

Technical Memo

To:	QLDC Resource Consent Team
Date:	Wednesday, 17 December 2025
cc:	Hayden Bed
Subject:	Fast-Track Approvals Act 2024 - s53 Comment Technical Memorandum – [Development Engineering]

1. Executive Summary

- 1.1. Development Engineering (DE) has reviewed the application documents and additional information provided by the applicant on 18th November 2025 and is satisfied the development proposal is feasible and can be supported from an engineering perspective subject to detailed design conditions and associated assessments to demonstrate compliance with same.
- 1.2. DE note they neither assess nor comment on capacity, or lack thereof, within Council reticulated 3W networks to facilitate this development and this is being addressed for comment directly by other teams in QLDC.

2. Development Engineering Matters

- 2.1. A public roading intersection upgrade is confirmed necessary by the substantive and consulted application (applicants expert transport consultant, being '*Carriageway Consulting Limited*') to the nearby '*Arrowtown - Lake Hayes Road/Speargrass Flats Road*' intersection to support and safely facilitate traffic movements through the intersection from both consented developments in addition to the now proposed development movements.
- 2.2. Extract from Carriageway Consulting assessment below confirming a right-turn bay is now warranted for traffic turning right from the north to the west at the intersection:

It is clearly not possible to have a right-turn bay at some times of the day and not at others, meaning that the bay is installed when the need for it is first met. This leads to the following outcomes for the retirement village scenario, as summarised in the Transportation Assessment:

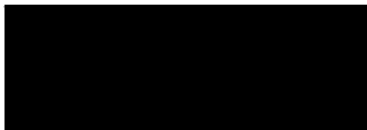
- Receiving environment of current traffic flows plus the retirement village and The Haybarn:
 - A right-turn bay **is not** warranted for traffic turning right from the north to the west;
 - A right-turn bay **is not** warranted for traffic turning right from the south to the east.
- Receiving environment (as above) plus the additional traffic generated by the proposed development (under either scenario of the studio operating or not operating):
 - A right-turn bay **is** warranted for traffic turning right from the north to the west;
 - A right-turn bay **is not** warranted for traffic turning right from the south to the east.

In summary, there is no scenario where a right-turn bay is required for the movement from south to east. However, at full development of the retirement village and the Haybarn, a right-turn bay is warranted for the movement from the north to the west.

Figure 1 - Extract from Further Assessment of Warrants for Turning Lanes at the Arrowtown - Lake Hayes Road / Speargrass Flat Road Intersection 8 August 2025 (Appended to Carriageway Consulting Transportation Assessment Proposed Screen Hub Ayrburn 8 August 2025)

- 2.3. The improvements should be conditioned as an outcome of any decision prior to operation of the development, rather than currently proposed conditional deferral by way monitoring, as volunteered by the application as it lacks certainty, delays necessary infrastructure, creates administrative complexity, and could expose the public to safety risks. This recommendation is further recorded on proposed tracked changes to the volunteered conditions of consent.
3. All other DE recommended conditional amendments are relatively minor in nature for ease of Council processing and clarity and are/will be tracked with comments within the shared document, once it becomes available.

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