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23 July 2020

Landpro Reference: 20012

Council Reference: APP-20202268

Environment Southland

Attn: Jade McRae

Private Bag 90116

Invercargill, 9840

Dear Jade

**Re: Request for Further Information under Section 92(1) of the Resource Management Act 1991 –
Application for Longford Bridge Shared Pathway.**

In reference to your request for further information dated 21 July 2020, please find outlined below our response to this request.

1 Paint and Lighting

"In depth details on paint colour and lighting to be used on the bridge. In particular, but not limited to, what colour of paint, what type of lighting, how many lights will be installed, what height they will be installed at and what direction they will face. I am requesting this information because the visual effects are of a concern at present and little detail has been supplied in the application regarding paint and lights."

Gore District Council (GDC) staff are working with the local Hokonui Runanga and seeking their advice for cultural sensitivity on this design. Any painting/ colour for the bridge mast will be in agreement with the local Runanga. The colours shown in the design drawings at present are a white mast, stainless steel wires and timber and steel bridge deck and railing materials.

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The lighting design has not been commenced, yet. However, any lights on the bridge and cycling track will be primarily for public safety and amenity; downward facing pedestrian lighting, plus an aviation signal light on the top of the bridge mast.

Consent conditions to control these matters have been proposed in Section 5.13 of the Application, with a few further amendments proposed in underline:

6. Any lighting installed shall be downward facing and directed away from residential properties.

7. Paint treatment of the mast shall be undertaken in consultation with a suitably qualified landscape architect and Hokonui Runanga to ensure that recessive colours are used. This may include patterns.

2 Bridge Levels

"Confirmation of the eastern abutment construction level. The design diagram shows the soffit at a level of 76.4m (plan S101), but the abutment set out plan shows a level 76.269m (SOP-EA1) plan S111. I am requesting this information because Council's Engineer has some concerns relating to the inconsistent construction levels of the eastern abutment."

The abutment shelf level on S111 is not the same thing as the beam soffit level as shown on S101. Between these two levels is the abutment bearing of circa 130mm (see Figure 1 below). This is not an inconsistency.

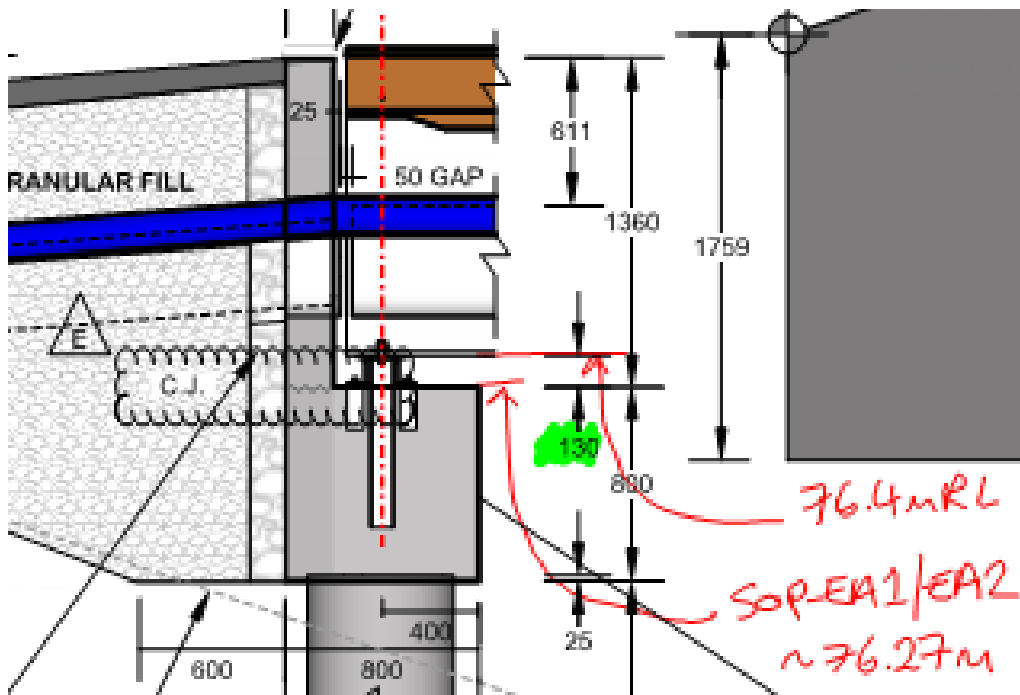


Figure 1: Abutment shelf and beam soffit levels

The entire structure has been modelled in 3D over the top of the 3D survey contours (see Figure 2 below). The set-out has been taken directly from the modelling which mitigates any irregularities from potential conversion and/or offsets that might otherwise be used. This 3D design approach provides added confidence that vertical levels are consistent across all vertical and lateral planes of the structure.

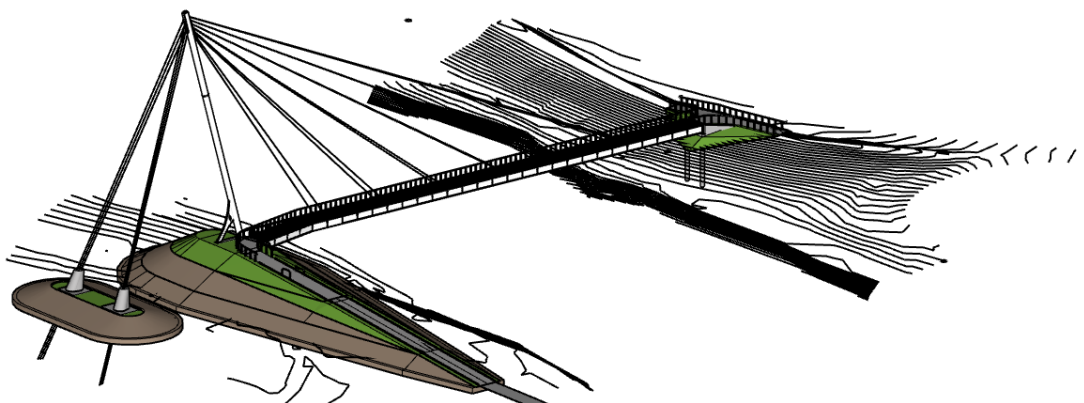


Figure 2: 3D modelling

3 Work on cycleway/walkway

"Confirmation that no work associated with the cycleway/walkway in the floodway or stopbank will be undertaken until authorization under the Southland Flood Control and Drainage Management Bylaw 2020 has been granted."

GDC can confirm that no work associated with the cycleway/walkway in the floodway or stopbank will be undertaken until authorisation under the Southland Flood Control and Drainage Management Bylaw 2020 has been granted.

I trust that the information set out above satisfies the request for further information. However, if you have any further queries, please do not hesitate to contact me.

Kind Regards,

A handwritten signature in blue ink, appearing to read 'C Perkins', written over a light blue horizontal line.

Claire Perkins

Senior Planner / Planning Team Leader