



23 October 2020

Invercargill City Council  
101 Esk Street  
Invercargill  
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**Hawthorndale Care Village Resource Consent Application RMA/2020/80 – Clarifications, Conditions of Consent and Noise Assessment**

6-VQ423.23

Dear Lisa,

Thank you for your e-mail of 17<sup>th</sup> September 2020 requesting clarifications. A response is detailed below.

Updated conditions of consent are also included in this letter in response to matters raised in submissions.

This letter also provides clarification of staff numbers and proposed shifts.

A Noise Assessment prepared by a suitably qualified person is attached and an amended site plan showing additional on-site car parking. The applicant wishes to amend the application to reflect the updated site plan.

**Clarifications**

1. Attached are updated elevations showing compliance with the recession plane requirements of the District Plan (amended north elevation part 2). The building line of Care Homes S5 and S7 has been pulled back to bring them inside the recession plane. The grey recession line on the elevation relates to S5 which is positioned on a more elevated part of the site. Despite this S5 does comply with the recession plane requirement.
2. Attached are elevations of the independent living units on Stuart Street.
3. The resource consent application seeks resource consent for the Hawthorndale Care Village in its entirety. Land tenure arrangements have yet to be finalised, but it is likely that HCV will be based on a model whereby residents hold a lease to occupy.

The independent living units and apartments are intended for independent living by persons with or without dementia. Generally, the independent living units and apartments will not be serviced by HCV staff. However, some residents of the apartments and independent living units may need care services for example due to ill health or accident from time to time. These care services could be provided by independent providers, public health, HCV staff or a mix of the three.

Landscape maintenance of the site will be undertaken by THCVCT.

## Shifts

Table 1 below details proposed staff shifts.

Table 1 - HCV Staff Shifts			
Shift	Start	Staff #	Finish
1	7am	18	1pm - 3pm*
2	8am - 9am	15	1pm - 5pm*
3	2.45pm	18	9pm - 11pm*
4	9pm	4 - 5	7am

\* Staff finish times are staggered, staff leave at different times within these time periods

The maximum number of staff at anyone time on the site will be 33 as shifts 1 and 2 overlap (from 8am to 3pm) and shifts 2 and 3 overlap (from 2.45pm to 5pm). A maximum of 23 staff would be present as shifts 3 and 4 overlap (9pm to 11pm). A maximum of 5 staff would be present overnight (11pm to 7am).

## Noise Assessment

A Noise Assessment of the proposal has been prepared by Altissimo Consulting and is attached.

## Updated Site Plan

In response to concerns raised in submissions an additional 19 on site car parks have been added to the proposal as detailed below:

- eight car parks on the service lane adjacent the Independent Living Units;
- Four car parks at the loading bay;
- Six car parks at the Tay Street frontage of the site adjacent the kitchen and café / bar; and
- One additional car park at the residential apartment block.

An updated site plan showing the additional on-site car parking is attached.

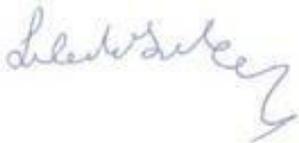
## Conditions

In response to matters raised in submissions the applicant promotes the following as conditions of resource consent:

1. No construction traffic shall use the Fairview Avenue access to the site.
2. In relation to Stage 1 of the development the Fairview Avenue access to the site shall have a permanent gate (or other effective barrier to vehicles) installed before commencement of construction, and that that gate (or barrier) shall remain closed and locked for the duration of the construction programme.

3. Any construction traffic associated with Stage 2 shall use the Tay Street State highway 1 access to the site.
4. A maximum speed limit of 25 km per hour shall be maintained on the Fairview Avenue access to the site at all times. Traffic calming measures shall be installed to ensure that this maximum speed cannot comfortably be exceeded by vehicular traffic.
5. Only residents on the site and emergency services shall have vehicular access via the Fairview Avenue access post construction.
6. Any fences on the boundary of the Fairview Avenue accessway that are damaged during construction shall be repaired or replaced at the consent holder's cost.

Please feel free to contact me if you have any questions.



Regards

Luke McSoriley  
Work Group Manager - Planning