visitor car parks and visitors are encouraged where possible to find suitable safe areas within Deep Water Basin for parking. There is a visitor car park at the entrance off Deep Water Basin Road. Southern Discoveries will not be responsible for any damage, theft, vandalism or fire regarding a visitor's vehicle when visiting the accommodation premises.

5. Preserving Southern Discoveries Parking Area

Drivers are expected to maintain a clean and safe parking space, the following rules apply at all times:

a) No littering is allowed
b) Driver's must respect other people's property
c) Driver's shall not speed or drive irresponsibly within the car park area
d) Employees are not to conduct maintenance or repair jobs to their cars on Southern Discoveries property

6. Vehicle Tow-Away

Car parks must be vacated on the day of departure from Southern Discoveries employment. If any cars are still in the car park after the person has moved out of the accommodation

premises the car will be towed at the owner's expense. Car park spaces are only valid as long as employees are employed by Southern Discoveries.

7. Liability

Southern Discoveries will not assume any liability for theft, vandalism, fire or damage regarding an employee's vehicle.

8. Failure to Follow this Policy

If an employee breaches any of the obligations under this policy the following process will be initiated.

1. A verbal warning will be issued by the Manager to immediately rectify the breach of the policy
2. If this is not forthcoming a letter of cancellation of the parking permit will be issued
3. If after a verbal warning the issue has been resolved, however another breach is being made, a letter of cancellation of the parking permit will be issued

All parking permit holders are to agree by this policy to obtain a car park.

9. CAR PARK LEDGER

NAME	DRIVERS LICENSE	REGISTRATION	MAKE & MODEL	WARRANT OF FITNESS	COLOUR	SPACE NUMBER

Appendix B. Landscape and Visual Impact Assessment

Southern Discoveries Ltd Staff Accommodation- Cleddau Village

Landscape and Visual Assessment

Prepared for Southern Discoveries Ltd

December 2018

BLAKELY WALLACE ASSOCIATES

LANDSCAPE AND VISUAL ASSESSMENT REPORT

Southern Discoveries Staff Accommmodation - Cleddau Village, Milford Sound/Piopiotahi

1. INTRODUCTION

This landscape and visual assessment accompanies the application for a concession and resource consent to develop a Staff Accommodation complex at Cleddau Village, Milford Sound/Piopiotahi.

The report includes the following:

- Description of the site and surrounding landscape context
- Description of proposal and overview of design
- Assessment of landscape and visual effects in terms of 2010 Village consent, the Cleddau Village Design Guidelines, and SDC District Plan Provisions.
- Conclusions

2 DESCRIPTION OF THE SITE AND LANDSCAPE CONTEXT

The site for the staff accommodation is identified as lease areas B2 and H3 of the Cleddau Village Accommodation Area. The two sites are at the entrance to the Village on the intersection of the road to Deep Water Basin and the eastern end of the Milford Sound airport runway. The sites are situated either side of the entrance to Pembroke Drive, within the southern cul de sac of the Cleddau Village.

Cleddau Accommodation Area is part of Milford Sound and is within Fiordland National Park and World Heritage Area. Milford Sound Village is located at the head of Milford Sound at the junction of the Cleddau and Arthur Rivers. The Fiordland Sounds are characterised by near vertical and sheer mountain slopes that plunge several hundred metres to the sea and a similar distance below the water level. It is a spectacular area of rugged mountains formed from the uplift of hard rock and shaped by glacial and fluvial action. Beech /kamahi rainforest is the dominant vegetation which extend from waterline to the upper bushline. The Milford Sound Village is located on the Cleddau Delta at the base of the steep mountain slopes formed by the Cleddau River. Shallow tidal flats surround the Delta. The Village is divided by the airport and consists of

Freshwater Basin with wharf, Terminal building, and visitor and staff accommodation on one side, and the Cleddau Village Staff Accommodation Area and Deepwater Basin on the other side of the airport.

The Cleddau Accommodation Area is divided into two main housing areas separated by an enclave of mature beech/ kamahi forest. The staff accommodation area was lifted two meters to mitigate flood protection following consent in 2010. Most of the lease areas have been taken up by concessionaires who have long term leases from the Department of Conservation. A 10 m wide buffer of bunding and planting surrounds the southern side of the village as well as a planted buffer between the airport runway and the Village. The bunding is at least 2m high with planting adding another 2 or 3 m after 8 years of growth. This planting will get taller.

3. DESCRIPTION OF PROPOSAL AND OV2 to 3 mERVIEW OF DESIGN

The application by Southern Discoveries is for new staff Accommodation across the two lease areas to house up to 65 staff. The masterplan for Milford by the Department of Conservation is for all staff accommodation to be located in the Cleddau Village. Currently Southern Discoveries have staff housed in sub-standard Accommodation at Freshwater Basin.

The staff Accommdation is on two levels and is divided into three accommodation categories to fit the needs of different employee groups. These include:

1. Seasonal and junior staff (Block A on Area B2)- Two storey dwelling with three living modules each designed with 8 bedrooms - total 24 rooms with shared bathrooms and cooking longe areas.

2. Team leaders (Block B on Area H3). These are units with ensuite bathrooms and shared kitchen and lounge space.

3. Managers and long term staff (Block C on Area H3)- contains 18 self contained units of 28m2 that include bedroom/lounge/cooking area with ensuite bathrooms plus one larger shared lounge space.

4. ASSESSMENT OF LANDSCAPE AND VISUAL EFFECTS

Permitted baseline

The Landuse consent for the Cleddau Residential Activity was granted by the Southland District Council on the 29 November, 2010 (Consent Number 360/10/10/189C). Condition 9.5 directs 'That all future residential activity in the Cleddau Village shall be carried out in general accordance with the Cleddau Village Design Guidelines' (CVDG), Version 2.0 August 2010.

This landscape and visual assessment primarily uses the CVDG to assess this proposal. However since the 2010 granting of the Landuse consent the Southland District Council has reviewed its District Plan. Relevant provisions of the now Operative District Plan are also addressed. In the new plan Milford Sound is now classified as an Outstanding Natural Landscape (ONL).

Landscape Assessment

The assessment of landscape and visual effects comprises two parts.

- the visual effects of the development from public places.
- the assessment of landscape effects. This deals with the effects of change on the landscape as a resource, the elements that make up the landscape, the aesthetic and perceptual aspects of the landscape and its distinctive character.

Visual Effects of the development from public places

Area B2 and H3 are located at the entrance to the Cleddau Village in a reasonably prominent location. The accommodation area is surrounded by a 10 m wide and approx. 2m high planted bund which will partly screen the development. Notwithstanding the proposed buildings will be visible from a number of public places. These include:

- From SH94. The development will be visible from the intersection of SH94 and Deepwater Basin, a distance of approximately 330m. Views to the site are also available from several locations north of the intersection with Deepwater Basin Road in views south west where vegetation is open along the highway. These views are at a distance of approximately 200m.

Visual Effects

The development will be visible from all these locations and will introduce a new buildings 7.5m high. There are already buildings visible in these views but are lower and single storey. The buildings will be backdropped by high mountain slopes and existing vegetation.

- Eastern end of airport runway and from the Airport parking and dropoff. From the eastern end of the runway is approximately 70m to the proposed site and from the Airport carpark/dropoff approx. 300m.

Visual Effects

The development will be visible from both the eastern end of the runway and from the Airport carpark. From the eastern end of the runway the development will be reasonably prominent but can be absorbed in this location.

Fom the Airport carpark the development will be visible as a new feature in the view. At present buildings are difficult to see from this location. The development will be absorbed easily in this view and will not detract from visual amenity.

- From Deepwater Basin Road.

Visual Effects

The development will be visible to varying degrees on Deepwater Basin Road and from the carpark between Deepwater Basin and the Cleddau River. The upper third of the building on H3 will be visible along side Deepwater Basin Road. At the eastern end of Deepwater Basin (between the intersection of SH94 and the entrance to Cleddau Village the buildings will be moderately visible and there will be a new built element which is higher than exists at present. There will be a degree of blocking of the low view but not to an unacceptable extent. Two level buildings were anticipated in these locations.

In all cases it is considered the development can be absorbed from these locations with no adverse visual effects. There will be a new building on two levels up to 7.5m

in a relatively prominent location. However in the context of Milford Sound the proposed buildings are small in relation to the scale of the surrounding mountainous landscape. The buildings are well designed and the existing buffer planting and the existing mature beech/kamihi forest in addition to the proposed mitigation planting will ensure it fits with the receiving environment.

The buffer planting on Deepwater Basin Road, and on the intersection with the Accommodation Area is now well established and the combined height of the bund and planting is approximately 4-5m high which means that only the upper third of the proposed building will be visible when close to the site. In addition the planting adjacent to the airport runway will soften the effect of the buildings. The combined effects of a well designed and detailed building and the existing bunding and vegetation, plus the proposed planting will ensure the development does not detract from public areas where it can be viewed, and will be a positive addition at the entrance to the Accommodation area.

The development will also be visible from other public areas such as from the Arthur River and all surrounding areas which are all within Fiordland National Park. With the distance viewed from any other location the development will be 'difficult to see' and will blend and merge with other development and will have little or no adverse effects. The development will also be viewed from the air which is significant given the aircraft use at Milford Sound. However for the same reasons discussed above the development an be absorbed in this location with no adverse visual effects.

Cleddau Village Design Guidelines

The CVDG require all new development in the Cleddau Village to complement the natural setting; blend in as part of the setting and at the same time encourage a distinctive style to emphasise the special nature of the place.

The guidelines also seek to avoid a haphazard, piecemeal approach to development which creates visual clutter or incoherence, and which is inconsistent with the intent of the Fiordland National Park Management Plan.

The Guidelines list 9 bullet points (overall objectives) which new development should aim to comply with. The Southern Discoveries proposal is addressed in regard to these 9 points in the comments below.

New buildings and facilities blend with the natural environment, emphasising non-intrusive design.

The buildings are well designed with modulated forms and varied roof shapes but is at the same time restrained and unobtrusive.

Avoidance of a typical suburban subdivision model in terms of layout, buildings and landscape.

The design is not a typical suburban model and responds to the site and specific use required by the activity and the client.

A unified and coherent development appropriate to the National Park setting.

The development is a high quality unified and coherent development which is appropriate to the National Park setting. It will be a positive addition located at the entrance to the Village off Deep Water Basin Road and contribute positively to the overall appearance of the Village. Materials and colours are appropriate.

Retention of natural site character where possible, including setting, materials, and ecological processes

The natural site character has been removed by the lifting of the Village platform and other human induced changes. The dominant aspect of natural site character is the wider setting in which it is located at Milford Sound. The planted bund on the periphery of the site is a new positive feature and the planting has reached a level of maturity where it mitigates the effects of the residential development. The development will sit within this planted bund which will have the effect of softening the buildings and reducing their dominance.

Built structures fit in with their sites rather than dominate them. Buildings are subordinate to the environment.

Built structure fit with the site and in the context of the scale of Milford Sound and surrounding mountains, will not dominate and will be subordinate.

Coordination and integration of the design of individual structures with those of the site plan as a whole

Though the buildings are larger than most others in the accommodation area in site coverage and height, the forms materials and colours are consistent and appropriate. The CVDG anticipated and encourages some multi- storied structures (including on H3 and B2) to provide diversity and interest.

Enhancement of unifying architectural and landscape themes and elements within the Village.

Roof forms and other architectural elements are consistent with simple, unfussy backcountry forms found elsewhere in the village which contributes to a unifying theme. Planting style will be an ecological/revegetation style consistent with the rest of the village and within Milford Sound to enhance naturalness and natural appearance.

Creation of a bush setting for the Village appropriate to the National Park

The existing bund and adjoining mature beech/kamihi forest contributes to a bush setting. New planting will be added wherever there is space and where it fits in with the use of the site. This will add to the bush setting.

Emphasis on simplicity and restraint in design.

The proposed development though reasonably intensive is simple and restrained in design and appropriate to the setting.

The CVDG then deals with specific guidelines including;

(**5) Site layout/Design**

(6) Building Design

(7) Landscape Design

These are discussed below with respect to the Southern Discoveries Ltd application.

(5) Site Layout/Design

The development generally meets the Objectives in 5.1 however it does not comply with the Methods to Achieve the Objectives with respect to Setbacks and Site Coverage but does comply with Aspect /Orientation.

To solve Southern Discoveries Ltd staff accommodation current and future needs, and to utilise the limited space available (these are the last lease areas available) a more intensive density is necessary. It is not possible to achieve this with the 3m setback requirement and the 40% site coverage as well as provide carparking within the setback.

The CVDG anticipated that not all development would comply with the Guidelines and a process to deal with this was put in place i.e. a review by the Milford Design Review Board (DRB).

In my opinion a more dense development and breach of the setback and site coverage requirement is justified. Eight years after the consent for the residential activity was granted most of the space is taken up and the need for staff accommodation has increased significantly with the huge growth in tourism and corresponding increase visitation to Milford Sound. In addition the CVDG envisaged that most of the lease areas on Pembroke Drive would be double storied when in reality all so far are single storey. Double storey was allowed for on the west side of the Village as was further from the airport and with the Beech/Kamahi forest in front would allow for larger buildings to be absorbed. Furthermore site B2 and H3 now have established vegetation on the peripheral bund adjacent to H3 and the mature beech trees exist next to B2. This to some extent negates the need for the setback which was intended to 'allow for continuity of vegetation within the village' ie there is already continuity of vegetation around the site.

(6) Building Design

It is considered that the building design generally complies with the objectives and methods to achieve. Building form has been broken into logical elements that fit the site and the mass of the building has been successfully broken down. Darker colour are proposed and double storey buildings are allowed for on these lease areas. Exterior cladding complies with the guidelines as does roofing guidelines.

Bin storage is provided in designated screened areas.

(7) Landscape Design

The overall objectives for landscape design (7.1) have been complied with. The landscape layout and design is unified and coordinated. Indigenous plant material local to Milford Sound are proposed and landscape surfaces and materials used where possible.

Earthworks (7.2) and Stormwater Control (7.4) will be complied with to meet objectives.

Plants and Planting (7.6) will fully comply with objectives.

Lighting (7.8) will preserve the night time ambience of the national park and ensure that light spill and night sky pollution is kept to a minimum, whilst maintaining a need for safety and security.

Signage will be designed to meet the objectives.

5. SDC OPERATIVE DISTRICT PLAN

21.21.1. Outstanding Natural Features and Outstanding Natural Landscapes (ONF and ONL

Outstanding Natural Features and Landscapes have been identified in the SDC Operative District Plan as the top tier of Landscape under Section 6 of the RMA 1991. Milford Sound and Fiordland is identified as ONL.

The District Plan states that activities located in areas of Outstanding Natural Features and Landscapes are to be protected from inappropriate subdivision, landuse and development.

The subdivision of the Cleddau Village has been allowed for by the granting of consent in 201O and the CVDG are intended to provide guidance on the design of buildings and landscape within the Village. As stated this application by Southern Discoveries Ltd largely adheres to the overall objectives of DGs but does not comply with site coverage and setbacks Guidelines. In this case it is considered that there is justification and good reason as discussed above to relax the Guidelines with respect to site coverage and setback and view this application as a special case.

6. CONCLUSIONS

1. The proposal is for the development of staff accommodation within the Cleddau Village Residential Activity Area in lease areas B2 and H3.

2. The proposal is consistent with the Department of Conservations masterplan for Milford Sound to house all staff accommodation at Cleddau Village. Southern Discoveries Ltd have a pressing need to provide for quality staff housing to replace sub-standard housing at Freshwater Basin.

3. Double storey buildings are envisaged on B2 and H3 in the consent documents.

4. The proposed development can be absorbed on this two sites without adverse landscape and visual effects. The existing vegetation and established planting on the bunds as well as proposed planting will mitigate and soften the development.

5. The development adheres to many of the Guidelines in the CVDGs apart for site coverage and setbacks. It is not possible to achieve the current and future staff housing needs on one site in Cleddau Village without a reasonably intensive design.

6. The landscape and visual effects of the proposed development are assessed as minor.

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December, 2018

BLAKELY WALLACE
LANDSCAPE ARCHITECTURE & PLANNING

Landscape Architecture, Resource Management, Rural, Residential, Commercial, Urban, Project & Contract Management,Streamlining Consent Process, Conservation (Natural & Historic) Advice

APPENDIX I – PHOTOS

Photo 1. View towards site and entrance to Cleddau Village from Deepwater Basin Road.

Photo 2. View south west towards site from intersection of SH94 and Deepwater Basin Road (Distance approx. 330m)

APPENDIX I – PHOTOS

Photo 3. View west from intersection of Sinbad Drive and Pembroke Drive. Lease area H3 on left and B2 on right.

Photo 4. View from Sinbad Drive parallel with Area B2. There will be some blocking of this view by the development.

APPENDIX I – PHOTOS

Photo 5. View SW from SH94 across Airport runway to site B2 & H3. Note the windsock is close to the site and height of proposed buildings. The buildings will be a new element in this view but are backdropped by the steep mountain slopes behind and adjacent to the tall beech/kamahi trees on the right which will allow the development to be absorbed in this view.

Photo 6. View to site from Airport parking and drop -off/pick up.
Note the Windsock is visible in the middle background. The development will be visible from this location (approx. 300m).

APPENDIX I – PHOTOS

Photo 7. View west on Deepwater Basin Road and entrance to Cleddau Village showing planted vegetation on bund after 8 years growth.

Photo 8. View west of site B2

APPENDIX I – PHOTOS

Photo 9. View SE of Site H3 (currently used as overflow carpark)

APPENDIX I – PHOTOS

Photo 10. View SW from north of intersection of SH94 and Deepwater Basin Road

Photo 11. View east along Deepwater Basin Road from raised walking track. Planted buffer separating Deepwater Basin Rd and Cleddau Village on left.

Appendix C. Concept Landscaping Plan

Existing Beech /Kamahi

(EXISTING SWALE - APPROX)

SINBAD DRIVE

(EXISTING PLANTED BUND - APPROX)

Trim and manage existing vegetation to maintain daylighting along northern frontage

Retain or transplant existing veg where possible

Culvert under parking bays, connects to swale

TYPE C

AREA H3
844M2

Unit 5 28m²
Unit 6 28m²
Unit 7 28m²
Unit 8 28m²
Unit 9 28m²
Laundry / Store 9m2
Unit 4 28m²
Unit 3 28m²
Unit 2 28m²
Unit 1 28m²
Entry Lobby

TYPE B

Unit 04 17.7m²
Unit 3 17.7m²
Unit 2 17.7m²
Unit 1 17.7m²
Living Space
Dining
Kitchen
Entry Lobby
Smoke Lobby
Coats & boots
Laundry / Store 9m2
Bike rack (4 - Approx)

(EXISTING BUILDING - NOT SURVEYED)

Bank

PEMBROKE DRIVE

(EXISTING SWALE - APPROX)

(EXISTING SWALE - APPROX)

AREA B2
837M2

TYPE A (1)
Living Space
Dining
Kitchen
Smoke Lobby
Coats & boots
WC
Laundry / Store 10m2

Entry Lobby (A1 & A2)

TYPE A (2)
Living Space
Dining
Kitchen
Smoke Lobby
Coats & boots
WC
Laundry / Store 10m2

Entry Lobby (A3)

TYPE A (3)
Living Space
Dining
Kitchen
Smoke Lobby
Coats & boots
WC
Laundry / Store 10m2
Bike Racks

(EXISTING PLANTED BUND - APPROX)

DEEP WATER BASIN ROAD

N

Legend

- Proposed Low Fern/Grass/sedges <1m (Carex, Polystichum, Juncus spp.)
- Existing Screen Planting Flax / Kohuhu/Koromiko Broadleaf spp.
- New screen planting <2m (eg. Flax/Koromiko/Tree tutu/ Broadleaf)
- Existing Beech/Kamahi forest
- Specimen Trees >2m (eg. Beech/Kamahi/Rimu)
- Exposed aggregate concrete paving
- Sleeper edging/wheelstops for parking bays
- Footpaths/Parking Cleddau Gravel To DOC specification
- Timber deck/boardwalk
- Asphalt

Mark	Date	Description
1	17/12/18	Draft

Sheet Scale	1:250@A3
Issue/Revision	17/12/2018
Project ID	304
CAD File Name	304-1A.vwx
Drawn By	SR
Checked By	
Consultant	Wyatt & Gray Architects
Client	Southern Discoveries
Project Title	Proposed Staff Accomodation Cleddau Village, Milford Sound
Sheet Title	**Landscape Concept**
Drawing No.	L01 of 1

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