

**DECISION OF THE QUEENSTOWN LAKES DISTRICT COUNCIL****UNDER s104 RESOURCE MANAGEMENT ACT 1991**

Applicant:	NZ High Country Limited
RM reference:	RM151082
Application:	Application under Section 88 of the Resource Management Act 1991 (RMA) to undertake a commercial (event) activity, to erect marquees and establish airports for a 20 year consent duration
Location:	Hansen Road, Queenstown
Legal Description:	Lot 1 Deposited Plan 355881 and Section 22, 27-28, 30 Block XXI and Section 125 Block I Shotover Survey District held in Computer Freehold Register 227983
Zoning:	Rural General
Activity Status:	Non Complying
Notification Decision:	Publicly Notified
Delegated Authority:	Quinn McIntyre – Manager, Resource Consents
Final Decision:	GRANTED SUBJECT TO CONDITIONS
Date Decision Issued:	16 October 2017

SUMMARY OF DECISIONS

1. Pursuant to Section 104 of the RMA, consent is **GRANTED SUBJECT TO CONDITIONS** outlined in **Appendix 1** of this decision imposed pursuant to Section 108 of the RMA. The consent only applies if the conditions outlined are met. To reach the decision to grant consent, a site and surrounds visit was undertaken, and the application was considered (including the full and complete records available in Council's TRIM file and responses to any queries) by Quinn McIntyre, Manager, Resource Consents, as delegate for the Council.

1. PROPOSAL AND SITE DESCRIPTION

Section 2 of the Section 42A (S42A) report prepared for Council (attached as **Appendix 2**) provides a full description of the proposal, the site and surrounds and the consenting history.

2. NOTIFICATION, SUBMISSIONS AND OBLIGATION TO HOLD A HEARING

The application was publicly notified on 19 April 2017.

No submitters have indicated they wish to be heard if a hearing is held and the consent authority does not consider a hearing is necessary.

A decision under section 100 of the Act to not hold a hearing was made by Mr Quinn McIntyre (Manager, Resource Consents) on 29 September 2017.

3. THE PLANNING FRAMEWORK

This application must be considered in terms of Section 104 of the Resource Management Act 1991. Section 8 of the S42A report outlines S104 of the Act in more detail.

The application must also be assessed with respect to Part 2 of the Act which is to promote the sustainable management of natural and physical resources. Section 9 of the S42A report outlines Part 2 of the Act.

3.1 RELEVANT PLAN CONSIDERATIONS

The site is zoned Rural General and the proposed activity requires resource consent for the following reasons:

Rural General:

- A **restricted discretionary** resource consent pursuant to Rule 5.3.3.3[xi] as the activity does not comply with Site Standard 5.3.5.1[iii](a) relating to the scale and nature of the activities on site as the maximum gross floor area of all buildings on the site which will be used by the activities is greater than 100m². The maximum floor area for the largest marquee on each site is 150m² for Sites A, C and F, and 675m² for Site D. Council's discretion is restricted to this matter.
- A **discretionary** activity resource consent pursuant to Rule 5.3.3.3[i](a) to establish any building and associated physical activity, not contained within a building platform. It is proposed to erect marquees and tents at four sites at various times throughout the year as detailed in Table 1.
- A **discretionary** activity resource consent pursuant to Rule 5.3.3.3[v] to establish informal airports at various locations throughout the site.
- A **non-complying** activity resource consent pursuant to Rule 5.3.3.4[i] to establish a commercial activity, being the use of the site for various events, filming and activities.
- A **non-complying** activity resource consent pursuant to Rule 5.3.3.4[vi] as the proposal does not comply with zone standard 5.3.5.2[v] and the noise from a non-residential activity. It is proposed to breach the noise limits for the zone by approximately 5dBa.

Earthworks:

- A **restricted discretionary** resource consent pursuant to Rule 22.3.2.2(a) as the activity does not comply with Site Standard 22.3.3[i] and the maximum earthworks volume specified for the site in Table 22.1, being 1,000m³. It is proposed to undertake a total volume of 2,232m³ (1,126m³ cut and 1,106m³ fill). Council's discretion is restricted to the matter listed in 22.3.2.3(b) as below.

- A **restricted discretionary** resource consent pursuant to Rule 22.3.2.2(a) as the activity does not comply with Site Standard 22.3.3[ii](a)(iii) for exceeding the maximum fill height being 2m. The maximum fill height associated with marquee Site A is 3.8m. Councils discretion is restricted to the matter listed in 22.3.2.3(b) being:
 - (i) The nature and scale of the earthworks
 - (ii) Environmental protection measures
 - (iii) Remedial works and revegetation
 - (iv) The effects on landscape and visual amenity values
 - (v) The effects on land stability and flooding
 - (vi) The effects on water bodies
 - (vii) The effects on cultural and archaeological sites
 - (viii) Noise.

Overall, the application is considered to be a **non-complying** activity under the Operative District Plan.

3.2 NATIONAL ENVIRONMENTAL STANDARD FOR ASSESSING AND MANAGING CONTAMINANTS IN SOIL TO PROTECT HUMAN HEALTH

Based on the applicants' review of Council records, the piece of land to which this application relates is not a HAIL site, and therefore the NES does not apply.

4. SUMMARY OF EVIDENCE HEARD

This is not applicable in this case as there has not been a hearing.

5. PRINCIPAL ISSUES IN CONTENTION

The principal issues arising from the application, section 42A report and content of submissions are:

- The effects of establishing a commercial activity in an Outstanding Natural Landscape and the actual and potential effects on landscape character and visibility of structures, amenity and cumulative effects, effects from helicopter movements, access, car parking and traffic generation, earthworks, infrastructure and health and safety, and positive effects.

The findings relating to these principal issues of contention are outlined in Section 8.2.2 of the attached S42A report.

6. ASSESSMENT

6.1 Actual and Potential Effects (s104(1)(a))

Actual and potential effects on the environment have been addressed in Section 8 of the S42A report prepared for Council and provides a full assessment of the application. Where relevant, conditions of consent have been imposed under section 108 of the RMA as required to avoid, remedy or mitigate adverse effects. A summary of conclusions of the s42A report are outlined below:

- This application seeks to enable an alternate use of farming land as a commercial events venue by establishing four event locations within the site to hold up to 125 events for various patronage numbers and with associated bus and helicopter movements. The proposal will result in visual and landscape effects from establishing marquees and tents on the prominent hillslope that can only be partially mitigated as the effects would not be strictly temporary given the regularity with which they will appear in the landscape. However, the resulting landscape and cumulative effects are considered acceptable, and all other effects with respect to amenity, noise, traffic generation, earthworks, and services can be adequately mitigated.

6.2 RELEVANT DISTRICT PLAN PROVISIONS (s104(1)(b)(vi))

As outlined in detail in Section 8.3 of the S42A report, overall the proposed development is not contrary to the relevant policies and objectives of the Operative and Proposed District Plans.

As outlined in detail in Section 8.4 of the S42A report, overall the proposed development is consistent with the relevant policies and objectives of the Operative and Proposed Regional Policy Statement for Otago.

A summary of the objective and policy conclusions in the S42A report is below:

- Erecting tents at Sites A, C and F will result in adverse landscape effects, however the quasi-permanent/temporary nature of these structures and the corresponding effects means these effect can be mitigated to a point that the effects would be acceptable, and whilst inconsistent with the Operative District Plan, the activity is not contrary to the relevant objectives and policies in either the ODP or Proposed District Plan.

6.3 PARTICULAR RESTRICTIONS FOR NON-COMPLYING ACTIVITIES (s104(D))

With respect to the assessment above, the first threshold test for a non-complying activity required under Section 104D has not been met in that the application is considered to create actual or potential adverse landscape character and visibility effects which are more than minor in extent.

With respect to the second threshold test under Section 104D it is concluded that the application can pass through the second gateway test given that the proposal is not considered to be contrary to the relevant policies and objectives of the District Plan.

On this basis discretion exists to grant consent for this non-complying activity.

6.4 PART 2 OF THE RMA

In terms of Part 2 of the RMA, the proposal is considered to be in accordance with the purpose of the Resource Management Act 1991 as outlined in further detail in Section 9 of the S42A report.

7. DECISION ON LAND USE CONSENT PURSUANT TO SECTION 104 OF THE RMA

Pursuant to section 104 of the RMA this consent is **granted** subject to the conditions stated in *Appendix 1* of this decision imposed pursuant to Section 108 of the RMA.

8. OTHER MATTERS

Local Government Act 2002: Development Contributions

In granting this resource consent, pursuant to the Local Government Act 2002 and the Council's Policy on Development Contributions the Council has identified that a Development Contribution is required.

Payment will be due prior to commencement of the consent, except where a Building Consent is required when payment shall be due prior to the issue of the code of compliance certificate.

Administrative Matters

The costs of processing the application are currently being assessed and you will be advised under separate cover whether further costs have been incurred.

You are responsible for ensuring compliance with the conditions of this resource consent found in Appendix 1. The Council will contact you in due course to arrange the required monitoring. It is suggested that you contact the Council if you intend to delay implementation of this consent or reschedule its completion.

This resource consent is not a consent to build under the Building Act 2004. A consent under this Act must be obtained before construction can begin.

Please contact the Council when the conditions have been met or if you have any queries with regard to the monitoring of your consent.

This resource consent must be exercised within five years from the date of this decision subject to the provisions of Section 125 of the RMA.

If you have any enquiries please contact Alana Standish on phone (03) 441 0499 or email alana.standish@qldc.govt.nz.

Report prepared by

Decision made by



Alana Standish
SENIOR PLANNER



Quinn McIntyre
MANAGER, RESOURCE CONSENTS

APPENDIX 1 – Consent Conditions
APPENDIX 2 – Section 42A Report
APPENDIX 3 – Section 100 Report
APPENDIX 4 – Approved Plans

APPENDIX 1

CONSENT CONDITIONS

General Conditions

1. That the development must be undertaken/carried out in accordance with the plans:
 - Patch Landscape: 'Context Plan – March 29, 2017';
 - Patch Landscape: 'Site Plan – March 28, 2017';
 - Patch Landscape: 'Merino Rise, Site A – March 29, 2017';
 - Patch Landscape: 'Country Courtyard, Site C – March 29, 2017';
 - Patch Landscape: 'Lake June, Site D – March 29, 2017';
 - Patch Landscape: 'Tussock Point, Site F – March 29, 2017'; and
 - 'Purpose Earthworks Site A, NZ High Country Ltd' Drawing 1000.1R.1A date 22.09.15;
 - 'Purpose Earthworks Site A, NZ High Country Ltd' Drawing 1000.1R.2A date 22.09.15;
 - 'Long-sections Site A, NZ High Country Ltd' Drawing 1000.1R.3A date 22.09.15;
 - 'Long-sections Site A, NZ High Country Ltd' Drawing 1000.1R.4A date 22.09.15;
 - 'Long-sections Site A, NZ High Country Ltd' Drawing 1000.1R.5A date 22.09.15; and
 - 'Overview Plan Site F, NZ High Country Ltd' Drawing 1000.2R.1A date 22.09.15;
 - 'Purpose Earthworks Site F, NZ High Country Ltd' Drawing 1000.2R.2A date 22.09.15;
 - 'Long-sections Site F, NZ High Country Ltd' Drawing 1000.2R.3A date 22.09.15;
 - 'Long-sections Site F, NZ High Country Ltd' Drawing 1000.2R.4A date 22.09.15;
 - 'Long-sections Site F, NZ High Country Ltd' Drawing 1000.2R.5A date 22.09.15;
 - 'Long-sections Site F, NZ High Country Ltd' Drawing 1000.2R.5A date 22.09.15 (Longitudinal section view line 15); and
 - 'Car Parking Site Plan' drawing 1000.3R.1A date 16 June 2017

stamped as approved on 29 September 2017,

and the application as submitted, with the exception of the amendments required by the following conditions of consent.

- 2a. This consent shall not be exercised and no work or activity associated with it may be commenced or continued until the following charges have been paid in full: all charges fixed in accordance with section 36(1) of the Resource Management Act 1991 and any finalised, additional charges under section 36(3) of the Act.
- 2b. The consent holder is liable for costs associated with the monitoring of this resource consent under Section 35 of the Resource Management Act 1991 and shall pay to Council an initial fee of \$145. This initial fee has been set under section 36(1) of the Act.

Consent Duration

3. The duration of this consent is restricted to 20 years from the date of this decision. For clarity, no events may operate under this consent after 16 October 2037.

Operational

Prior to commencing activities on site the consent holder shall undertake the following:

4. Provide to the Council's Planning and Development department for certification an Operations Management Plan for the activity that addresses ongoing management of the activity with respect to the following:
 - a) Traffic and Parking: including on the day management of event traffic and parking, including any directional signage (if necessary) into the car park area, and guest facilitation onto buses;
 - b) Conflict management with the Quarry operations;
 - c) An Emergency Management Plan that meeting the objectives of **Condition (15)** below;

- d) A Noise Management Plan that meets the objectives of **Condition (22)** below.

The consent holder shall ensure that the following operational matters are adhered to for all event activities:

5. That the duration of each scheduled Event shall be limited to one (1) day only. Pack in may commence up to one (1) day prior to an Event commencing, and pack out completed within one (1) day following an Event.
6. That the operation, management and layout of the sites are carried out in general accordance with the details submitted within the application and as approved by the Operational Management Plan certified under **Condition (4)**.
7. That the onsite activities associated with each Event are contained within the specified curtilage areas as identified on the plans form Patch Landscape approved under **Condition (1)**.
8. That the maximum size marquee for each Event location does not exceed the following floor areas:
 - a) Site A (Merino Rise) 150m²;
 - b) Site C (Country Courtyard) 150m²;
 - c) Site D (Lake June) 525m²; and
 - d) Site F (Tussock Point) 150m²;
9. That all events, including the hours of operation, number of events at specified marquee heights and helicopter movements are undertaken in accordance with Table 1 below **AND** that no more than two (2) 'Events' may take place on any one day.
10. At no time shall "marquees" be used concurrently on Sites A and F on the same day.

Advice Note: a "marquee" is as described in Table 1 below and does not include a tepee, gazebo or tent.

Table 1: Event summaries per site

Site	Events per Year	People per event	Heli flights ¹ per year	Events with structure types per year	Finish times
A	20x 1 day events (structure / event pack in & out a day to either side)	180 pax x 5 events 150 pax x 5 events 100 pax x 10 events	Oct 1-Apr 30: 9am-6pm May 1-Sep 30: 10am-4pm <ul style="list-style-type: none"> ▪ 2x 10 flight events ▪ 4x 6 flight events ▪ 4x 2 flight events Total – 52 flights / year	5x 6m high marquee 5x 6m high tepee 10x 4.5m high tent (or under) Structures to be taken down after each event.	15x 12am finish (1am offsite) 5x 10am-6pm
C	10x 1 day events (structure / event pack in & out a day to either side)	80 pax x 10 events	Oct 1-Apr 30: 9am-6pm May 1-Sep 30: 10am-4pm <ul style="list-style-type: none"> ▪ 1x 10 flight events ▪ 3x 4 flight events ▪ 3x 2 flight events Total – 28 flights / year	3x 6m high marquee OR tepee 4x 4.5m high tent (or under) 3x 3m high gazebo / tent (max – to not be visible)	5x 12am finish (1am offsite) 5x 10am-6pm

¹ A "flight" being 1x landing and 1x take off therefore comprising 2x movements

D	50x 1 day events (event pack in & out a day to either side)	500 pax x 2 events 300 pax x 18 events 150 pax x 20 events 100 pax x 10 events	<i>Flight operations between 8am-8pm on any day</i> ▪ 2x 30 flights event (the 500 pax events only) ▪ 48 x 10 flight events <i>Total – 540 flights / year Max (100 per year?)</i>	35x 15m marquee*	50x 1am finish (2am offsite)
F	45x 1 day events (structure / event pack in & out a day to either side)	300 pax x 5 events 200 pax x 10 events 150 pax x 10 events 100 pax x 20 events	<i>Oct 1-Apr 30: 9am-6pm May 1-Sep 30: 10am-4pm</i> ▪ 4x 10 flight events ▪ 4x 6 flight events ▪ 6x 6 flight events <i>Total – 100 flights / year</i>	7x 6m high tepee 8x 6m high marquee 20x 4.5m high tent (or under) 10 x 3m high gazebo / tent (max – to not be visible)	35x 12am finish (1am offsite) 10x 10am-6pm
Film / TV	15x film / TV related activities that run over several days 30 days max across all 15x film / TV events 7 days consecutive max for any one film / TV activity	150 people	<i>Flight operations between 8am-8pm on any day – (airport location not defined)</i> ▪ 10x flights max daily on each day of filming <i>Total – 300 flights / year</i>		8pm except, in summer filming activities may run until 10pm

11. That no private vehicles, other than service/catering vehicles are to utilise the track and access the Event locations for Event related activities.
12. All lighting shall be limited to within the marquee / tent or be low solar lighting to mark out boundaries around the marquee sites. All lighting shall be facing downwards and internally to each Event site.

Noise

13. The consent holder shall ensure that noise from any Event activity, excluding helicopter noise, shall be undertaken such that the relevant noise standards are not exceeded at the notational boundary of any site containing a residential dwelling at the time this consent is granted. This shall include for events where "Type 2" sound equipment is in use; that is a sound system providing music entertainment or music for dancing, rather than a system just for speeches and background music.
14. To achieve **Condition (13)** the consent holder shall submit to Council's Planning and Development department a plan that annotates where all adjoining allotments contain residential dwellings at the time consent is granted.

Health and Safety

15. Prior to this consent being implemented, the consent holder shall provide to the Manager Resource Consents for certification an Emergency Management Plan (EMP) as part of the Operational Management Plan required under **Condition (4)** detailing the following at a minimum:
 - a) The roles and procedures for staff/volunteers in case of an accident / emergency;
 - b) Fire control measures;
 - c) Community safety (e.g. first aid)
16. The consent holder shall ensure that all officials, staff and/or volunteers are briefed prior to each Event and that they clearly know the procedure in the event of an emergency or accident and what their roles are.

17. The consent holder shall ensure that first aid and firefighting equipment is located in appropriate locations with staff trained in evacuation and the use of fire extinguishers.

Sanitation

18. The consent holder shall ensure that the toilet facilities for each Event are provided in accordance with the following table

People Attending	Duration of Event (hours)						
	1-2	3	4	5	6	7	8+
1-50	1	1	1	2	2	2	2
51-100	2	2	2	2	3	3	3
101-250	3	3	3	3	4	4	6
251-500	4	4	4	6	6	6	8

19. The consent holder shall be responsible for ensuring that all sanitary facilities are monitored and serviced throughout each Event and that sufficient hand washing facilities or hand sanitiser is provided and serviced.

Waste

20. The consent holder is wholly responsible for cleaning the area over which the event takes place, removing all rubbish and materials associated with the activity from the area, and ensuring no damage occurs to any public property and the surrounding area as a result of the exercise of this consent. All rubbish stored on the site prior to removal is to be stored secure from animals and unauthorised persons.

Record Keeping

21. The consent holder shall maintain a daily log for all Event activities and shall include at minimum the details pertinent to **Conditions (5) – (9)**, and **(18)** above (Event site(s) in use, marquee size and height, pack in / out days, number of persons attending, number of toilets provided). A copy of this log shall be kept in a place available for production to the Queenstown Lakes District Council and its officers or delegates at any time upon request.

Noise Management Plan

22. **Prior to commencing activities** authorised by this consent, the Consent Holder shall submit to Councils Planning and Development Department a Noise Management Plan [NMP] for certification. The NMP shall be prepared by a suitably experienced and qualified acoustic consultant recognised by Council and identify the means by which noise emissions from the following sources will be controlled in accordance with the best practical option to avoid unreasonable noise addressing the following matters;

- Maximum operating sound levels for Sound amplification systems
- Location of portable equipment including any electrical generators to minimise off-site sound
- Mitigation of helicopter noise and ground-based noise sources.

In addition, the NMP shall specifically identify;

- a) Methods adopted for managing the occurrence of simultaneous events so that the cumulative sound levels remain within allowable limits at all times, when assessed at all relevant locations.

- b) Methods for the recording, investigating and reporting actions taken whenever a noise complaint is received. The NMP should also include methods for the review and updating of the Plan, such as at times when the nature or character of activities or events change.
23. The Consent Holder shall ensure that all activities authorised by this consent are carried out in accordance with the approved Noise Management Plan referred to in **Condition (22)**, or the draft of this Plan submitted to Council in the event approval is yet to be issued.

Helicopters

24. The consent holder shall ensure that noise from helicopter movements associated with the activities authorised by this consent shall comply with the noise limits contained in Table 1 of Section 4.2.2 of NZS 6807: 1994 Noise Management & Land Use Planning For Helicopter Landing Areas Helicopter sound must comply with a **noise limit of 50 dB Ldn** at the notional boundary of all dwellings, when assessed in accordance with NZS 6807:1994.
25. The consent holder shall ensure that no more than 40 movements per month of helicopters not exceeding the noise output of Eurocopter model AS350 shall be permitted at (as per Condition (4) above), or near, each event sites designated A, C, D and F. For avoidance of doubt a "movement" consists of a landing and a take-off.
26. The consent holder shall ensure pilots operating to or from a consented Event at Site A, C, D or F conduct their flight operations to avoid, except in the case of emergencies, over-flight of dwellings at an altitude of 500 feet or less above ground.
27. The consent holder shall ensure that all pilots using the site, plan routes and fly in accordance with the recommendations of the Helicopter Association International "Fly Neighbourly Guide", Edition 3 [2006] for the relevant aircraft type, and as far as is consistent with safety.
28. No outdoor lights shall be installed in the vicinity of the helipad location to light the space for landing.
29. If the helicopter is to be on the landing site for more than 10 minutes, the pilot must shut down to prevent unnecessary noise and dust disturbance.
30. Any helicopter movements for emergency operations (search and rescue, emergency medical situations) shall not be subject to the above controls.
31. The consent holder shall maintain a logbook recording the number of helicopter movements to and from each Event location, and the date and time thereof. A copy shall be kept in a place available for production to the Queenstown Lakes District Council and its officers or delegates at any time upon request.
32. No helicopter engine overhaul maintenance or refuelling shall be carried out on site.

Engineering conditions

33. All engineering works shall be carried out in accordance with the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd June 2015 and subsequent amendments to that document up to the date of issue of any resource consent.

*Note: The current standards are available on Council's website via the following link:
<http://www.qldc.govt.nz>*

To be completed prior to the commencement of any works on-site

34. Prior to commencing works within Hansen Road (for the berm widening / passing bays and road sealing), the consent holder shall submit a traffic management plan to the Road Corridor Engineer at Council for approval. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor. All contractors obligated to implement temporary traffic management plans shall employ a qualified STMS on site. The STMS shall implement the Traffic Management Plan. A copy of the approved plan shall be submitted to the Manager of Resource Management Engineering at Council prior to works commencing.
35. The owner of the land being developed shall provide a letter to the Manager of Resource Management Engineering at Council advising who their representative is for the design and execution of the engineering works and construction works required in association with this development and shall confirm that these representatives will be responsible for all aspects of the works covered under Sections 1.7 & 1.8 of QLDC's Land Development and Subdivision Code of Practice, in relation to this development.
36. Prior to commencing any works on the site, the consent holder shall obtain 'Engineering Review and Acceptance' from the Queenstown Lakes District Council for all development works and information requirements specified below. An 'Engineering Review and Acceptance' application shall be submitted to the Manager of Resource Management Engineering at Council and shall include copies of all specifications, calculations, design plans and Schedule 1A design certificates as is considered by Council to be both necessary and adequate, in accordance with **Condition (33)** to detail the following requirements:
 - a) Passing bays or road widening shall be provided to prevent vehicle conflicts on narrow, steep and/or curved sections of Hansen Road. The number and design of passing areas shall form part of the overall access design with consideration given to available sight lines, vehicle safety and minimising earthwork cuts. Provision shall be made for the continuation of roadside stormwater systems.
 - b) The provision of a sealed vehicle crossing to the lot boundary servicing the 'Barn' Parking area from Hansen Road. The crossing shall have a minimum carriageway width of 5.5m. Provision shall be made for the continuation of roadside stormwater systems.
 - c) The provision of Design Certificates for all engineering works associated with this development submitted by a suitably qualified design professional (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of the QLDC's Land Development and Subdivision Code of Practice Schedule 1A Certificate.
37. The consent holder shall install measures to control and/or mitigate any dust, silt run-off and sedimentation that may occur, in accordance with QLDC's Land Development and Subdivision Code of Practice and 'A Guide to Earthworks in the Queenstown Lakes District' brochure, prepared by the Queenstown Lakes District Council. These measures shall be implemented **prior** to the commencement of any earthworks on site and shall remain in place for the duration of the project, until all exposed areas of earth are permanently stabilised.

To be monitored throughout earthworks

38. No earthworks, temporary or permanent, are to breach the boundaries of the site with the exception of works required for Hansen Road access improvements and vehicle crossing upgrades.
39. The consent holder shall implement suitable measures to prevent deposition of any debris on surrounding roads by vehicles moving to and from the site. In the event that any material is deposited on any roads, the consent holder shall take immediate action, at his/her expense, to clean the roads. The loading and stockpiling of earth and other materials shall be confined to the subject site.

Landscape Mitigation Earthwork Staging and Completion

40. The implementation of the earthwork mitigation mounds may be staged; however, the consent holder shall ensure that all earthwork mitigation is completed within two years of the consent being granted (by 31 October 2019).
41. The consent holder shall advise Council's Planning and Development department when each mitigation mound is complete to ensure monitoring of the mounds installation and effectiveness for visual mitigation of the structures can be undertaken. Should the mounding not be as effective as proposed, a review of the consent and mitigation can be undertaken.

Prior to the operation of any events

42. Prior to the operating any events, the consent holder shall complete the following:
 - a) The submission of 'as-built' plans and information required to detail all engineering works completed in relation to or in association with this development at the consent holder's cost. This information shall be formatted in accordance with Council's 'as-built' standards and shall include all Roads (including right of way and access lots) and Stormwater reticulation.
 - b) The completion and implementation of all certified works detailed in **Condition (36)** above.
 - c) The submission of Completion Certificates from both the Contractor and Approved Engineer for all infrastructure engineering works completed in relation to or in association with this development (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of the QLDC's Land Development and Subdivision Code of Practice Schedule 1B and 1C Certificate.
 - d) All earthworked/exposed areas shall be top-soiled and grassed/revegetated or otherwise permanently stabilised.
 - e) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out under this consent
 - f) The installation of a 'concealed exit' sign north of the site entrance on Hansen Road. All signage shall be installed in accordance with the New Zealand transport Agency 'Manual of Traffic Signs and Markings,' (MOTSAM) signage specifications.
 - g) The formation of all onsite vehicle parking and manoeuvring areas, including the lower car park and bus turning area, to Council standards. All areas shall be formed of a minimum 150mm compacted AP40. Provision shall be made onsite for stormwater disposal.
 - h) The formation of the visual mitigation mound within the vehicle parking area to achieve visual softening of the car park and bus turning area. The mound shall be certified by Councils Planning and Development Department.
 - i) The provision of a gravel vehicle crossing to the 'event site' from Hansen Road to be in terms of Diagram 2, Appendix 7. This shall be trafficable in all weathers and formed with a minimum width of 5.5m and with a minimum 150mm depth of compacted AP40. Provision shall be made to continue any roadside drainage.

Advice Note: For clarity the gravel access may be formed as consented under RM161223.

- j) The consent holder shall upgrade the access within the 'event site' from the Hansen Road boundary as detailed on plan 120.7E.1A of RM161223. This shall include a minimum 5.5m wide access section extending 15m into the site from Hansen Road to ensure trucks using the site can pass each other. Additionally the access way shall meet the following requirements:

- i) The access way shall have a formed metal carriageway width of no less than 3.5 metres.
- ii) The carriageway shall have a minimum cross-fall of 4% to prevent stormwater ponding on the carriageway surface.
- iii) Drainage swales shall be provided for stormwater disposal from the carriageway. The invert of the water channel shall be at least 200mm below the lowest portion of the sub-grade.

Ongoing engineering conditions

43. Any vegetation, boundary fencing or other structures adjacent to the road boundary shall be removed or kept trimmed as necessary to ensure that sight distances from the vehicle crossing are not obstructed. A clear line of sight of at least 80 metres south and 60m north shall be maintained at all times along Hansen Road from the vehicle crossing to the site. This condition relates to the event site access and not the Barn Parking area access

Review Condition

44. Within six months of the date of this decision; and/or upon the receipt of information identifying non-compliance with the conditions of this consent, and/or within ten working days of each anniversary of the date of this decision, the Council may, in accordance with Sections 128 and 129 of the Resource Management Act 1991, serve notice on the consent holder of its intention to review the conditions of this resource consent for any of the following purposes:
- a) To deal with any adverse effects on the environment relating to the sound amplification systems that may arise from the exercise of the consent which were not foreseen at the time the application was considered and which it is appropriate to deal with at a later stage.
 - b) To deal with any unanticipated adverse effects of parking where unanticipated numbers of private cars are used to attend events and off-site parking on Hansen Road has occurred on a regular basis resulting in more than minor adverse effects.
 - c) There has been a change in circumstances such that the conditions of this resource consent relating to the sound amplification systems are no longer appropriate in terms of the purpose of the RMA.
 - d) Monitoring of the exercise of the consent has revealed that there is or is likely to be an adverse effect relating to the sound amplification systems on the environment.
 - e) With respect to the following conditions:
 - i) Condition 4 – Operational Management Plan
 - ii) Condition 9 - Event summaries / operations per site
 - iii) Condition 22 – Noise Management Plan
 - iv) Condition 40-41 - Landscape Mitigation Earthwork Staging and Completion

Advice Notes

- i) The consent holder is advised that any food vendor is required to meet food hygiene standards.
- ii) The consent holder is advised that the service of alcohol must comply with the conditions of the approved Alcohol License.
- iii) The consent holder is advised to liaise with the Queenstown based New Zealand Fire Service to ensure that fire prevention and fire control measures are provided by the consent holder.
- iv) All grey water must be taken from the site and disposed of appropriately.

- v) The consent holder is advised that, during any event, an enforcement officer may monitor the noise from the activity. Any reports may affect future noise requirements for activities at this venue.
- vi) Under the Resource Management Act 1991, if an enforcement officer deems the noise from the activities to be excessive, the applicants are liable to pay for the officers' time. The service of an excessive noise direction may result in seizure of the noise source.

APPENDIX 2

SECTION 42A REPORT

FILE REF: RM151082

TO Independent Commissioners

FROM Alana Standish, Senior Planner

SUBJECT Report on a publicly notified consent application.

SUMMARY

Applicant: NZ High Country Limited

Location: Hansen Road, Queenstown

Proposal: Land use consent to undertake a commercial (event) activity, to erect marquees and establish airports for a 20 year consent duration

Legal Description: Lot 1 Deposited Plan 355881 and Section 22, 27-28, 30 Block XXI and Section 125 Block I Shotover Survey District held in Computer Freehold Register 227983

Zoning: Rural General

Public Notification Date: 19 April 2017

Closing Date for Submissions: 18 May 2017

Submissions: One submission has been received in opposition to the application. The submitter does not wish to speak at a hearing.

RECOMMENDATION

- (i) That subject to new or additional evidence being presented at the Hearing, the application be GRANTED pursuant to Section 104 of the Resource Management Act 1991 (the RMA) for the following reasons:
1. This application seeks to enable an alternate use of farming land as a commercial events venue by establishing four event locations within the site to hold up to 125 events for various patronage numbers and with associated bus and helicopter movements. The proposal will result in visual and landscape effects from establishing marquees and tents on a prominent hillslope that can only be partially mitigated as the effects would not be strictly temporary given the regularity with which they will appear in the landscape; these effects would be more than minor with respect to landscape character and visibility. However, the resulting landscape and cumulative effects are acceptable, and all other effects with respect to amenity, noise, traffic generation, earthworks, and services can be adequately mitigated.

2. Erecting tents at Sites A, C and F will result in adverse landscape effects, however the quasi-permanent/temporary nature of these structures and the corresponding effects means these effects can be mitigated to a point that the effects would be acceptable, and whilst inconsistent with the Operative District Plan (ODP) in terms of landscape character, the activity overall and landscape effects are not contrary to the relevant objectives and policies in either the ODP or Proposed District Plan (PDP).
3. In terms of Part 2 the application is found to promote the sustainable management of the natural and physical environment and would not physically degrade the application site.

1. INTRODUCTION

My name is Alana Standish. I am a resource consents planner with Queenstown Lakes District Council. I have been employed in this role for four and a half years. I hold the qualification of a Bachelor of Resource and Environmental Planning (First class Honours) from Massey University. I am an Intermediate member of the New Zealand Planning Institute, which brings with it obligations with regard to continuing professional development.

I confirm I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Consolidated Practice Note 2014 and agree to comply with it. In that regard I confirm that this evidence is written within my area of expertise, except where otherwise stated, and that I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

This report has been prepared to assist the Commission. It contains a recommendation that is in no way binding. It should not be assumed that the Commission will reach the same conclusion.

2. PROPOSAL AND SITE DESCRIPTION

A copy of the application and accompanying assessment of effects and supporting reports can be found in the "Application" section of the Agenda.

2.1 PROPOSAL AND SITE HISTORY

Resource consent is sought to undertake a commercial (event) activity on the site, to erect marquees and establish associated (helicopter) airports, for a 20 year consent duration at Hansen Road.

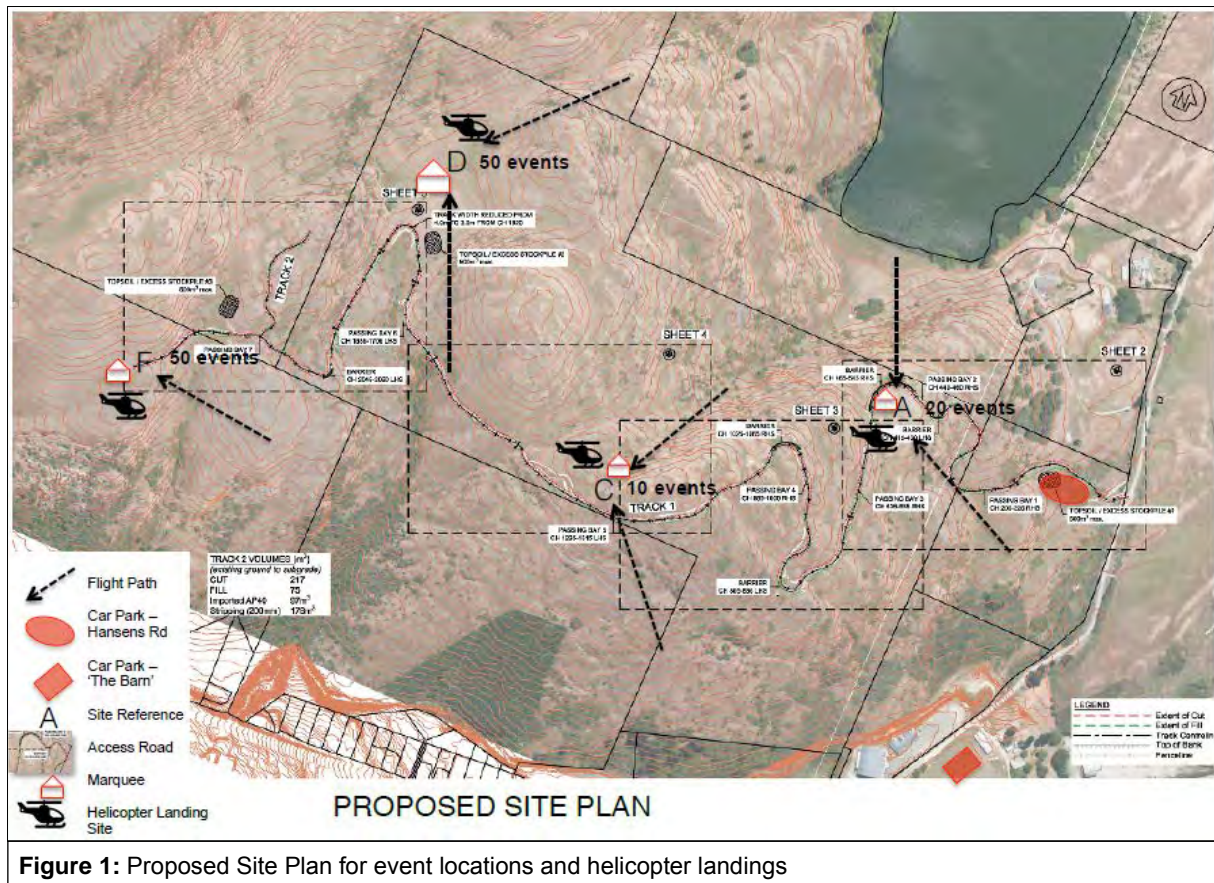
The applicant has provided a description of the site and locality, relevant site history and the proposal in sections 1.2 - 1.4 of the report entitled '*RM151082 NZ High Country Limited Amended Assessment of Environmental Effects*' dated 8 November 2016 and prepared by Alyson Hutton of Brown and Company Planning Group ("Applicant's AEE"). These descriptions are considered accurate, and are adopted for the purpose of this report.

In summary the applicant is seeking to operate up to 125 events (including for but not limited to weddings and private / corporate events) and 15 film/TV activities per year from the site, over four proposed event locations, with associated helicopter landings. The proposed activities, movements, servicing and transport associated with each nominated site location (A, C, D and F) are set out as follows:

Table 1: Event summaries per site as notified (refer to Figure 1 for proposed site plan)

Site	Events per Year	People per event	Heli flights ¹ per year	Events with marquee types per year	Finish times
A	20x 1 day events (structure / event pack in & out a day to either side)	180 pax x 5 events 150 pax x 5 events 100 pax x 10 events	<i>Oct 1-Apr 30: 9am-6pm</i> <i>May 1-Sep 30: 10am-4pm</i> <ul style="list-style-type: none"> 2x 10 flight events 4x 6 flight events 4x 2 flight events <i>Total – 52 flights / year</i>	10x 6m high marquee 10x 4.5m high tent (or under) Structures to be taken down after each event.	15x 12am finish (1am offsite) 5x 10am-6pm
C	10x 1 day events (structure / event pack in & out a day to either side)	80 pax x 10 events	<i>Oct 1-Apr 30: 9am-6pm</i> <i>May 1-Sep 30: 10am-4pm</i> <ul style="list-style-type: none"> 1x 10 flight events 3x 4 flight events 3x 2 flight events <i>Total – 28 flights / year</i>	3x 6m high marquee OR tepee 4x 4.5m high tent (or under) 3x 3m high gazebo / tent (max – to not be visible)	5x 12am finish (1am offsite) 5x 10am-6pm
D	50x 1 day events (event pack in & out a day to either side)	500 pax x 2 events 300 pax x 18 events 150 pax x 20 events 100 pax x 10 events	<i>Flight operations between 8am-8pm on any day</i> <ul style="list-style-type: none"> 2x 30 flights event (the 500 pax events only) 48 x 10 flight events <i>Total – 540 flights / year</i> <i>Max (100 per year?)</i>	45x 15m marquee* * Marquee to remain on site at all times unless needed elsewhere except, will be removed 1 Mar – 18 Mar each year for another event.	50x 1am finish (2am offsite)
F	45x 1 day events (structure / event pack in & out a day to either side)	300 pax x 5 events 200 pax x 10 events 150 pax x 10 events 100 pax x 20 events	<i>Oct 1-Apr 30: 9am-6pm</i> <i>May 1-Sep 30: 10am-4pm</i> <ul style="list-style-type: none"> 4x 10 flight events 4x 6 flight events 6x 6 flight events <i>Total – 100 flights / year</i>	15x 6m high marquee 20x 4.5m high tent (or under) 10 x 3m high gazebo / tent (max – to not be visible)	35x 12am finish (1am offsite) 10x 10am-6pm
Film / TV	15x film / TV related activities that run over several days 30 days max across all 15x film / TV events 7 days consecutive max for any one film / TV activity	150 people	<i>Flight operations between 8am-8pm on any day – (airport location not defined)</i> <ul style="list-style-type: none"> 10x flights max daily on each day of filming <i>Total – 300 flights / year</i>		8pm except, in summer filming activities may run until 10pm

¹ A “flight” being 1x landing and 1x take off therefore comprising 2x movements



The following parameters were proposed with the application as notified:

- Marquees would generally be white and the tepee beige colour (heights specified in Table 1);
- Lighting would be limited to within the marquees and low solar lighting to mark out boundaries around the marquee sites;
- Guests will not be able to drive to the locations; two centralised parking areas are proposed to accommodate 20 informal car parks each (in a paddock at 'The Barn' and the entrance to the site), for individual guests and transport / catering operators. The applicant will manage transport from the parking areas to each marquee site via mini bus. Bus transport is otherwise promoted and encouraged to the site with collections from various locations around the District;
- Portable services are to be provided on an ad-hoc basis: portable toilets as necessary depending on the number of guests, potable water and generators. No permanent servicing to be installed;
- Private caterers to be engaged for each event; no food or alcohol sales on site;
- Earthworks are proposed at Site A (cut/fill: 2,232m³, max cut depth 2.5m / fill height 3.8m), and Site F (cut/fill 1,071m³, max cut depth 2.9m / fill height 2.2m) with a stacked stone wall within the eastern bund;
- Various conditions are volunteered including for:
 - Noise in relation to the standard NZS6801:2008, number of movements monthly not exceeding a noise output;
 - Flight avoidance of dwellings below 500 feet;
 - A log for helicopter flights;
 - Noise Management Plan, its contents and certification requirements;
 - Review clause
 - A register of the event activities, number of guests
 - Submission of a lighting plan for each site

After the section 95 determination was made, and prior to notification, a landscape memo and amended landscape plans were submitted to Council (received 3 April 2017). The related plans are located from pages 92-98 of the notification package. The memo was omitted from the notification package. The memo is attached to this recommendation in **Appendix 1**. The memo set out a description of the specific curtilage areas identified in the maps in which to contain various event related activities, these being:

- The Marquee Curtilage: Contains the marquee or tents, tables, chairs and other temporary structures, set up prior to the event and usually removed the following day (subject to weather).
- The Service Curtilage: Contains service vehicles, parking for event buses, catering truck, storage of equipment for the temporary event, only on site for the day of the temporary event.
- The Events Curtilage: Area where events are held and in which only easily movable and temporary event furniture are used. This will include seating for guests and small tables and chairs as well as decorative features for weddings such as arches, only on site for the day of the temporary event.

The applicant also confirmed the size of each marquee / tent in additions to the height with the maximum floor area for the largest marquee on each site being:

- Site A (Merino Rise) 150m²;
- Site C (Country Courtyard) 150m²;
- Site D (Lake June) 675m²; and
- Site F (Tussock Point) 150m²;

As the relevant plans with the new curtilage areas were included in the notification package, and the memo does not set out any new or otherwise unknown information, it can be considered, and does not represent a material change to the application.

Following notification resource consent RM161223 was approved (see the 'Relevant Consent History' below) for a quarry operation elsewhere on the land associated with the event sites. That consent included a dry stone store area in the location of the upper car park off Hansen Road. As a result this application is amended so that all 40 car parks are located at the lower car park in the paddock adjacent to 'The Barn' with a bus turning area. A 1.8m high earth mound (with 2.5m wide base) will surround the car park area. The requirement that all guests be transported to the event sites by bus remains.

An amended car park plan and clarification on car park arrangements and transport matters was received 20 June 2017 and is attached in **Appendix 1** to this recommendation. The clarification includes traffic and parking management strategy that would form part of an Operations Plan for the activities, including event day management of the parking area and access along Hansen Road to the site entrance, and interactions with the now consented Quarry operation (see RM161223 below)

The application included provision for up to 40 car parks including 20 in the paddock adjacent to 'The Barn'. The scale of car parking in this paddock has increased to 40 due to the relocation of the upper car parking. No person submitted on the application with respect to the car parking. Consideration must be given to whether the change is within scope of the notified application. Given the paddock area was set out for car parking and the overall number of parks has not increased, I consider the change is within scope of the application as submitted, and therefore can be considered and does not require re-notification.

Post-notification, the applicant has clarified their intention that a maximum two event sites may be in use on any given day (email dated 13 June 2017 attached in **Appendix 1** to this recommendation).

Further, on 22 August 2017 several more changes were made to the application; specifically:

- A condition was volunteered that marquees could not be used concurrently on the same day at Sites A and F;
- The marquee size at Lake June reduced from 675m² to 525m²; and
- The specified structure types / heights were further refined such that Site A would have 5x 6m high marquee and 5x 6m high tepee days, Site D reduced to 35 events, and Site F would have 7x 6m high tepee and 8x 6m high marquees days.

Relevant Consent History

At the time the application was submitted, and the section 95 determination made (22 February 2017), the applicant's consent history was correct. Following this time, two additional and relevant resource consents have been granted that relate to the subject site.

Resource consent RM160860 (granted 29 March 2017) approved consent to establish a commercial honey facility with associated café and retail activity at 57 Frankton Ladies Mile Highway / 14 Hansen Road. This application site includes the paddock car park area for the subject application.

Resource consent RM161223 (granted 17 May 2017) approved consent to operate a quarry and sell dry stone for a ten year period. The quarry location is accessed from the same track upgraded under RM130327 and is located between event sites D and F of RM151082.

3. SUBMISSIONS

3.1 SUBMISSIONS

A copy of submissions received can be found in the "Submission" section of the Agenda and are summarised below for the Commission's benefit.

Name	Location of Submitters' Property	Summary of Submission	Relief Sought
Joanne Phelan and Brent Herdson	63 McBride Street, Frankton (see Figure 1 for location)	Objects to additional airports being established for helicopter use due to noise pollution from helicopters flying over or near Frankton residential areas, and given the road to the site and short distance to the airport, the number of helicopter landings can be reduced.	For the number of helicopter movements to be reduced, and for helicopters to fly high before crossing over or near residential areas.

4. CONSULTATION AND WRITTEN APPROVALS

The following persons have provided their written approval and as such adverse effects on these parties have been disregarded.

Person (owner/occupier)	Address (location in respect of subject site)
Lynley Hansen, Walter Rutherford, and William Cooney (see Figure 1 for location)	Lots 1-4 DP 24553, Lot 2 DP 383378, Part Sections 123-124 and Block 1 Shotover Survey District, Part Section 47 Block II Shotover Survey District

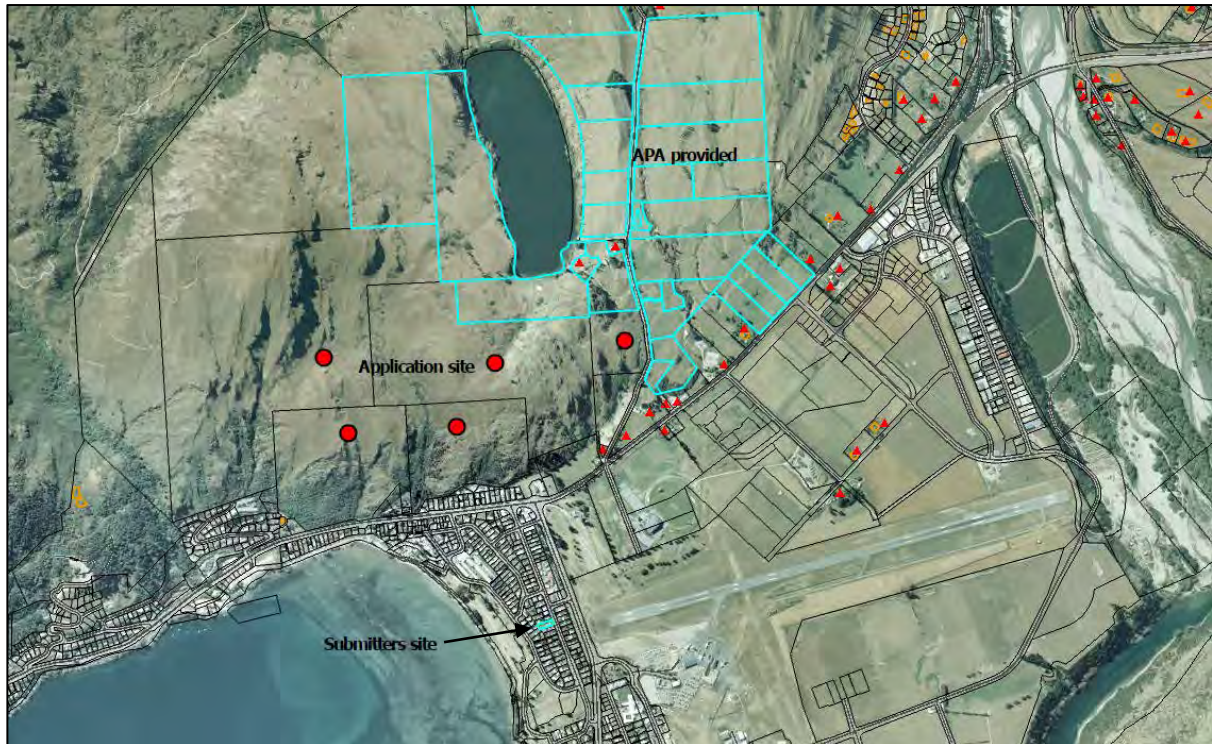


Figure 1: Application site in relation to the submitter's location and the persons whose written affected party approval has been obtained.

5. PLANNING FRAMEWORK

5.1 THE DISTRICT PLAN

The subject site is zoned *Rural General*.

The purpose of the Rural General Zone is to manage activities so they can be carried out in a way that:

- protects and enhances nature conservation and landscape values;
- sustains the life supporting capacity of the soil and vegetation;
- maintains acceptable living and working conditions and amenity for residents of and visitors to the Zone; and
- ensures a wide range of outdoor recreational opportunities remain viable within the Zone.
- protects the on-going operations of Wanaka Airport.

The zone is characterised by farming activities and a diversification to activities such as horticulture and viticulture. The zone includes the majority of rural lands including alpine areas and national parks.

The purpose of the Temporary Activity Rules is to provide clarity on, and flexibility for temporary activities within the District that are limited in either scale or duration and have no more than minor adverse effects.

The relevant provisions of the Plan that require consideration can be found in Part 4 (District Wide Issues), Part 5 (Rural Areas), Part 19 (Relocated Buildings, Temporary Buildings, Temporary Activities), and Part 22 (Earthworks).

Resource consent is required for the following reasons:

Rural General:

- A **restricted discretionary** resource consent pursuant to Rule 5.3.3.3[xi] as the activity does not comply with Site Standard 5.3.5.1[iii](a) relating to the scale and nature of the activities on site as the maximum gross floor area of all buildings on the site which will be used by the activities is greater than 100m². The maximum floor area for the largest marquee on each site is 150m² for Sites A, C and F, and 525m² for Site D. Council's discretion is restricted to this matter.
- A **discretionary** activity resource consent pursuant to Rule 5.3.3.3[i](a) to establish any building and associated physical activity, not contained within a building platform. It is proposed to erect marquees and tents at four sites at various times throughout the year as detailed in Table 1.
- A **discretionary** activity resource consent pursuant to Rule 5.3.3.3[v] to establish informal airports at various locations throughout the site.
- A **non-complying** activity resource consent pursuant to Rule 5.3.3.4[i] to establish a commercial activity, being the use of the site for various events, filming and activities.
- A **non-complying** activity resource consent pursuant to Rule 5.3.3.4[vi] as the proposal does not comply with zone standard 5.3.5.2[v] and the noise from a non-residential activity. It is proposed to breach the noise limits for the zone by approximately 5dBa.

Earthworks:

- A **restricted discretionary** resource consent pursuant to Rule 22.3.2.2(a) as the activity does not comply with Site Standard 22.3.3[i] and the maximum earthworks volume specified for the site in Table 22.1, being 1,000m³. It is proposed to undertake a total volume of 2,232m³ (1,126m³ cut and 1,106m³ fill). Council's discretion is restricted to the matter listed in 22.3.2.3(b) as below.
- A **restricted discretionary** resource consent pursuant to Rule 22.3.2.2(a) as the activity does not comply with Site Standard 22.3.3[iii](a)(iii) for exceeding the maximum fill height being 2m. The maximum fill height associated with marquee Site A is 3.8m. Council's discretion is restricted to the matter listed in 22.3.2.3(b) being:
 - (i) The nature and scale of the earthworks
 - (ii) Environmental protection measures
 - (iii) Remedial works and revegetation
 - (iv) The effects on landscape and visual amenity values
 - (v) The effects on land stability and flooding
 - (vi) The effects on water bodies
 - (vii) The effects on cultural and archaeological sites
 - (viii) Noise.

Overall, the application is considered to be a **non-complying** activity under the Operative District Plan.

5.2 PROPOSED DISTRICT PLAN

QLDC notified the Proposed District Plan on 26th August 2015, which contains no rules with immediate legal effect that are relevant to this proposal.

5.3 NATIONAL ENVIRONMENTAL STANDARD FOR ASSESSING AND MANAGING CONTAMINANTS IN SOIL TO PROTECT HUMAN HEALTH

Based on the applicants' review of Council records, the piece of land to which this application relates is not a HAIL site, and therefore the NES does not apply.

6. STATUTORY CONSIDERATIONS

This application must be considered in terms of Section 104 of the RMA.

Subject to Part 2 of the RMA, Section 104 sets out those matters to be considered by the consent authority when considering a resource consent application. Considerations of relevance to this application are:

- (a) *any actual and potential effects on the environment of allowing the activity; and*
- (b) *any relevant provisions of:*
 - (i) *A national environmental standards;*
 - (ii) *Other regulations;*
 - (iii) *a national policy statement*
 - (iv) *a New Zealand coastal policy statement*
 - (v) *a regional policy statement or proposed regional policy statement*
 - (vi) *a plan or proposed plan; and*
- (c) *any other matters the consent authority considers relevant and reasonably necessary to determine the application.*

In addition, Section 104D (Particular Restrictions on non-complying activity) states that:

- (1) *Despite any decision made for the purpose of section 95A(2)(a) in relation to adverse effects, a consent authority may grant a resource consent for a non-complying activity only if it is satisfied that either –*
 - (a) *the adverse effects of the activity on the environment (other than any effect to which section 104(3)(a)(ii) applies) will be minor; or*
 - (b) *the application is for an activity that will not be contrary to the objectives and policies of-*
 - (i) *the relevant plan, if there is a plan but no proposed plan in respect of the activity; or*
 - (ii) *the relevant proposed plan, if there is a proposed plan but no relevant plan in respect of the activity; or*
 - (iii) *both the relevant plan and the relevant proposed plan, if there is both a plan and a proposed plan in respect of the activity.*

The application must also be assessed with respect to the purpose of the RMA which is to promote the sustainable management of natural and physical resources. Section 9 of this report outlines Part 2 of the RMA in more detail.

Section 108 empowers the Commission to impose conditions on a resource consent.

7. INTERNAL REPORTS

The following reports have been prepared on behalf of QLDC and are attached as appendices.

- Dr Stephen Chiles, consultant Acoustic Engineer for Council (**Appendix 2** to this recommendation);
- Mr Richard Denney, consultant Landscape Architect for Council (**Appendix 3** to this recommendation);
- Mr Tim Dennis, consultant Engineer for Council (**Appendix 4** to this recommendation).

The assessments and recommendations of the reports are addressed where appropriate in the assessment to follow.

8. ASSESSMENT

It is considered that the proposal requires assessment in terms of the following:

- (i) Landscape Classification
- (ii) Effects on the Environment guided by Assessment Criteria
- (iii) Relevant Plan Provisions
- (iv) Regional Policy Statement
- (v) Other Matters

8.1 LANDSCAPE CLASSIFICATION

Mr Denney describes the application sites as being located within the landscape classification “*Outstanding Natural Landscape - Wakatipu Basin*” (“ONL”) (event sites), and “*Other Rural Landscapes*” (“ORL”) (car park paddock). The applicant’s AEE also describes the site as being within the ONL however does not mention the ORL.

Mr Denney’s conclusion on the ORL is made as follows:

“The flat part of the site adjacent to the Barn is part of a sliver of Rural General zoned land between the highway and the foot of the upland area. It is fringe land that is pastoral in character but influenced by the urbanisation of the highway and adjacent Frankton Flats and Frankton urban zones. The sliver of land is too small to be considered as a landscape unit of its own and I consider differs in character to the upland area that is less modified in character. It therefore falls within an Other Rural Landscape (ORL) category.”

Having reviewed the District Plan maps, and having considered the landscape categorisation in the applicant’s AEE, I am satisfied the event sites are all located within the Wakatipu Basin ONL and the triangle portion of land containing the car park area is located within an ORL. The following assessment is based on these landscape classifications.

8.2 EFFECTS ON THE ENVIRONMENT

8.2.1 The Permitted Baseline

The consent authority **may** disregard an adverse effect of the activity if a rule or national environmental standard permits an activity with that effect. In this case, it is permitted to:

- Undertake productive farming activities (as defined), and associated fencing e.g. post and wire;
- Undertake temporary activity (as defined) which includes erecting marquees and tents, and undertaking temporary events and filming activities, on up to seven days in any one calendar year.
- Undertake earthworks in the Rural General zone up to 1,000m³, where cuts and batters have an angle of no more than 65 degrees, and a maximum fill height of 2m.

All structures and buildings (including farm buildings as defined associated with farming activities) require resource consent, except that tent and marquees which meet the definition of a building in terms of size, can be erected on any site for up to seven days each calendar year as a permitted activity. Commercial activities (other than for commercial recreation groups of five or less) in the Rural General zone require consent.

Given the proposed activity is for a commercial activity throughout the year for non-farming activities and associated buildings and earthworks comprised of tents and marquees which are temporary activities (as defined); it is considered the permitted baseline is of value with respect to considering effects of the tents and marquees (not erected permanently), the effects of which and can be considered part of the permitted baseline for effects.

Receiving Environment

Of relevance to this application is consideration of activities (consented, but yet to be developed) that could take place within the vicinity of the surrounding environment.

The site is surrounded by Rural General land to the north (including Lake Johnson), immediately west (Queenstown Hill) and east. Further east is the Quail Rise special zone containing specific rules for lower density residential developments (this zone is largely developed). To the immediate south-west is the Low Density Residential area on the lower slopes of Queenstown Hill. The lower slopes are largely developed however the mid-slopes above Goldfield Heights and Middleton Road are yet to be developed.

To the south is the Frankton Flats, a rapidly developing special zone which provides for a mixture of land uses including light industrial, commercial and residential. The Queenstown Airport adjoins this zone.

A relevant yet unimplemented consented development within the immediate receiving environment includes a six lot subdivision which created four residential building platforms (RM151046) to the east and accessed directly from Hansen Road. This consent was granted 30 August 2017 following resolution of an appeal via Environment Court consent order.

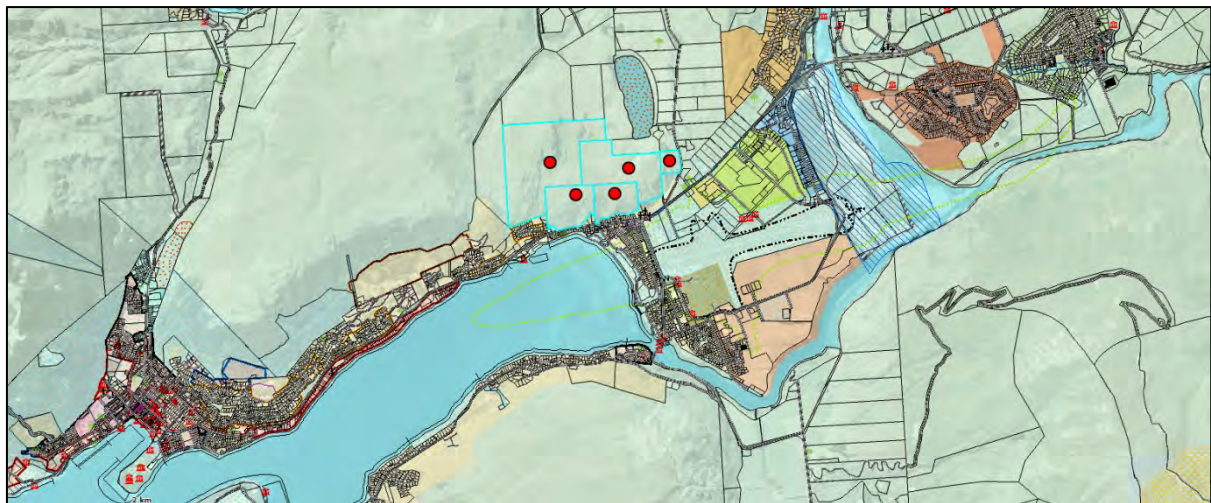


Figure 2: Application site (red dots identify the application site not the event locations) within the broader receiving environment demarcated by zoning.

Existing Environment

Presently the event site (west of Hansen Road), does not contain any built development. The site operates within a farming capacity. It is understood events have operated from the proposed event locations within what is permitted by temporary activity rules. A quarry has been consented on this land (RM161223 as discussed in Section 2 above – Relevant Consent History).

The car park land contains an existing residential unit, various barn and farm sheds, some of which have been converted to commercial use for 'The Barn', and the commercial honey operation consented under RM160860 as discussed in Section 2 above.

8.2.2 Actual and Potential Effects on the Environment

I consider the proposal raises the following actual and potential effects on the environment:

- *Landscape Character and Visibility*
- *Amenity Effects*
- *Cumulative Effects*
- *Helicopter Movements*

- Access, Car Parking and Traffic
- Earthworks
- Infrastructure and Health and Safety
- Positive Effects

Landscape Character and Visibility

The District Plan directs that consideration of applications in the ONL be assessed in light of the relevant assessment matters and that successful applications will be exceptional cases.

This application seeks to establish a commercial activity on land located in the ONL at the edge of urban Queenstown. The commercial activity will consist of four locations within the site being identified to use as a private events venue; the events primarily being for (but not limited to) weddings, and corporate type events.

The application includes management strategies to help contain the effects including limits on guest numbers, days in use and hours of operation, that the overall site could be used by no more than two groups on any given day, and restricting Site A and F such that marquees could not be on those sites at the same time. Tents and marquees of varying apex heights are to be used for event shelter and indoor related activities with specific restrictions on apex height days at each location, associated curtilage areas, and volunteered condition for a lighting plan. Further, no permanent infrastructure (water and waste connections, electricity etc.), are to be installed. Mitigation earthworks would be undertaken to reduce visibility of structures at Sites A and F. The vehicle track that accesses each of the four proposed event locations is existing, and would not be used by private guests, but by buses that transport guests from bus pick up locations about Queenstown, and the car park located next to The Barn on Hansen Road. Helicopters are promoted as a key transport option.

Consideration of landscape effects is provided from the applicant's planner in section 3.2 of the Applicant's AEE, and in supplementary assessment in Annexure D to the AEE. A memo and accompanying landscape plans was provided from Landscape Architect Mr Steve Skelton (dated 30 March 2017). The memo and plans set out to *"provide a more recognisable and measurable method to define and control activities"* to *"better address the effects of the proposal in terms of the objectives and policies of the ODP with particular regard to visibility and visual effects"*, however does not provide an in depth assessment. Mr Skelton has stated the mitigation earthworks, site lines and sections for Sites A and F remained current (this reference is taken as being to the Annexure E earthwork plans for Sites A and F).

Overall, the applicant contends the temporary nature of the marquees means the sites open character will be maintained, that the activity would not be prominent in the landscape and that the changes to the application have dramatically reduced the visibility across each location and that at long distances the breaches are difficult to identify.

Mr Denney has provided assessments of the original application and the amendments. While acknowledging that with respect to Sites A, C and F the *"proposed earthworks would reduce the visibility of the scale of the viewing catchment and sensitivity of this landscape, [he] considers it cannot conceal the sites and activities"* and that his original sentiments on the application stand:

"Marquees/Teepees and supporting infrastructure would be temporary in nature and relatively small elements in the broader context of the surrounding upland landscape. The pale colouring of marquees, associated activity of vehicles, people, and helicopter movements would draw attention toward the sites located in prominent positions at A, C, and F. The proposed development at these locations would compromise the appreciation of the landscape values of the immediate and wider landscape, would be visually prominent as to distract from public and private views otherwise characterized by natural landscapes and would distract from the open natural character of the landscape to a high degree".

By contrast Site D is the most discrete of the four proposed locations. This site is most capable of hosting groups and absorbing the marquee which would be erected on site yearlong with required infrastructure brought in as needed. While Site D will represent a more permanent built form and contribute to more people numbers per event and therefore corresponding vehicle and helicopter movements, Mr Denney is in agreement with the applicants' assessment to which I concur and agree that Site D is an appropriate location for the proposed activities.

Sites A, C and F are the most contentious from a landscape perspective because of their locations. I accept that the proposed earth mounding at Sites A and F would help to better integrate the structures and associated event activities into the surrounds, providing some screening from selected vantage points, particularly for the smaller structures (4.5m high and under), and that the earthworks would be congruous to the natural form of the landscape.

I accept the applicant's opinion that temporary structures and events do have less effect on the landscape than those that are permanent, however, the nature of this application is that a permanent commercial operation will utilise structures considered temporary activities on a regular basis to help facilitate business operations for small to medium sized events for up to 20 years. On their own and on a once off basis (e.g. once a year or up to seven days as per the permitted baseline), those effects could be considered temporary. As a whole the three sites collectively will facilitate structures that pop up and down across the landscape all year round with associated activities, each year for the consent duration. The following assessment will therefore focus of the landscape effects of these three locations.

Site A and C have the least event days being 20 and 10 days respectively. The use of these sites is most closely aligned to an activity under the permitted baseline particularly given the reduction in the number of 6m marquee height days. Site F offers expansive views across Lake Wakatipu and towards the Remarkables, and also a larger area in which to host events. This site would see up to 45 event days, on 10 of which smaller not readily visible structures would be used.

In addition to the earthworks and restriction on the number of specified apex height days, curtilage areas are set for each location; this is particularly relevant for sites A, C and F:

- Site A curtilage is reduced by half on the originally proposed curtilage in addition to earthwork mounding aligned diagonally from south to east, south of the marquee curtilage; portions of any structure above 4.5m at this site would be partially visible to the northeast with approximately 1m of a 4.5m structure being visible after the earthworks are completed;
- Site C curtilage is reduced with the tent area set between natural hummocks rather than beyond the hummocks as previously set. This site has the least tent days (10 in total) and would be partially visible from the Littles Road to the north (the only event location visible from this area/direction), and a skyline breach from Goldfield Heights / Frankton Road and the Lake Johnson car park on Hansen Road. The skyline breach from Goldfield Heights / Frankton Road will at times be viewed in conjunction with permanent skyline breaches of residential dwellings that have started to present as the Middleton Road area develops.

The topography is such that the 4.5 tents or under would not be readily visible from wider viewing catchments due to the topography and the larger 6m height is restricted to 3 days per annum resulting in temporary landscape and visibility effects similar to that of a permitted activity.

- The Site F curtilage shape is changed to put associated activities (e.g. small moveable objects) behind mounding rather than being readily open to views, and decreases the area in which marquees could be placed. The marquee area is cut approximately 1m down into a natural hummock and earth mounding to the southeast and southwest supplements a natural hummock to the immediate south. A 4.5m marquee would remain partially visible from the southwest and east at between 2-3m. With 35 event days with proposed apex heights at 4.5m or greater structures at Site F could be visible up to 105 days. I accept that smaller gazebo structures would not be readily visible.

Those structures while relatively small by area, would be partially obscured given the variable apex heights, topography, mitigation mounding and foreground features (e.g. where buildings obscure views from public areas), but would still be visible in the landscape from many public places due to the colouring, particularly when a white marquee is in use.

The breaches include that of prominent ridge lines and hill slopes. Skyline breaches of each will occur though I accept these would be from only a few locations as is highlighted in the Annexure D Landscape comments and Photos document. The applicant's assessment that the activity will not be visually prominent and will not dominate or detract from public or private views of the natural landscape is not entirely agreed with as the light colouring will highlight the structure forms.

Mr Denney considers the proposal would affect the open character and appreciation of landscape values, and detract from the natural landscape values. His view has not changed with amendments to the application. I accept Mr Denney's comments in that any visible structures will detract from landscape values, however I do not agree with his conclusions as to the extent of those effects.

The applicant has refined the application such that effects of structures on Sites A and C can be considered temporary, similar in nature and scale to a permitted temporary activity, and no more than minor.

Site F is the most problematic due to the number of event days where structures could be visible. I consider the effects of structure at this location are not strictly temporary given these could be visible for one third of the year (including pack in and out). However the perception of a tent/marquee as compared to a residential dwelling is that the structure is of a temporary nature as indicated through inclusion in the temporary activity definition, and so the perceived nature, from the general public, could be that these features are temporary. Further, the modifications to when and how long the different types of tents, marquee and tepees could be up along with restricting sites A & F from being in use with marquees at the same time, will help to manage potential visibility and cumulative effects on the landscape. Considering the above, and the changes to encapsulate this site as much as possible by the western and southern earthworks, lowering the marquee curtilage area and setting it further back from the ridge, and given the receiving environment is highly modified, I consider that resulting effects on landscape character and visibility effects would remain more than minor as compared to the permitted baseline, but that the effects would not be so significant to be unacceptable.

With respect to the car park location in the lower paddock, this portion of the subject site is within the "Other Rural Landscape" classification. The car park is to be a gravel area managed by the consent holder. Mr. Denney considered that when in use the car park would not be complimentary or sympathetic to the surrounding rural landscape, and suggests earth shaping or landscaping to visually soften the parking area. Following notification earth shaping around the car park area has been proposed.

The surrounding land on the flat is a mixture of scattered landscaped dwellings, industrial features and sports fields. The mounding would contribute to a softening of the proposed formed area and I consider this suitable mitigation.

Amenity Effects

The application seeks to establish four event locations within the site to hold up to 125 events for various patronage numbers and with associated bus and helicopter movements. The site is broadly visible, and conceivably the activity may affect amenity values on the surrounding area, particularly with respect to the hours of operation, lighting, noise, and traffic generation.

Noise and hours of operation

Originally the applicant did not seek to breach the District Plan noise limits. To support this, a comprehensive noise assessment was provided with the application from Malcom Hunt & Associates, which was reviewed by Dr. Chiles. Various sound sources were identified including vehicles, helicopters, people, generators, amplified sound/music, and specified approach/departure paths identified for helicopters accessing the Sites. The report makes a number of recommendations about types of sound equipment and for a condition requiring a Noise Management Plan which is to include methods for the recording, investigation and reporting actions whenever a noise complaint is received, and for managing simultaneous events.

From the information supplied, Dr. Chiles concluded the activity would result in a non-complying activity with respect to the operative District Plan noise limits for helicopters, and this would be in the order of 5dB above at the nearest residence (R1 / R2). There was debate between these experts about the appropriate noise standard. The following comments are noted from Dr. Chiles:

"I consider the approach proposed to be reasonable, and agree that the 50 dB Ldn noise limit from NZS 6807 is more appropriate for helicopters. However, in terms of noise effects, this does increase potential effects at R2 in particular, and notification should be considered for that receiver if it isn't occurring anyway. I have ignored effects on R1² as I understand from the email below that written approval has been provided by the owner/occupier.

In terms of the conditions:

I agree in general terms with the suggested helicopter noise limit, but the actual noise limit should be explicitly included in the condition:

"Helicopter sound must comply with a noise limit of 50 dB Ldn at the notional boundary of all dwellings, when assessed in accordance with NZS 6807:1994."

I maintain that showing a flight path exclusion area around the nearest neighbours on a map would be clear and simple. However, I agree the approach proposed in the email below is adequate.

Monitoring sound before an event allows adjustments to be made before it is too late. I consider that it is important that monitoring is conducted every time a "Type 2" sound system is used. That is, any system providing music entertainment or music for dancing, rather than a system just for speeches and background music."

From the expert assessments provided it is concluded that sound from the proposed activities (including helicopter sounds) would breach noise limits, and the effects are limited to neighboring sites, and subject to the volunteered and recommended conditions for site management and monitoring, would not otherwise result in adverse nuisance noise effects on the wider environment (discussion to follow). Helicopter movements expressly in relation to neighbours and the Phelan / Herdson submission are discussed further below in regards to Helicopter movements.

In terms of the hours of operation, the principle nuisance effects would be noise and lighting. The majority of events will operate after 6pm. During the summer operations to 10pm would result in very little effects from lighting due to the sky remaining naturally lit. The low level lighting would be apparent for several hours in the late evening or more readily during the winter months from early evening. A lighting plan condition is volunteered by the applicant, the intent of which is to ensure the lighting is directed internally to each tent location and associated effects minimised. This is considered appropriate to managing lighting effects.

² Note: the Affected Persons Approval was provided from the owner / occupier of R2 not R1 however Dr Chiles' comments stand regardless.

The Sites will generally operate between 10am to 12am on any day that events take place noting that set ups may commence from 6am and Site D has a proposed 1am finish time for events. Amplified sound and music is expected at each Site. Dr Chiles' recommends a monitoring condition particularly where a louder "Type 2" sound system is in use (for music entertainment / dancing rather than for speeches / background noise). I also suggest a related review condition. Helicopter landings would only take place up to 8pm (discussed further below).

Traffic generation

As described in the Applicant's AEE, the commercial aspect of the application involves guests visiting the site to access the four marquee sites for special events (e.g. weddings, corporate events etc.). Access to the site is to be strictly managed so that only the operator, specified bus operator or caterer would use the access track within the site and no more than two groups could use the site on any given day. All other guest access involves guests parking in the paddock on the flat at the start of Hansen Road and being transported by bus to the specific event location. Alternatively a guest would arrive by helicopter under the specified landings.

Additional traffic on Hansen Road will encounter residential traffic and other traffic from persons recreating at Lake Johnson and that associated with the consent quarry on the site. The applicant has suggested management strategies to reduce effects of traffic conflict which would form part of an operations management plan should consent be granted. This along with other conditions discussed in the traffic generation section below would help to mitigate the amenity effects from the additional traffic generation on this road.

The level of traffic to transport guests within the site would be greater than permitted farming activities and would be intermittently noticeable beyond the site due to increased dust, vehicle light nuisance, and visibility of vehicles on some portions of the track. As Mr Denney notes, these activities, the bus movements, lights from vehicles at night and helicopter landings would draw attention to the site to which Mr Denney considers would compromise landscape values. I do not agree with this finding given the sites location at the urban edge of the Frankton area, being highly modified in what is an already busy flight movement environment. Managing the traffic as proposed with buses rather than individual cars is I consider an appropriate way to manage the resultant traffic generation through the site along the track. I also note that light disturbance would be more of an issue in the winter when daylight hours are reduced.

Summary of amenity effects

Overall, I consider the resultant noise from the proposal can be absorbed in the wider environment. The additional traffic generation on the track and resultant amenity effect are considered appropriate.

Cumulative Effects

The site is located within an upland area of ONL at the fringe of developed residential areas (Goldfield Heights area to the west, Frankton to the south) and the developing mixed use Frankton Flats zone and Airport to the south/southeast. The residential area to the east is not yet fully developed, and when it is, dwellings will be located at a similar and higher elevation on the same face of Queenstown Hill as the event sites. In this sense the area to the east already degrades the naturalness of the broader hillslope, though arguably given the developing residential area to the east the preservation of the ONL landscape at the urban edge becomes more important.

Mr Denney's initial assessment found that:

"...the site has ability to absorb further development similar in nature to existing development and farming activity to date. The proposed development would however introduce structures and activity in prominent locations at sites A, C and F with limited ability to absorb such development. I consider such development at these proposed locations would exceed the threshold for each of these sites ability to absorb change of this nature."

The visibility of white marquees, and to lesser degree tepees, located on skyline, prominent ridges and slopes would [sic] introduce elements inconsistent with the natural character of the site and surrounding landscape. Such locations and proposed colouring of structures would heighten the visual presence of elements and be in contrast to the surrounding natural landscape.”

The application site does not contain any permanent development other than a farm track upgraded via a previous resource consent that will service each Site. As Mr. Denney comments the track is an anticipated feature associated with farming activities that is not overly prominent beyond the site. I agree with Mr Denney that the additional vehicle movements, including helicopter movements would increase the visible activity on the slopes above that generally expected of farming activity.

The proposed structures would not be permanent fixtures but would be intermittent, semi-permanent features on the landscape for the consent duration. The proposed mounding will assist in partially obscuring structures at Sites A and F however this would only be from limited locations and the colouring would highlight the structures when they are up noting that tepee use is accounted for, will be beige and less obvious than the white. As above, a consent condition to restrict concurrent marquee use at Sites A and F will further help to reduce the cumulative effects in terms of the number of visible structures on the hillside at any one time.

I agree the structures will introduce elements that are inconsistent with the sites natural character, however given the intermittent nature of the structures and their effects, along with the volunteered and recommended conditions (including review condition), it is my opinion that whilst this would represent more than minor cumulative effects on the environment, the effects would not be significant and are therefore acceptable.

Effects from Helicopter Movements

The site is located near to the Queenstown Airport, the flight path for the cross-winds runway, and helicopter approach. To an extent helicopter movements and associated noise does form part of the receiving environment. This application includes specified directions for helicopters accessing the four landing / marquee sites (excluding emergency situations).

Dr. Chiles has assessed the application and amendments to the acoustic report submitted with the application. As discussed above there was disagreement between the experts as to the noise standards and potential noise generated (by 5dB). Regardless, from the expert assessments provided it is concluded that sound from the proposed helicopter movements, are limited to neighbouring sites and only in relation to the use of Site A for helicopter movements, and would not otherwise result in adverse nuisance noise effects on the wider environment that are more than minor. The applicant's assessment is otherwise accepted with respect to the 'Helicopter' (Airport) effects, noting also that users of Lake Johnson (held on private land but with public access) would not be adversely affected to a more than minor degree. Various conditions are volunteered by the applicant. Other conditions including a flight path exclusion map around the nearest neighbours are recommended by Dr. Chiles.

Neighbours are few due to the size of this land holding. All immediate neighbours were served notice of the application, and no submissions were received from those parties. The effects on Mrs L Hansen, the adjoining neighbor to the north, can be disregarded as written affected persons approval was provided from this party. With respect to the owners/occupier of 95 Hansen Road, prior to notification Dr Chiles considered this party would be affected by noise and recommended conditions for a flight exclusion zone around this property (and the Hansen property), and for a helicopter noise limit of 50 dB Ldn at the notational boundary of all dwellings. This person did not submit on the application. Given the recommended conditions and a review condition I am satisfied effects on this person have been duly considered and are acceptable.

Other neighbours that are potentially affected are the owners and occupiers of residential, visitor accommodation and commercial sites immediately south along Frankton Road, a residential property at 1 Hansen Road and the City Impact Church. Given the separation distance between these and the application sites and Dr Chiles' assessment, I am satisfied the helicopter noise at all of these properties would be acceptable.

The submission from J Phelan and B Herdson specifically raised concerns about additional noise pollution and overflying residential areas. Noise effects from hovering aircraft can only be considered where under 500ft, anything above that is under the control of the Civil Aviation. The Phelan and Herdson property is located at the western end of the Queenstown Airport runway where many aircraft and helicopters take flight daily. I acknowledge the submitters concerns; however this consent application is only concerned with those helicopter movements at the application site and not those resulting from the airport. I appreciate the additional flight to the subject site would likely increase flights arriving and departing the airport however in relation to the movements at the application event sites, I am satisfied that Mr Chiles' assessment means the submitter would not be affected by the landings at the event sites.

Overall, I consider the effects from helicopter movements are acceptable and are appropriately mitigated.

Access, Car Parking and Traffic Generation

A traffic assessment was not provided with the application however amendments to the application include traffic management for the event days, for the parking area and access on Hansen Road (aligned to conditions under RM161223), and detailed parking plan for the lower paddock.

Based on the gross floor area of the largest marquee on each site, and given the restriction of no more than two groups using the site on any one day, the car parks provided meet the minimum District Plan requirements. Mr Dennis is satisfied the parking area is appropriate and can be formed to Council standards, and that the access to the car park (vehicle crossing and sight distances), are appropriate.

Regarding access to the event site Mr Dennis has considered the anticipated traffic from the event activities in conjunction with RM161223 and general road use, and comments as follows:

"The inclusion of event traffic onto this vehicle crossing is considered acceptable provided the crossing is upgraded as detailed in RM161223 and signage installed. I recommend a similar range of conditions of consent in this regard including access formation, internal access upgrades for HGV and event traffic passing, signage and vegetation removal to maintain sight lines."

Passing bays are being installed as part of RM161223 and Mr Dennis recommends these be enlarged to cater for bus and HGV (heavy goods vehicle) vehicles. I note that at this time engineering acceptance has been granted for the passing bay design for RM161223.

In terms of additional traffic along the 380m stretch of Hansen Road from the parking access to the event access, Mr Dennis further recommends that Hansen Road be sealed from the existing graveled area to the northeast side of the event access crossing because of the additional traffic generated by the activity. However I consider such a condition to be inconsistent with previous decisions in the local area. Under RM161223 sealing the road was considered unreasonable given the anticipated traffic volumes (20 HGV per day), and local consent history (referring to the decision to not require road sealing in conjunction with RM151046). Therefore, I consider the conditions pertaining to passing bay upgrades and so forth to be adequate.

Overall, I consider the access and parking arrangements are acceptable, and the additional traffic generation can be accommodated on Hansen Road subject to conditions.

Earthworks

Earthworks did not form part of the original application, and have been proposed specifically to assist with visual mitigation of tents/maquees erected at sites A and F and of the parking area. The applicant's comments that the landscape is steep and undulating are accepted. However, based on the survey drawings provided with the amended application, it is considered this would likely affect the landscape character as it appears this may alter the character of the skyline on this prominent hillslope. I consider such a change would not be readily perceivable when viewed at any distance and once regressed would be congruous with the landform.

The site is not a known cultural or archaeological site, and there are no water bodies within the vicinity of the earthwork areas. The works are well contained within the site, and appropriate batters and re-vegetating of mounds will assist with stability and in time blending the earthworks areas with the surrounds. The scale of earthworks is not overly large for a rural site, and Mr Dennis has not raised any specific concerns with the proposed works. Consent conditions with respect to site management are recommended.

Infrastructure and Health and Safety

No permanent infrastructure is proposed. Each marquee site will operate in a similar manner to a temporary event. Generators would be brought to each marquee site as needed when events are on. Food will be managed by individual catering contractors who, when operating under the relevant and appropriate food license, are required to supply their own potable water, and remove their own grey water. Similarly any alcohol served at the events would require consideration under the Sale and Supply of Alcohol Act, and it is the applicant's responsibility to ensure any requirements under this Act are adhered to.

The table set out in page 10 of the Applicant's AEE details that portable toilets will be provided based on the number of guests and hours for each event. The table supplied aligns to various guides that Council compares against for event management, and incidentally, the requirements for sanitation for events with 500 or less guests under the Proposed District Plan. Provided the toilets proposed align to this table, and are removed from each site at the conclusion of each event, I consider the proposed sanitation method is appropriate. Consent conditions can be imposed in this regard.

An Emergency Management Plan (EMP) detailing the roles and procedures in case of an accident or emergency has not been supplied with the application. The applicant's assessment notes that an EMP would be completed prior to any event being held. It is considered provision of an EMP can be managed via consent conditions which as per the application, shall include (but not be limited to) fire control measures, community safety (first aid), and roles and responsibilities on site in case of accident or emergency. The EMP can form part of the Operational Management Plan, and a condition is recommended in this regard.

Overall the proposed infrastructure provision, and consideration of health and safety are considered appropriate.

Positive Effects

Consideration of positive effects in relation to development in an ONL is guided by the assessment matters which direct ones mind to positive effects in relation to remedying or mitigating the continuing adverse effects of past inappropriate subdivision and/or development including where ecosystems or features have been compromised, retention or re-establishment of native revegetation, the protection of open spaces particularly where previously compromised, and where there is an opportunity to remedy adverse effects from existing structures, development or surrounding development.

These matters are not relevant to this application as the site is undeveloped, excepting for the farm track and newly consented quarry.

Regardless, positive effects from development can be considered more broadly. Section 3.10 of the applicant's AEE provides an assessment of the broader positive effects of this development. I agree with this assessment that the development provides a unique opportunity to generally maintain the landscape values through an alternative commercial operation to traditional farming. As previously discussed, I consider landscape effects do arise from this activity. However I also consider the positive effects raised in the AEE are valid, and that the site does represent a unique situation given its location at the urban fringe means it is less remote than other areas on ONL in the district whilst still being able to capitalise on the ONL landscape values.

8.2.3 Conclusion on actual and potential effects on the environment

This application seeks to enable an alternate use of farming land as a commercial events venue by establishing four event locations within the site to hold up to 125 events for various patronage numbers and with associated bus and helicopter movements. The proposal will result in visual and landscape effects from establishing marquees and tents in an ONL landscape that can only be partially mitigated as the effects would not be strictly temporary given the regularity with which they will appear in the landscape. However, I am satisfied the resulting landscape effects are acceptable given permanent infrastructure is not being established, and that the most visible structures would be largely screened from views following mitigation earthworks, with conditions on the number of sites in use at one time, and concurrent marquee use, along with the use of tents which would only be erected for each event.

The site is broadly visible within the Wakatipu Basin and effects with respect to the hours of operation, lighting, noise, and traffic generation can be appropriately managed such that amenity and cumulative effects would be acceptable.

The use of helicopters is a key part of this application and given the acoustic assessments, the associated noise effects from helicopter movements would be acceptable.

The access and parking arrangements are suitable subject to conditions, as are the proposed earthworks and servicing which will follow accepted methods for temporary events.

8.3 RELEVANT PLAN PROVISIONS (Section 104(1)(b)(vi))

8.3.1 Objectives and Policies – Operative District Plan

The relevant assessment matters are contained in Part 5 (Rural Areas), Part 19 (Relocated Buildings, Temporary Buildings and Temporary Activities), and Part 22 (Earthworks) and have been considered in the assessment above. A full list is contained in **Appendix 5**.

The relevant objectives and policies in the Operative District Plan are contained within Part 4 (District Wide Issues), Part 5 (Rural Areas), Part 19 (Relocated Buildings, Temporary Buildings and Temporary Activities), and Part 22 (Earthworks). A full list is contained in **Appendix 6**.

Part 4 (District Wide Issues)

Objective 4.2.5 and Policies 1, 3, 8, 9, 12, and 17 are considered relevant as they seek to ensure development is undertaken in a way that avoids, remedies or mitigates adverse effects on landscape and visual amenity values in the Wakatipu Basin and encouraging development that minimises adverse effects on the open character and visual coherence of the landscape.

The application site is prominent and vulnerable to degradation through additional development. While the structures are considered temporary activities these have the potential to be visible in the landscape for a large portion of the year should the consented activities operate at maximum capacity, and in this sense the effects would be more permanent. This is particularly the case for Site D where the marquee would permanently be on site, however, Site D is the most discrete location and in itself would result in adverse landscape character effects that are less than minor.

The structures erected at Sites A, C and F while relatively small by area, would be partially obscured given the variable apex heights, topography, and mitigation mounding, but would still be visible in the landscape from various public places due to the light colouring, particularly when a white marquee is in use rather than the beige tepee. Mr Denney has found that the effects of such structures would result in a high degree of landscape effects. While these structures will be visible, and as a worst case scenario with the sites being used to the maximum capacity of days proposed, given the small size and that no other permanent infrastructure including roading is proposed, and that these are scattered across a large expanse of hillslope I consider that effects on the openness of the landscape are acceptable.

In terms of visual coherence, the light colouring means the structures will be more readily visible when they are up, however I do acknowledge that this visibility is affected by the sky colouring and that the beige teepee will be more difficult to identify. The proposal does not avoid structures breaching skylines, however the mounding does help to mitigate the effects by reducing how much of each structure can be seen. Further while the landscape effects would not be strictly temporary, the perception when seeing a tent/marquee versus a residential dwelling in the landscape is that those structures are not permanent features.

Overall, erecting tents at Sites A, C and F will result in adverse landscape effects. I consider the quasi-permanent/temporary nature of these structures means there will be effects from structures in these locations but that these effect can be mitigated to a point that the effects would be acceptable. As such I consider the activity is inconsistent with rather than contrary to the relevant objectives and policies.

Part 5 (Rural Areas)

Objectives 5.2.1 (Character and Landscape Values) and 5.2.3 (Rural Amenity) and supporting Policies 1.2-1.4, 1.6, 1.7, 1.8, and 3.3 are considered relevant to the proposal.

The proposed activity will affect landscape and character values, however it also provides for an alternative use of productive rural land without compromising the lands ability for continued productive rural use. The activity itself is inherently based on the rural character, with the event locations being established to take advantage of the natural character. The proposal does seek to mitigate the extent of the effects of locating structure on such a prominent hill and skyline breaches by limiting the number of days and by using tents and marquees rather than establishing permanent buildings. While there are landscape effects, the proposal does mitigate effects on rural amenity.

Therefore, I consider the proposal is not contrary to the relevant objectives and policies.

Part 19.1.3 (Relocated Buildings, Temporary Buildings and Temporary Activities)

Objective 1 Policy 2 is relevant to this application as it seeks to define rules for the time limit and operation of temporary activities.

The application sets a clear set of defined parameters for how the activities will operate including restricting the hours of operation, the number of days each site can be used, that only two groups could operate on any one day, and that a 6m high marquee could not operate concurrently. Further access to and from the site is restricted to help manage people within the event location.

Therefore I consider the proposal is not contrary to this objective and policy.

Part 22 (Earthworks)

Objective 22.2.1 and 22.2.2 and supporting policies 1.1-1.5 and 2.1-2.4 are considered relevant.

These seek to enable earthworks as part of developments provided the effects on communities and the natural environment including on rural landscapes are avoided, remedied or mitigated.

The proposed earthworks are for visual mitigation purposes to reduce the visual effects of establishing marquees/tents and the car park area. The works will not be undertaken near any waterways, and will be constructed with suitable gradients and revegetated once complete. They will be of a scale that is congruous with the landscape thereby avoiding adverse effects on the rural landscape.

Therefore, I consider the proposed earthworks are not contrary to the relevant objectives and supporting policies.

8.3.2 Objectives and Policies - Proposed District Plan

Council notified the Proposed District Plan on 26 August 2015, which contains objectives and policies and some rules with immediate legal effect, pursuant to section 86A(2) of the RMA. The hearings on the *Landscapes* (Part 2 Chapter 6), *Rural* (Part 4 Chapter 21), *Temporary Activities & Relocated Buildings* (Part 5 Chapter 35), and *Noise* (Part 5 Chapter 36) chapters have been completed but decisions on the PDP have not been released.

Objectives 6.3.1, 6.3.2, 6.3.4, 21.2.1, 21.2.8, 28.3.2 and associated policies 6.3.1.3, 6.3.1.8, 6.3.1.10, 6.3.1.11, 6.3.2.5, 6.3.4.1 – 6.3.4.3, 6.3.8.2, 21.2.8.1, 21.2.9.1, 21.2.9.2, 21.2.9.6, 21.2.10.1 – 21.2.10.3, 35.2.1.1-35.2.1.3, 35.2.1.5, 35.2.1.7 – 35.2.1.9, and 36.2.1.1 – 36.2.1.2 are considered relevant.

Of particular relevance is the objective and policies which seek to recognise the importance of the District's Outstanding Natural Landscapes, and that successful applications will be exceptional to ensure the landscape character and visual amenity values are not diminished as a consequence of development (Objective 6.3.1).

The PDP recognises the landscape has a finite capacity for residential activity in rural areas if the qualities of that landscape are to be maintained and to ensure incremental changes from subdivision and development do not degrade the landscape (Objective 6.3.2).

The PDP recognises that ONLs must be protected from the adverse effects of subdivision and development, particularly where there is little capacity to absorb change, and that it is necessary to minimise the adverse landscape effects of subdivision, use or development (Objective 6.3.4).

The PDP seeks to avoid development in unsuitable areas (Objective 21.2.8), to ensure that commercial activities have a genuine link to the rural land resource and that those activities do not degrade landscape and rural values (Objective 21.2.9), to recognise the potential for farm diversification by utilising the natural resource of farms while supporting sustainability (Objective 21.2.10), and that informal airports are appropriate where managed to minimise effects on rural amenity (Objective 21.2.11).

The PDP recognizes the contribution of temporary events and filming to the District and seeks to enable small and medium size activities as a permitted activity, that larger activities are appropriately managed, and to enable informal airport in association with those activities (Objective 35.2.1).

The PDP seeks to control the adverse effects of noise and to manage potential conflicts between land use activities (Objective 36.2.1).

This proposal is for a commercial and temporary activity, not a residential development or subdivision. The site is a working farm and the proposal represents an alternate use that takes advantage of the natural landscape values by engaging the tourism industry. The application does not seek to change the landscape but to utilise that landscape character to operate a business that is founded on and dependent upon the site and wider environment's natural character, for small to medium sized events and filming activities which is supported by the PDP. The use of tents and marquees for the structures demonstrates a desire not to adversely affect the landscape values by installing permanent infrastructure. That said the marquees will be partially visible from views in the wider environment, and will result in landscape character and cumulative effects given the number of days each year that the structures could be visible. As discussed in the assessment above, and with the mitigation works, I am satisfied these effects are acceptable, and that the proposed is not contrary to the Objectives and Policies of the Proposed District Plan.

8.3.3 Weighting – Proposed and Operative District Plans

While the Operative District Plan is the current planning document and the Proposed District Plan is yet to be tested, the Operative District Plan must have significant weight. However, I am satisfied that the relevant objectives and policies in the Operative District Plan and those in the PDP are closely aligned to each other, and seek to achieve the same outcomes, noting the PDP specifically provides direction for tourism related activities as an alternative to farming rural areas, including ONLs where the effects are appropriately managed. Overall a detailed weighting exercise is not considered necessary in this instance.

8.3.4 Summary of Objectives and Policies

Overall, it is my opinion that the proposed development will not be contrary to the relevant objectives and policies of the Operative District Plan or the Proposed District Plan.

8.4 REGIONAL POLICY STATEMENTS (Section 104(1)(b)(v))

The relevant objectives and policies in the Operative Regional Policy Statement are contained within Part 5 (*Land*), and for the Proposed Regional Policy Statements within Part B Chapter 1 (*Resource management in Otago is integrated*), and Chapter 3 (*Otago has high quality natural resources and ecosystems*). A full list is contained in **Appendix 7. Operative Regional Policy Statement (“ORPS”)**

As the District Plan must give effect to the RPS, it is considered that the assessment above is also relevant to assessing the proposal against the relevant objectives and policies of the ORPS which also seeks to promote the sustainable management of Otago’s land resources, to avoid, remedy or mitigate degradation to natural and physical resources from activities utilising the land resource (Objectives 5.4.1, 5.4.2; Policy 5.5.4), and to protect Otago’s Outstanding Natural Landscapes from inappropriate development (Objective 5.4: Policy 5.5.6).

The proposed is an alternate use of farm land which provides an opportunity for different activities on the land resource without taking away from the productive capacity; the ONL landscape is generally maintained whilst diversifying how the landscape is used. The introduction of quasi-permanent tent and marquees and associated vehicle and helicopter movements will affect the natural character and landscape values in the ONL, however I consider the changes to the application demonstrate these effects would be acceptable.

Proposed Regional Policy Statement for Otago (“PRPS”)

The Regional Policy statement is currently under review; proposed changes were notified 23 May 2015, submissions closed 24 July 2015 and the Decisions on the PRPS released 1 October 2017. The relevant objectives and policies of the proposed Regional Policy Statement are contained within Part B Chapter 1 (*Resource management in Otago is integrated*), and Chapter 3 (*Otago has high quality natural resources and ecosystems*) of the Council Decisions Version dated 14 February 2017. The relevant objectives 1.1, 3.1, 3.2, and policies 1.12, 1.13, 3.1.8, 3.1.10, and 3.2.4 are all subject to appeal and are therefore not considered fully operative, and as such carry limited weight.

The PRPS is largely consistent with the ORSP in that the relevant objectives and policies seek to support the wellbeing of people and communities (economic, social, cultural and health and safety)(Objective 1.1), and to ensure development in Otago’s Outstanding Natural Landscapes is appropriately managed (Objectives 3.1 and 3.2). Given the proposed development is considered to be consistent with the ORPS I consider the proposal is consistent with the PRPS.

8.5 PARTICULAR RESTRICTIONS FOR NON-COMPLYING ACTIVITIES (s104(D))

With respect to the assessment above, the first threshold test for a non-complying activity required under Section 104D has not been met in that the application is considered to create actual or potential adverse landscape character and visibility effects which are more than minor in extent.

With respect to the second threshold test under Section 104D it is concluded that the application can pass through the second gateway test given that the proposal is not considered to be contrary to the relevant policies and objectives of the District Plan.

On this basis discretion exists to grant consent for this non-complying activity.

8.6 OTHER MATTERS

8.6.1 Precedent Effects

Each application must be considered on its merits, and in doing so it is important to consider the potential for precedent effects from the grant of an application. The proposed development within the ONL has the potential to result in precedent effects as any other person might reasonably expect that another similar application could also be granted.

The District Plan directs that any successful application in the ONL must be exceptional in its characteristics. Having considered the application and various supporting documents, I am of the opinion that this application is exceptional in its characteristics and the grant of consent would not constitute a precedent effect. The application site is unique in its location at Queenstown's urban edge, with a highly modified receiving environment that includes the expanding airport and Frankton commercial and residential areas, yet is also appropriately separated from neighbours thereby containing potential noise and amenity effects. I consider it unlikely that a similar situation exists and therefore that precedent effects are unlikely to arise.

9. PART 2 OF THE RESOURCE MANAGEMENT ACT 1991

As in this case the relevant District Plan provisions are valid, have complete coverage and are certain, the above assessment under s104 matters, which give substance to the principles of Part 2, illustrates that the proposed activity accords with Part 2 of the Act.

Notwithstanding the above, for completeness an independent evaluation of the proposed activity against Part 2 is provided below.

Part 2 of the RMA details the purpose of the RMA in promoting the sustainable management of the natural and physical resources. Sustainable management is defined as:

managing the use, development and protection of natural and physical resources in a way or at a rate which enables people and communities to provide for their social, economic and cultural well being and for their health and safety while:

- (a) Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations: and*
- (b) Safeguarding the life-supporting capacity of air, water, soil and ecosystems: and*
- (c) Avoiding, remedying, or mitigating any adverse effect of activities on the environment.*

The proposal represents an alternate use of natural and physical resources to the current established farming use. This represents sustainable management as, aside from small scale earthworks and shaping, the activity does not introduce permanent physical change to the landform thereby maintaining the physical resource for future use and development. The proposal will not diminish the life-supporting capacity of air, water, soil or ecosystems, and the resulting adverse effects of the activity on the environment can be appropriately mitigated.

Under Part 2 of the RMA, all persons shall recognise and provide for the relevant matters of Section 6 – Matters of National Importance, including:

- (b) the protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development:*

The application does not specifically protect the Outstanding Natural Landscape; however the establishment of the event venue is inherently founded on the back of the natural landscape values associated with the ONL. The activity is permanent for the consent duration yet will not introduce permanent physical development into the ONL. Instead temporary structures that can be easily removed following each event activity will be utilised. These structures will be partially visible at different times throughout the consent duration which will affect the appreciation of the ONL in the wider environment, however would not I consider physically degrade the application site or appreciation of it. I consider this use does preserve the landscape in its natural form, as compared to residential development or subdivision activities.

Overall, I consider the proposal does promote sustainable management of the natural and physical environment.

10. RECOMMENDATION

- This application seeks to enable an alternate use of farming land as a commercial events venue by establishing four event locations within the site to hold up to 125 events for various patronage numbers and with associated bus and helicopter movements. The proposal will result in visual and landscape effects from establishing marquees and tents on the hillslope that can only be partially mitigated as the effects which overall, would not be strictly temporary given the regularity with which they will appear in the landscape. However, I am satisfied the resulting landscape and cumulative effects are acceptable, and all other effects with respect to amenity, noise, traffic generation, earthworks, and services can be adequately mitigated.
- Erecting tents at Sites A, C and F will result in adverse landscape effects, however I consider the quasi-permanent/temporary nature of these structures and the corresponding effects means these effect can be mitigated to a point that the effects would be acceptable, and whilst inconsistent with the Operative District Plan, the activity is not contrary to the relevant objectives and policies in either the ODP or Proposed District Plan.
- In terms of Part 2 the application is found to promote the sustainable management of the natural and physical environment given the activity will not introduce permanent physical structures and would not physically degrade the application site.
- Overall, I am of the opinion that the proposed activity is appropriate in this location and that where the effects are not fully mitigated, are acceptable. With respect to Section 104D the first test has not been met as the application is considered to create actual or potential adverse landscape character and visibility effects; however, it is my opinion the application can pass through the second gateway test given the proposal is not considered to be contrary to the relevant policies and objectives of the District Plan. Given the above, the consent can be granted subject to conditions.

Report prepared by

Reviewed by




Alana Standish
SENIOR PLANNER

Paula Costello
TEAM LEADER, QUEENSTOWN

Attachments:	Appendix 1 Appendix 2 Appendix 3 Appendix 4	Additional information from applicant post notification Councils Acoustic Report and addendums Councils Landscape Report and addendums Councils Engineering Report
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Appendix 5	Relevant QLDC Assessment Matters
Appendix 6	Relevant QLDC Objectives and Policies
Appendix 7	Relevant ORC Regional Policy Statement Objectives and Policies

Report Dated: 14 July 2017

APPENDIX 1 - ADDITIONAL INFORMATION FROM APPLICANT POST NOTIFICATION



MEMO

**NZ High Country Ltd
RM151082**

Re: Landscape Plans

31 March 2017

1

1. This memo provides comment on the intended outcomes of the landscape plans, dated March 29, 2017 submitted with the NZ High Country RM151082 application. These plans build on the information already provided and deliver additional direction on the location and controls of the proposed events activities. These plans were prepared after a thorough investigation of the application and a review of the relevant objectives, policies and assessment matters of the Operative District Plan. These plans and controls seek to provide a higher level of certainty as to the location and scale of activities, their potential effects on visual amenity and landscape and adherence to the objectives and policies of the ODP.
2. The landscape package, sets out a series of scaled plans, clearly indicating the proposed areas of activities. What this landscape package presents which is distinctly different than the previous proposal is a hierarchical series of curtilage areas which separates permitted activities within each event area. These are:

- *The Marquee Curtilage:* Contains the marquee or tents, tables, chairs and other temporary structures, set up prior to the event and usually removed the following day (subject to weather).
 - *The Service Curtilage:* Contains service vehicles, parking for event buses, catering truck, storage of equipment for the temporary event, only on site for the day of the temporary event.
 - *The Events Curtilage:* Area where events are held and in which only easily movable and temporary event furniture are used. This will include seating for guests and small tables and chairs as well as decorative features for weddings such as arches, only on site for the day of the temporary event.
3. The purpose of each curtilage area is to restrict the more visible activities which may accompany an event, such as a marquee, tents, portable toilets, catering trucks and bus parking, to areas which are less visible from surrounding public and private places. The curtilages are hierarchal; that is that activities which are restricted to the Marquee Curtilage can only occur within that area, while service activities can occur within the Service Curtilage and Marquee Curtilage and events activities can occur within the Events, Service and Marquee Curtilage areas.
 4. No event activities, aside from use of the road shall occur outside of any of these curtilage areas.
 5. While a similar curtilage concept was proposed with the application, this area was vague and not to scale. The landscape plans provide a more recognisable and measurable method to define and control activities. It should be noted that the proposed earthworks, site lines and sections for Sites A and F remain current. The landscape plans have adopted these proposed modifications.
 6. Overall the proposed modifications seek to better address the effects of the proposal in terms of the objectives and policies of the ODP with particular regard to visibility and visual effects.

From: Alyson Hutton
To: [Alana Standish](#)
Subject: NZ High Country
Date: Tuesday, 20 June 2017 10:42:31 AM
Attachments: [image001.jpg](#)
[1000.3R.1A Parking access Layout.pdf](#)

Hi Alana,

With regards to NZ High Country Consent please see the following regarding traffic and operations.

Traffic:

Bruce Grant has provided a parking plan which shows, the parking areas, bus turning and landscaped bunds. This is attached.

He is also measured the site distances and notes:

The site distances comply with the district plan (rule 14.2.4.2 Access, IV) requires a sight distance of 80m for a non-residential activity. Up the hill is 100m and towards 14 Hansen Road is 250m.

Furthermore, councils own standard (QLDC Land Development Code of Practice) calls for gravel roads in the rural environment to have passing bays every 50m. As the total distance from the barn entrance to where Hansen Rd reduces from 5.5m (direction 14 Hansen Road) is only 50m, then this is met. Additionally, over this 50m stretch is a trafficable 2m grass verge to assist.

Moreover, included in the Frankton Stone consent application was the Frankton Stone Site Rules. Point number 4 of the rules states;

4. Traffic

- i. The access road up the hill, although of passing width, shall be treated as one way.*
- ii. Empty equipment will give way to full equipment and to passengers vehicles.*
- iii. Mobile plant shall pass on the right.*
- vi. To check that the road is clear before entering Hansen Rd and SH6.*
- v. To watch for pedestrians, horses, cyclists and vehicles.*

The above should cover any traffic consents.

Operations Plan

I consider that an Operations Plan is lodged by the applicant prior to the consent commencing, it should cover the following:

Traffic and parking management:

On the day of the event:

Signage (approximately 1m2) to be erected at the entrance to the "the Barn" indicating an events and with directional arrows pointing to the event parking on the southern side of the Honey Shop.

A staff member will be present to ensure efficient parking and then loading of guests onto to buses.

"Event" signs will be placed on Hansen Road signalling that an event is being held. These should

be in place prior to the Barn entrance, at the turnoff to the station and to the north of the entrance facing south to make users of Hansen Road aware that an event is taking place and that there will be additional traffic.

Quarry Operations:

An communications plan between the Quarry operator and NZ High Country that covers, contact names and numbers and a procedures for the notification of events and timing.

I trust this assist, please contact me if you need anything further,

Kind regards

Alyson

Alyson Hutton

Brown & Company Planning Group

Mobile 021 715 572

03 409 2258 (Queenstown)

09 377 5499 (Auckland)





From: Alyson Hutton <alyson@brownandcompany.co.nz>
Sent: Tuesday, 13 June 2017 11:30 AM
To: Alana Standish
Subject: RE: NZ High Country

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Alana,

Thanks you for the email and the report, it is good to get things moving.

Just a few notes from Richard's report, NZ High Country used the normal method for showing height and using poles under the QLDC plans, unfortunately the distances from the viewing points and the sites are so far away it does make them difficult to see. To this end NZ High Country are happy to get Bruce to undertake some more survey accurate simulations to assist you with your planning assessment. This may also demonstrate the fact that the frequency of exposure of tents on site will be lower with the mounding than was considered as part of his original assessment.

This can show the difference that the mounding will make to reduce the visibility of the tents.

Bruce is also going to create a car parking plan as you discussed yesterday, and I will provide you more detail regarding traffic management, I will send you this by the end of the week.

Mike notes the following in terms of use of the site at any one time:

"While we did discuss the use of sites for an event being tussock point and Lake June Marquee. I think we got off topic or switched topics and I didn't complete or finish stating our desire for multiple events. We would like to have ceremony at site F and reception at site D Lake June. Which we see as one event as you can only have people in one place at any one time from the same group.

On the same day we also want to use one other site for ceremony, ceremony reception or reception at another location. This may change your parking calculations, I'm not sure"

Call me if you would like to discuss

Kind regards
Alyson

From: Alana Standish [mailto:Alana.Standish@qldc.govt.nz]
Sent: Monday, 12 June 2017 3:32 p.m.
To: Alyson Hutton <alyson@brownandcompany.co.nz>
Subject: RE: NZ High Country

Hi Aly,

Landscape memo attached.

I met with Mike today. We went up to the Hansen Road car park at the entrance to the event site (the upper car park) and re-looked at the lower car park area adjacent to 'The Barn'.

I understand the proposed upper car park area that is now approved for the relocation of a implement shed associated with the quarry under RM161223 will no longer be used. Instead the lower car park is to accommodate all necessary car parking for this consent, and a bus turn around area.

Mike advised a plan of the lower car park is forthcoming which will demonstrate the extent of the area to be formed (gravel formation as I understand it), the extent of mitigation mounding, show turn around and manoeuvring areas and dimensions for the formed car park area, landscape mitigation measures.

As discussed last week, I need a bit more detail about how traffic will be managed for each event in terms of:

- Guests accessing the site, firm up the bus proposal details and detail how the car park area will be managed for self-drive people e.g. any marshalling, signage etc.
- How traffic conflicts will be managed, particularly with the now approved quarry vehicles and other users of Hansen Road. It might be that traffic management of some kind, particularly during the day could be appropriate as the unformed section of Hansen Road is fairly narrow with difficult sight lines.

This detail would form the basis of an operational management plan.

From our last correspondence the number of events on site at any one time will be limited to a maximum of two; so 2x events being 2x groups of people. When I spoke with Mike he was open to the idea of further limiting this so that when Site D (Lake June) is in use, that only one group would use the site as a whole – e.g. one group would be on site for a wedding, the ceremony may take place at one of the smaller sites, and the reception held at Site D, two 'sites' would be used, but by the one group.

Please confirm if this is indeed how the site will be managed.

The attached memo is still not supportive from a landscape perspective. I will need to complete my side of things, as the question now is more a planning matter in terms of what constitutes temporary effects.

Will touch base with you again in the next few days.

With kind regards,

Alana Standish BRP (HONS) | Senior Planner | Planning & Development
Queenstown Lakes District Council
DD: +64 3 450 0354 | P: +64 3 441 0499
E: alana.standish@qldc.govt.nz



From: Alyson Hutton [<mailto:alyson@brownandcompany.co.nz>]
Sent: Monday, 12 June 2017 1:25 PM
To: Alana Standish
Subject: NZ High Country

Hi Alana,

I hope the site visit went well today.

Do you have a copy of Richard's landscape report?

Cheers
Aly

Alyson Hutton
Brown & Company Planning Group
Mobile 021 715 572
03 409 2258 (Queenstown)
09 377 5499 (Auckland)

The logo for Brown & Company Planning Group. It features the text "BROWN & COMPANY" in a bold, sans-serif font, with "&" in a smaller font size. Below this, the words "PLANNING GROUP" are written in a smaller, all-caps, sans-serif font. To the right of the text is a small, solid black square.

BROWN & COMPANY
PLANNING GROUP

APPENDIX 2 - COUNCILS ACOUSTIC REPORT AND ADDENDUMS

Chiles Ltd

Private Bag 55037, Christchurch 8154

28 July 2016

Ref: 140141b

Queenstown Lakes District Council
Private Bag 50072
Queenstown 9348

Attention: Alana Standish

Dear Alana

Subject: RM151082 Acoustics comments

Introduction

Chiles Ltd has been engaged by the Queenstown Lakes District Council (QLDC), to comment on the assessment of environmental noise effects for resource consent (RM151082) to operate promotional events and functions at Cherry Farm in Frankton. This work has been conducted on a desk-top basis, from review of the operative district plan and the following documents:

- Resource consent application, prepared by Brown & Company, dated 1/2/16,
- Further information on operational matters and proposed site and curtilage areas, and
- Assessment of environmental noise effects, by Malcolm Hunt Associates (MHA), dated 19/05/16.

A site visit has not been conducted for this review but the author is familiar with the general area.

Operative district plan

Section 5 of the MHA report correctly sets out the zoning of the site and the applicable noise limits from the operative district plan. During the day before 2000h the noise limit is 50 dB $L_{Aeq(15 \text{ min})}$ and at night after 2000h the noise limits are 40 dB $L_{Aeq(15 \text{ min})}$ and 70 dB L_{AFmax} .

The MHA report discusses noise limits for helicopters. The technicalities of the requirements in the operative district plan for helicopter noise could be debated, but MHA proposes a conservative approach to assess helicopter noise both with respect to the standard noise limits set out above, in combination with other sources, and also with respect to a 50 dB L_{dn} criterion from NZS 6807:1994.

Sound level predictions

Section 7 of the MHA report presents predictions for sound levels from people, vehicles, sound systems, generators and helicopters. These are the main sources anticipated and the prediction methodology used is appropriate. While some of the input data is presented, the full details of the calculations are not included in the report and have not been checked.

The scenarios modelled are not consistent with the application, as MHA make sound level predictions for three sites in use simultaneously whereas the application is limited to two. MHA also assumes 500 people at an event at site D at the same time as other sites are in use, which is beyond the scope of the application. However, these scenarios provide a conservative assessment.

MHA only models a small sound system (e.g. for background music and speeches) at all sites other than site C, which includes a sound system that might be used for music entertainment. Sites A and D are not included in the night-time scenarios.

The following issues are not clear in the MHA report:

- Night-time scenarios include a helicopter even though these are stated not to operate after 2000h.
- Section 4.5 of the MHA report gives a combined take-off and landing L_{AE} of 94 dB at 152 metres, which is not consistent with the lower values in Table C. The values in Table C are lower than expectations based on other helicopter sound level measurements. No adjustment for special audible characteristics has been included for helicopters in the $L_{Aeq(15 \text{ min})}$ measure.
- Section 7.3 states the L_{dn} has been calculated on the basis of five helicopter flights per day. More flights than this would be possible under the activity table in section 1.4 of the application.

Due to this uncertainty with helicopter sound predictions it isn't clear whether the activity as proposed could comply with the noise limits. Potentially, to comply with the noise limits helicopters should not use site A.

Potential noise effects

Sound levels in compliance with the district plan noise limits will generally result in reasonable noise effects that are compatible with rural houses and residential zones, and will not result in sleep disturbance. The noise limits are 5 dB more stringent than the recommended values in NZS 6802:2008, and are considered to provide good residential amenity.

In this instance the existing environment includes sound from both air and road traffic, and in particular the area is under a route extensively used by helicopters and light aircraft. Therefore, while the proposed activity may be audible, it should be reasonable in this environment.

Conditions

Section 12 of the MHA report recommends seven conditions to control noise effects. It is agreed that conditions along those lines would be appropriate, including the approach of using a Noise Management Plan. However, due to the questions raised above with the sound level predictions, and for consistency with the assessment by MHA, conditions addressing the following points are also recommended:

- Helicopters must not be allowed to use site A. This could be achieved by amending conditions 2 to 4 proposed by MHA.
- Sites A and D must not be used after 2000h.
- Sites A, D and F must not be used for events with music entertainment.
- Helicopters must adhere to the flight paths shown in the proposed site plan. This plan should also have avoidance areas hatched around the nearest residential properties R1 and R2. This could be an amendment to condition 3 proposed by MHA.
- Prior to each event including music entertainment, sound level measurements must be made at reference locations (to be set out in the NMP) to confirm the noise limits will be achieved. Bass sound must be adjusted so that bass beats are not prominent. Music must be controlled

so that sound levels and bass sound are not increased during an event. A written log of each sound level measurement and music controls implemented for each event must be kept, and made available to the Council on request.

It is noted that MHA condition 2 sets a monthly limit of 10 helicopter movements at each of the four sites. This limitation should be imposed in addition to the annual and event helicopter limits set out in the application.

Conclusions

The assessment by MHA considers relevant sound sources and uses an appropriate methodology to predict sound levels at the nearest residential receivers. However, the results for helicopter sound are substantially lower than expected, based both on data in the MHA report and previous measurements. Therefore, it is recommended that site A is not used for helicopters.

Based on the assessment and conditions proposed by MHA, supplemented by the additional controls detailed above, the noise effects of the proposed activity should be acceptable in this environment.

Yours sincerely

Chiles Ltd



Dr Stephen Chiles

stephen@chiles.co.nz

027 519 1555

From: Stephen Chiles <stephen@chiles.co.nz>
Sent: Friday, 9 December 2016 3:02 PM
To: Alana Standish
Subject: RE: Internal Report Request - RM151082 - NZ High Country Ltd

Hi Alana

I've looked through the amended information and have the following comments:

The noise assessment report now appears to be consistent with the application in terms of the details of events at each site.

The basis for the Ldn calculations stated in the noise assessment are now consistent with the number of helicopter flights sought at each site.

There is a residual issue in that while Table G of the noise assessment has been updated, the calculation for Site A in particular does not appear to be consistent with the source data and stated calculation method. The result is in the order of 10dB lower than expected. It is therefore still unclear whether helicopters at site A can comply with the stated limits.

In terms of conditions, as previously recommended, in addition to conditions set out in the noise assessment it would be appropriate for:

- Helicopters not to be allowed to use site A
- A flight plan to be attached to the conditions with avoidance areas clearly marked around R1 and R2.
- There to be an explicit requirement for sound level measurements prior to each event including music entertainment, as part of the procedures set out in the Noise Management Plan. The details of these measurements should be made available to Council.

Cheers

Stephen

Dr Stephen Chiles
Chiles Ltd
M: 027 519 1555
E: stephen@chiles.co.nz
Private Bag 55037, Christchurch 8154

From: Alana Standish [<mailto:Alana.Standish@qldc.govt.nz>]
Sent: 9 December 2016 12:34
To: Stephen Chiles <stephen@chiles.co.nz>
Subject: RE: Internal Report Request - RM151082 - NZ High Country Ltd

Hi Stephen,

Been a while! – trust all is well with you.

I have received an amended application for RM151082 (NZ High Country Ltd) which includes changes to the submitted acoustic report which you looked at for me.

I have attached the relevant updated reports – can you please take a look and advise if the amended assessments changes the outcome of your earlier report. If so I would be happy with a short addendum. All updated information is available on Council's electronic file. If you have trouble viewing let me know.

Thanks Stephen, discuss soon.

With kind regards,

Alana Standish BRP (HONS) | Senior Planner | Planning & Development
Queenstown Lakes District Council
DD: +64 3 450 0354 | P: +64 3 441 0499
E: alana.standish@qldc.govt.nz



**QUEENSTOWN
LAKES DISTRICT
COUNCIL**
www.qldc.govt.nz

From: Stephen Chiles [<mailto:stephen@chiles.co.nz>]
Sent: Thursday, 28 July 2016 8:27 PM
To: Alana Standish
Subject: TRIM: RE: Internal Report Request - RM151082 - NZ High Country Ltd

Hi Alana

Please find my updated report attached.

I'm around tomorrow morning (Friday) if there are any points that would be helpful to discuss.

Cheers

Stephen

Dr Stephen Chiles
Chiles Ltd
M: 027 519 1555
E: stephen@chiles.co.nz
Private Bag 55037, Christchurch 8154

From: Alana Standish [<mailto:Alana.Standish@qldc.govt.nz>]
Sent: Thursday, 28 July 2016 13:06
To: 'Stephen Chiles' <stephen@chiles.co.nz>
Subject: RE: Internal Report Request - RM151082 - NZ High Country Ltd

Hi Stephen,

I have been discussing this application with the agent – can you please now finalise the report based on the information in the amended noise assessment. I have reattached for your information along with some additional information about the application that we have now received.

If you could give me an indicative timeframe for when you think you could complete the report, that would be great.

Thanks Stephen.

With kind regards,

Alana Standish BRP (HONS) | Planner | Planning & Development
Queenstown Lakes District Council
DD: +64 3 450 0354 | P: +64 3 441 0499
E: alana.standish@qldc.govt.nz

**QUEENSTOWN
LAKES DISTRICT
COUNCIL**
www.qldc.govt.nz

From: Stephen Chiles [<mailto:stephen@chiles.co.nz>]
Sent: Sunday, 12 June 2016 2:57 PM
To: Alana Standish
Subject: RE: Internal Report Request - RM151082 - NZ High Country Ltd

Hi Alana

There are still a number of areas where the assessment doesn't align with the application, and also where I have questions about the assessment.

Should I update my previous review with accordingly conservative recommendations? Or try again to get it amended?

(I'm away from my desk on Monday but should be able to call to discuss at some point)

Cheers

Stephen

Dr Stephen Chiles
Chiles Ltd
M: 027 519 1555
E: stephen@chiles.co.nz
Private Bag 55037, Christchurch 8154

From: Alana Standish [<mailto:Alana.Standish@qldc.govt.nz>]
Sent: Friday, 10 June 2016 16:41
To: 'Stephen Chiles' <stephen@chiles.co.nz>
Subject: RE: Internal Report Request - RM151082 - NZ High Country Ltd

Hi Stephen,

Please find attached the amended acoustic assessment for High Country Events.

Can you please let me know if the amended report satisfies the questions below and if so, finalise your report in due course.

Thanks Stephen, have a good weekend!

With kind regards,

Alana Standish BRP (HONS) | Planner | Planning & Development
Queenstown Lakes District Council
DD: +64 3 450 0354 | P: +64 3 441 0499
E: alana.standish@qldc.govt.nz



From: Stephen Chiles [<mailto:stephen@chiles.co.nz>]
Sent: Wednesday, 10 February 2016 3:18 PM
To: Alana Standish
Subject: RE: Internal Report Request - RM151082 - NZ High Country Ltd

Hi Alana

As discussed, I have made an initial review of the acoustics report by Malcolm Hunt Associates for RM151082. I have spoken to Malcolm Hunt today who has clarified some details. There are further issues that will require Malcolm to review some of his calculations and issue revisions and/or clarifications. In particular, the following information is required:

- Clarification of discrepancies in distances between Table C and Table A.
- Review of distances in Table A (for example, between Area A and Receiver 3)
- Calculation of the seven day Ldn on a consistent basis of the number of flights proposed under the application (a maximum of 20 per day on average for 7 days, or potentially a reduced scenario of an average of 10 flights per day)
- Clarification of the calculation method and results in Table C.

Cheers

Stephen

Dr Stephen Chiles

Chiles Ltd

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E: stephen@chiles.co.nz

Private Bag 55037, Christchurch 8154

From: Stephen Chiles <stephen@chiles.co.nz>
Sent: Sunday, 15 January 2017 1:29 PM
To: Alana Standish
Subject: RE: RM151082 - NZ High Country Ltd - Noise comment - amended application

Hi Alana

I've had a chance to refresh myself on this now.

As I understand the email below, the application is effectively being modified so that it is now for a non-complying activity with respect to the operative district plan noise limits for helicopters. While there is some debate over the extent of non-compliance, from the information in the applicant's assessment I estimate that helicopter sound might be up to 5 dB above the operative district plan daytime 50 dB L_{Aeq} noise limit at R2.

I consider the approach proposed to be reasonable, and agree that the 50 dB Ldn noise limit from NZS 6807 is more appropriate for helicopters. However, in terms of noise effects, this does increase potential effects at R2 in particular, and notification should be considered for that receiver if it isn't occurring anyway. I have ignored effects on R1 as I understand from the email below that written approval has been provided by the owner/occupier.

In terms of the conditions:

I agree in general terms with the suggested helicopter noise limit, but the actual noise limit should be explicitly included in the condition:

"Helicopter sound must comply with a noise limit of 50 dB Ldn at the notional boundary of all dwellings, when assessed in accordance with NZS 6807:1994."

I maintain that showing a flight path exclusion area around the nearest neighbours on a map would be clear and simple. However, I agree the approach proposed in the email below is adequate.

Monitoring sound before an event allows adjustments to be made before it is too late. I consider that it is important that monitoring is conducted every time a "Type 2" sound system is used. That is, any system providing music entertainment or music for dancing, rather than a system just for speeches and background music.

Cheers

Stephen

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From: Alana Standish [<mailto:Alana.Standish@qldc.govt.nz>]
Sent: 13 January 2017 08:04
To: Stephen Chiles (stephen@chiles.co.nz) <stephen@chiles.co.nz>
Subject: FW: RM151082 - NZ High Country Ltd - Noise comment - amended application

Hi Stephen,

Happy NY – hope you had a bit of a break over the festive season! Finally back in the office myself and well and truly back into the swing of things!

I have received the below response regarding NZ High Country.

1. Amended condition to require compliance with Table 1 of Section 4.2.2 of NZS 6807: 1994 Noise Management & Land Use Planning For Helicopter Landing Areas
 - Can you please clarify the degree of non-compliance and suitability of the suggested condition
2. Conditions added re no overflying of dwellings below 500 feet
 - The condition seems reasonable and practical to me, do you have any further comments in this regard?

Thanks

With kind regards,

Alana Standish BRP (HONS) | Senior Planner | Planning & Development
 Queenstown Lakes District Council
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**QUEENSTOWN
LAKES DISTRICT
COUNCIL**
www.qldc.govt.nz

From: Alyson Hutton [<mailto:alyson@brownandcompany.co.nz>]
Sent: Monday, 19 December 2016 9:38 AM
To: Alana Standish
Subject: RM151082 - NZ High Country Ltd - Noise comment - amended application

Hi Alana,

Site A noise limits

We have sought clarification from Mr Hunt in relation to Dr Chiles' comments regarding the noise assessment methodology.

Mr Hunt's assessment has concluded that the predicted noise levels will be able to comply the proposed conditions of consent using either of the two approaches to assessing noise (Ldn and Laeq[15 min]) . Mr Chiles has predicted a slight technical non-compliance at Site A. Mr Hunt disputes this as it does not appear Dr Chiles has adequately accounted for the minor duration of helicopter noise throughout the day. Dr Chiles's will be able to confirm with Council the degree of non-compliance for helicopters using Site A (if his position is accepted) is minor and would not be likely to result in unreasonable or excessive noise effects at any dwelling including R1 and R2. Regardless of who is correct, the experts agree helicopter noise is not able to be properly assessed using NZS6802:1994 and Mt Hunt advises if this fact is being acting upon going forward.

Given the above Mr Hunt has requested (for the reasons set out on page 24 of his report) proposed condition 1 which was based on the faulty 15 minute limits of Rule 5.3.5.2.v[a] an alternative noise condition be put forward. He has advised that with the numbers of flights capped via conditions (as proposed), and the type of helicopter also specified within the conditions, it is entirely appropriate to control daily helicopter noise using the guidance of the NZ Standard developed for that purpose, NZS68977:1994 1994 Noise Management & Land Use Planning For Helicopter Landing Areas . The following wording is therefore recommended for draft Condition 1.

1. Noise from helicopter movements associated with the activities authorised by this consent shall comply with the noise limits contained in Table 1 of Section 4.2.2 of NZS 6807: 1994 Noise Management & Land Use Planning For Helicopter Landing Areas

Given that the Hunt noise report anticipates full compliance with this performance standard, the Applicant does not consider there is any need to prevent the use of Site A for helicopter use.

Flight paths

In relation to Mr Chile's suggestion regarding flight paths around R1 and R2. The applicant has proposed the following condition of consent "The consent holder shall ensure pilots operating to or from a consented event site A, C, D and F conduct their flight operations to avoid, except in the case of emergencies, over-flight of dwellings at an altitude of 500 feet or less above ground".

The AEE, that will form part of the background material to the conditions, shows these flight paths as not passing over the residential units. Further, an affected party approval has been obtained from the owner of R1 and therefore the effects on them must not be considered.

This is considered to adequately address Dr Chile's concerns regarding helicopters avoiding those locations, particularly given the proposed condition requiring those movements to be recorded in a written log.

Noise measurements

We have considered Dr Chile's recommendation for there to be an explicit requirement for sound level measurements prior to each event to be taken.

Given the recommended noise limits proposed and Mr Hunt's assessment above (and in his report) regarding the ability for the activities to comply with those, the Applicant considers that taking noise measurements at every event to not be necessary and to be overly onerous. We also question the stipulation that measurements be conducted prior to an event, when it is the sound levels during an event which need to be assessed.

Should compliance issues arise, field measurements would naturally undertaken. This required by the NMP which states that this Plan must include "...methods for the recording, investigation and reporting actions whenever a noise complaint is received".

Further, the Applicant has offered a condition that any 128 review can include dealing with the adverse effects of sound amplification systems. This will provide further protection in relation to such effects.

I hope this assists you in processing the application

Kind regards
Alyson

Alyson Hutton
Brown & Company Planning Group
Mobile 021 715 572
03 409 2258 (Queenstown)
09 377 5499 (Auckland)



APPENDIX 3 - COUNCILS LANDSCAPE REPORT AND ADDENDUMS

LANDSCAPE REPORT: **RM151082 NZ High Country**

TO: Alana Standish – Senior Planner
Queenstown Lakes District Council

FROM: Richard Denney, Landscape Architect
Denney Landscape Architecture

DATE: August 7th 2016

INTRODUCTION

1. An application has been received by council for resource consent to undertake a commercial activity being temporary events from various locations within the site, to establish airports for associated helicopter landings, and to erect temporary buildings such as marquees at a site on Hansen Road, Queenstown. The site is legally described as Lot 1 DP 355881 Secs 22 27-28 30 Blk XXI & sec 125 Blk 1 Shotover SD, and Lot 3 DP25073 Lot 1 DP 25602 Sec 121 Blk 1 Shotover SD and in total is 250.6617 hectares in area. In terms of the Queenstown Lakes District Council - District Plan (the District Plan) the site is zoned Rural General, within the proposed district plan it is zoned Rural with an Outstanding Natural Landscape (ONL) classification and the lower section adjacent to State Highway 6 (SH6) within the urban growth boundary and within a Rural Landscape Classification. Following advice from council's planner I understand that the activity status of the application is discretionary.

PROPOSAL

2. A detailed description of the proposal is provided within the application. In summary it is proposed to run events on an annual basis for 20 years. Four sites are proposed for the temporary erection of marquees and associated facilities (toilets, portable power generators, lighting etc.). The sites are on the slopes of the upland hill country area to the southwest of Lake Johnson. Sites would have up to 10 to 50 events per year as listed within the assessment of environmental effects (AEE). No more than two sites would operate per day, and no more than one site (D) when customer numbers exceed 500 people. Sites would be accessed by an existing private gravel farm track with customers shuttled to the site by bus, or by helicopter with designated landing spots at each site. Each site would potentially have a marquee or tepee ranging in sizes from 12m by 10m up to 45m by 15m in area, and would be white (marquee) or beige coloured (tepees). Up to 10 to 30 flights per day for selected sites are proposed with a flight defined as an arrival and departure. Each event would run until 12.00am with an additional 30 minutes allowed for customers to vacate the site via the supplied shuttle bus. Up to one a day either side of each event would be used for installation and take down of marquees and site setup. The large marquee at site D is proposed to remain on site for the duration of the summer. In addition up to 15 filming events are proposed up to a maximum total of 30 days on site. Formed gravel parking areas for up to 20 vehicles would be created on the flats adjacent to the 'barn' near SH6 and on the lower section of the access road above Hansen Road. Lighting would be within marquees and solar powered lighting externally.



Image 1. Subject sites A, C, D and F. (Google Earth).

SITE AND LANDSCAPE DESCRIPTION

3. The landscape is part of the glacial scoured *rouche moutonnee* landform of the Queenstown Hill and Sugar Loaf upland area between the Shotover River, Frankton Arm and Queenstown Village. The landform is undulating and steep sided with a plateau type summit area at around 700 to 900masl. A number of exposed rocky bluffs and knolls expose the underlying tilted schist geology. Lake Johnson (400masl approximately) is a prominent small lake near the northern extent of the upland area wedged between the prominent *rouche moutonnee* landforms of Ferry Hill (694masl) to the northeast and the unmanned peak to the west of the lake (781masl). Vegetation is predominantly a mix of exotic grassland, scrub and scattered trees and areas of denser woodland of wilding species (Douglas Fir, Sycamore etc.). Intermixed is an underlay of indigenous tussock and grey shrubland species. Vegetation patterns are naturalistic in character following the form and lines of the natural landform and microclimate rather than cultural or cadastral boundaries. The area is highly visible and forms a prominent backdrop to the surrounding Wakatipu Basin, Frankton Arm, Lake Wakatipu and Queenstown/Frankton urban areas. The craggy and steep landform and naturalistic patterns of vegetation provide a contrast to the surrounding pastoral and urban landscapes on the flats and lake margins. There is a distinct ecological zonation on the slopes with changing vegetation species and patterns and seasonal variation with the sudden increase in altitude. This provides a contrasting wild landscape to the surrounding urban and more settled rural landscape. It is a highly natural and prominent landform that defines the iconic imagery of the natural landforms of the Wakatipu Basin and surrounding mountains. *Appendix 8A-Map 1 Landscape Categorisation in the Wakatipu Basin* within the District Plan places the site within an Outstanding Natural Landscape (ONL) (Wakatipu Basin). I concur with this classification as the site is dominated by highly natural landforms and vegetation patterns that form part of the scenic and dramatic backdrop to the Queenstown and Frankton urban areas and the Wakatipu basin.



Photo 1. Site C looking towards the southwest, March 3rd 2016.

4. The flat part of the site adjacent to the Barn is part of a sliver of Rural General zoned land between the highway and the foot of the upland area. It is fringe land that is pastoral in character but influenced by the urbanisation of the highway and adjacent Frankton Flats and Frankton urban zones. The sliver of land is too small to be considered as a landscape unit of its own and I consider differs in character to the upland area that is less modified in character. It therefore falls within an Other Rural Landscape (ORL) category.
5. The subject site occupies undulating hummocky terrain on the southern and southeastern side of the unnamed peak to the west of Lake Johnson. The landform is highly natural with outcrops of schist and rolling upland terrain. The landscape is relatively open with a range of panoramic views to the south, east and north over the Wakatipu Basin, Frankton Arm and Lake Johnson. Vegetation is predominately exotic and indigenous tussock grassland with mixed exotic scrub (briar rose, elderberry) and indigenous grey shrubland (matagouri, coprosmas, olearias etc.) and scattered mature exotic trees (macrocarpas, poplars). The gravel farm access road, farm fence lines and a line of power poles across the site are the few structural elements across the terrain. The landscape is typical of the distinct open upland pastoral landscapes of the district. The form, lines and relief of the glacially scoured schist landform are dominant and dramatic under the velvety mantle of golden grasslands and the deep greens of mixed scrubland. The rocky bluffs of the peak to the west of Lake Johnson provide a dominant backdrop to the site. The site's highly natural character is in stark contrast to the urban modified landscapes below. I understand the applicant has recently removed a small pine plantation on the southern slopes of the site. There are no buildings within the site apart from the existing barn and dwelling on the flat section adjacent to SH6. The dominant upland part of the site west of Hansen Road has a very distinct rustic and open character that has more in common with the surrounding mountains than the rural pastoral or urban landscapes of the basin and flats.

BACKGROUND

6. Upgrading of the existing farm track to a width of 3m to 4m was consented under RM130327 and provides farm and recreational access to each site. The consent conditions require barriers are painted a dark grey, and areas of topsoil stockpiling do not exceed 3m in height and are removed within 6 months and the natural contour reinstated.

ASSESSMENT

7. The appropriate assessment matters are within *Section 5.4.2.2 (1) Outstanding Natural Landscapes (Wakatipu Basin)* and *(4) Other Rural Landscapes*, and *5.4.2.3 Assessment Matters General*, and *Section 19.2.2.5 Resource Consents – Assessment Matters (Relocated buildings, temporary buildings and temporary activities)* within the District Plan. I carried out a site visit on the 19th February 2016 and the 3rd March 2016. Photos are attached as appendix A to this report.

Outstanding Natural Landscapes (Wakatipu Basin).

Effects on openness of landscape

8. The subject land is open terrain elevated above the Frankton urban area, Frankton Arm and southern Wakatipu Basin areas. The site has few trees and is dominated by open rolling grassland and has an extensive viewing catchment to the north, east, south and west. The natural undulation of the land and the steep slopes down to the surrounding flats and lake margins provide pockets of visual seclusion from viewpoints immediately adjacent lower down on the flats. From further afield visually the upland landscape opens up and the open slopes and ridges become a prominent backdrop. The site is part of a broadly visible expanse of open space as viewed from an extensive and wide range of public viewpoints.
9. The landscape is highly natural in character and relatively devoid of built forms or structures except for a line of power poles, farm fence lines and the access farm track that transect the landscape. These elements are not visually prominent and the natural landscape dominates. The proposed marquees would be positioned on prominent slopes and ridges currently devoid of built forms. Although temporary the proposed colouring, form and positioning of such structures would be prominent structural forms in this open landscape. The proposed marquee locations on elevated ridges and slopes would heighten their presence in what are sensitive locations in this landscape for such development. I consider the visual prominence of the structures and the associated event activity would distract from the otherwise open natural character of the landscape to a high degree at the proposed sites of A, C and F, and only to a small degree for the more secluded site D.
10. The subject property contains natural undulations, gullies and depressions that would potentially assist in reducing prominence of proposed marquees. This however has only been utilised for site D. There is insufficient vegetation of any worthwhile extent or form to offer mitigation of the proposed development. The proposed parking area (upslope of Hansen Road) would sit within a slight depression that would offer some visual containment to areas of parked vehicles. Further mitigation with planting or appropriately integrated earthworks would however be required to visually screen such areas from public viewpoints.

Visibility of development

11. The site has a broad viewing arc catchment from Slope Hill to the north and eastward around to the western side of the Frankton Arm and also a narrower view shaft over Lake Johnson to the elevated parts of the Dalefield area and Coronet Peak and Mt Dewar. The lower section of the site on the flats adjacent to SH6 is within a more visually confined area at the base of the hills but in clear view from SH6 and Hansen Road. The Hansen Road car-parking area would be elevated above the flats about 70m to 100m upslope of Hansen Road. The subject land is within a broadly visible expanse of open landscape when viewed from public places and public roads.
12. A visual assessment of proposed marquee sites A, C, D and F as marked by height poles erected on site has been carried out from selected public viewpoints as listed in Table 1 within appendix A to this report, with supporting viewpoint photos. The list contains selected viewpoints, as the viewing catchment is extensive and would take

some time to identify and assess all possible viewpoints. There were constraints on the duration that poles would remain on site. I consider however the selected viewpoints provide sufficient indication of visibility of the proposed marquee sites for the purpose of this assessment.

13. Site D would be very difficult to view from public places as the site is situated within the base of shallow gully with surrounding topography restricting public views into the site. The only possible public viewpoint would be the western face and ridgeline of the Remarkables in excess of 10km distant. I consider site D would be reasonably difficult to view from such a distant viewpoint, would have a relatively low viewing audience, and the site would fall within a very broad visible context of the surrounding urban and rural landscape.
14. Site A would occupy a prominent slope and ridgeline location, Site C a prominent ridge and skyline location, and Site F a prominent ridge/slope and skyline ridge. All these sites I consider would be clearly visible from public locations.
15. Sites A, C and F occupy prominent elevated positions with a broad viewing catchment within urban and rural locations. Marquees, associated structures and activity would be relatively small and temporary elements within the broader landscape at these locations. These sites however I consider are sensitive locations due to their exposed ridgeline, skyline and prominent slope nature. The viewing catchment is extensive with a large viewing audience within urban and adjacent rural areas. I consider the proposed development at sites A, C and F, although relatively small and temporary elements in the broader landscape, would be visually prominent as to distract from public and private views otherwise characterised by natural landscapes.
16. Sites A, C and F are open and exposed sites within wide viewing vistas. Mitigation via earthworks or planting I consider would not be able to adequately address the broad viewing catchment. Additional mitigation is not proposed to reduce visibility of these sites.
17. The site forms part of a broader upland landscape that provides a defining and contrasting natural landscape to the highly modified urban and more domesticated rural areas below. The development would enable intrusion of domesticating elements albeit temporary including marquees, associated air and vehicle traffic, and event activity beyond that anticipated as a permitted activity. The landscape forms a prominent and dramatic natural backdrop to Lake Wakatipu, Frankton and the Queenstown area and is a prominent part of the romantic mountain landscapes that frame the lake and surrounding areas. I consider the proposed development would likely adversely affect the appreciation of landscape values of the immediate and wider landscape.
18. Immediately neighbouring sites to the south and west are generally tucked into the toe of the slope as to have limited visibility towards the proposed sites. Increased air traffic would be an intrusion but within the urban context of such properties it would be difficult to quantify this as a significant reduction in amenity. The *Hansen/Rutherford/Cooney* rural property to the north borders Lake Johnson and the rural land to the north of the subject property. Helicopter landings at site A and C, and vehicle traffic using the existing farm track access within the subject site would be noticeable and visible from this property. Site C would also enable a marquee with a 6m-skyline breach on a prominent ridgeline above this property and Hansen Road. Given the relative secluded nature of this property I consider the proposed development would be considered intrusive and degrade the amenity to a moderate to high level. I am not aware of affected party approval being provided from this neighbour.

Visual coherence and integrity of landscape

19. As discussed above sites A, C and F would enable marquees to be located where they would breach the skyline, and prominent slopes and ridges.

20. Landscaping and earthworks are not proposed, and an existing consented upgraded farm track would be used for access. No new boundaries are proposed.

Nature conservation values

21. The site has indigenous ecosystems within a modified pastoral context. The district plan and proposed district plan do not identify the site as including an *area of significant vegetation* or *significant natural area*. The nearest such site is the neighbouring Lake Johnson that would not be affected by the proposed development. Proposed marquee sites and associated curtilage areas are relatively small and contained areas and any potential disruption to indigenous ecosystems would be relatively small. Site D contains a partial wetland and what appears to be an ephemeral waterway and has an existing earth worked flat area within close proximity to the waterway. I am not aware of any further proposed earthworks in this area.
22. The proposed development does not propose earthworks or landscaping that may contribute to modification of the existing nature conservation values. I am not aware of any additional conservation values that may be adversely affected. I note that at site D plantings of large grade exotic deciduous trees has been recently carried out. This planting is not identified within the application and therefore has not been assessed as part of the development.

Cumulative effects of development on the landscape

23. The existing consented farm track cuts a line across the landscape within the rural pastoral setting but is not prominent beyond the site beyond that expected within a farming setting. A line of electrical poles bisects the property running roughly SW to NE across the slope. The poles are a relatively small, weathered and thin element in the landscape. A marquee was installed at site F as observed on the 4th February 2016, and a marquee was also observed at site D on the 1st June 2016, photos below.



Photo 2. Marquee at site F viewed from Frankton Rd (near Rees Hotel), 4th Feb 2016.



24. I understand from council's planner that marquees and filming events not exceeding 500 persons within a building, or 200 outside and an activity that does not remain on site for a period longer than 7 days in any calendar year would be a permitted activity (section 19.2.2.3 of the district plan). It is my understanding therefore that there is a degree of anticipated activity of the nature applied for within the site as a permitted activity.
25. A resource consent for subdivision to create six allotments, identify four residential building platforms and associated earthworks and landscaping has been lodged with council on neighbouring land. The applicant is Hansen Family Partnerships and the site is on the eastern side of Hansen Road opposite the subject site (upper area). The application is currently on hold at time of writing and is not considered as a potential development.
26. The nature of the upland landscape is agricultural. Development to date has been largely farm track upgrades and utility installation. I am not aware of any other development within the immediate area of rural general zoned land.
27. I consider the site has ability to absorb further development similar in nature to existing development and farming activity to date. The proposed development would however introduce structures and activity in prominent locations at sites A, C and F with limited ability to absorb such development. I consider such development at these proposed locations would exceed the threshold for each of these sites' ability to absorb change of this nature.
28. The visibility of white marquees, and to lesser degree tepees, located on skyline, prominent ridges and slopes would introduce elements inconsistent with the natural character of the site and surrounding landscape. Such locations and proposed colouring of structures would heighten the visual presence of elements and be in contrast to the surrounding natural landscape.
29. Increased vehicle movements to accommodate event set up and up to 500 people (shuttled via bus) at events would also raise the visible activity on the slopes above that generally expected for general farm activity at this location. Vehicle lights, daytime dust

from vehicles and helicopter landings would be apparent from urban and surrounding areas below.

30. The site is within close proximity to urban areas and the main transport links into Queenstown. The airport includes a number of tourist helicopter operators departing and landing at the airport. The airport itself has regular domestic and international flights. The airport crosswind runway and approach align towards Hansen Road and over Lake Johnson. Arguably there is already a degree of air traffic and land based traffic within the immediate vicinity. The steep and hilly terrain however does provide some physical separation and although existing flight paths may be close there would be some variability as to how these are experienced on the ground. In terms of noise effects this is discussed by others. Overall I consider the increased visibility of vehicle and air traffic would not be totally inconsistent with the existing broader context. It would however draw attention towards the marquee and event sites and degrade the natural character of the site and surrounding landscape to a degree.
31. There is limited existing consented development and potential development within this landscape that is relatively undeveloped. The proposed development would be a new development of a differing nature to the existing farming land use. It is my understanding that the existing consented farm access track does not anticipate the level or commercial development proposed. I consider further development as proposed would lead to further degradation of the natural values and the domestication of the landscape.

Positive Effects

32. The proposal does not include positive effects in terms of protection of ecosystems or natural features, or remedying or mitigation of existing or potential adverse effects.

Other matters

33. The site and nature of the application does not represent an opportunity for taking of esplanade reserves or use of covenants, easements or consent notices etc. to realise positive benefits.

(4) Other Rural Landscapes

34. The proposed barn car park would be located adjacent to the existing cluster of buildings at 14 Hansen Road within the subject site. The car park would be gravel and have capacity for 20 vehicles. The submitted site plan shows an indicative location and layout but no details are provided. The surrounding landscape is modified in character on the fringe of the rural landscape. An existing church hall and car parking area are on the opposing side of Hansen Road, with SH6 and the Queenstown Events Centre to the south. The site of the car park is an open paddock exposed to the highway with a farm shed located at the northern extent.
35. The car park would be visible from neighbouring properties and SH6 as the site is flat with limited screening from trees. The gravel area itself would be a relatively small and incongruous element in this landscape setting. When in use parked vehicles visible within the site would reflect a more urban character and would not be complimentary or sympathetic to the surrounding rural landscape. I consider however adverse effects could be adequately mitigated through minor earth shaping and/or planting to visually soften the parking area. I recommend that if consent was to be granted that this be a condition of consent.

5.4.2.3 Assessment Matters General

General – Nature conservation values

36. The proposed development would not result in opportunities for the protection and

enhancement of indigenous bio-diversity or indigenous ecosystems. Planting is not identified as part of the development and therefore any wilding or weed risk is not evident.

37. The proposed development is in the vicinity of rock outcrops likely to support lizard populations. Each event site is relatively contained to defined areas and the balance of the site contains abundant areas of lizard habitat. I consider the proposed development would not enhance or offer protection to lizard populations but would have limited adverse effect on lizard populations.
38. There is no evidence within the application that the inherent values of the site and ecological context have been recognised. The site is a modified ecological setting within the pastoral farming context.

Discretionary activity – commercial

39. The proposal would enable up to maximum of 500 customers at either two events at the same time, or one event at site D when that event is 500 people. Transport would be via shuttle bus or helicopter. Estimated maximum vehicle trip numbers are not provided. Maximum helicopter flights would be 30 for a 500-person event. In addition traffic would be generated for set-up and service staff vehicles. A total of up to 145 events are applied for.
40. It is difficult to quantify traffic quantities or frequency but it is assumed they would be greater than generally anticipated for a standard farm track or farming activity. In addition the number of people on site would vary. It is assumed that there would be peak flows of traffic prior to and after the ending of each event. Given the visibility of the track from the east and south such increase would be perceivable as an increase in activity of a commercial nature in the context of the surrounding ONL.
41. The character of the site changes significantly from SH6 frontage through to the open and relatively isolated hill country of the upper site. In terms of character, increased vehicle traffic would have a negligible effect within the lower section of the site in context of the highway. South of Hansen Road the site has a change in character to a more tranquil rural setting and increased vehicle movements and activity would periodically change this character. I have not considered effects of noise as this is discussed by others. In terms of visual effects the effect of increased traffic on the hill slope would be noticeable and would be most pronounced from dust, lights and vehicle movements.
42. I consider in this instance the compatibility of traffic on the farm road with the surrounding landscape character would be marginal. Dust control measures and reducing vehicle trips after dark would potentially reduce the increased presence of vehicle activity.

Discretionary Activity Airports

43. It is my understanding that adverse effects from noise from overflying aircraft is assessable only within the land parcel containing the landing pad, from nearby land in the immediate environs affected by the approach and departure paths, and where helicopters are flying within 500ft of the ground¹.
44. Noise from helicopters as experienced from receivers would be outside the subject site and some distance from the proposed landing points, the nearest dwelling being the houses on Frankton Road and the dwellings on Hansen Road.
45. Frankton Road properties are generally within an urban context adjacent to the

¹ High Court decision - Dome Valley District Residents Society INC V Rodney District Council CIV 2008-404, Priestly J

highway and within close proximity to Queenstown Airport, and located at the base of the steep slopes of the subject property. Urban noise is part of this existing landscape context and therefore it is expected. Additional noise from helicopter airports at site F, D and C would not result in significant change in the landscape character in terms of noise. The nuisance effects and measurable noise impacts are discussed by others.

46. Areas to the north and east in the elevated parts of the Hansen Road area are in a rural context that has a perception of isolation from urban areas partly due to topography and the dead end nature of the gravelled Hansen Road. The crosswind flight path at Queenstown Airport is directed towards Lake Johnson and it is therefore expected that there would be some air traffic in this general vicinity. The noise of hovering and landing of helicopters at site A and C would however be more immediate to the upper Hansen Road area otherwise characterised by a more tranquil rural setting. I consider this would affect the pleasant use and enjoyment of the area for residents and visitors, including visitors/fishers at Lake Johnson to a small to moderate degree.
47. Four airport sites are proposed however up to two sites would only be use within the same day aligning to the proposed maximum number of events per day. The airport activities would be visible at sites A, C and F. As discussed previously these sites are in prominent locations and frequent landings and arrivals would represent a degree of activity into an area that is otherwise relatively devoid of such activity. Viewing distances would be relatively distant the nearest being 300 or so metres from Hansen Road and 600m from the highway for site A. Visually I consider the impact of such activity from such distances, at frequencies up to ten return flights per day, and in context of the surrounding outstanding natural landscape would be relatively small.

xxiii Nature and scale of activities

48. The scale of the activity is confined generally to designated event sites with a curtilage area defined for temporary structures and services to support each event. Buildings and structures would be limited to marquees/tepees, portaloos, parked service vehicles etc. to be located within the defined curtilage area. I consider the scale of the proposed activity and use of buildings within the prominent locations of A, C and F would not be compatible with the scale of the surrounding activity. This is largely due to the prominent nature of these selected sites and the contrasting nature of the proposed marquees and associated activity in the landscape.
49. Site D is a secluded location and has capability to retain the surrounding character of the rugged natural landscape as viewed from beyond the property due to the location's low presence. The proposed activity at sites A, C and F I consider would be contained within relatively small areas within a much broader naturalistic landscape. The natural landscape character would remain dominant as experienced from beyond the property although as discussed above there would be adverse effects on the landscape.

Section 19.2.2.5 Resource Consents – Assessment Matters (Relocated buildings, temporary buildings and temporary activities.

50. The relevant matters in regards to landscape have been discussed above.

CONCLUSION

51. An application has been received by council for resource consent to undertake a commercial activity being temporary events from various locations within the site, to establish airports for associated helicopter landings, and to erect temporary buildings such as marquees at a site on Hansen Road, Queenstown. The site is zoned Rural General, and is predominantly within an landscape classified as an Outstanding Natural Landscape (Wakatipu Basin) with the lower part of the site adjacent to state highway 6 classified as an Other Rural Landscape (ORL).

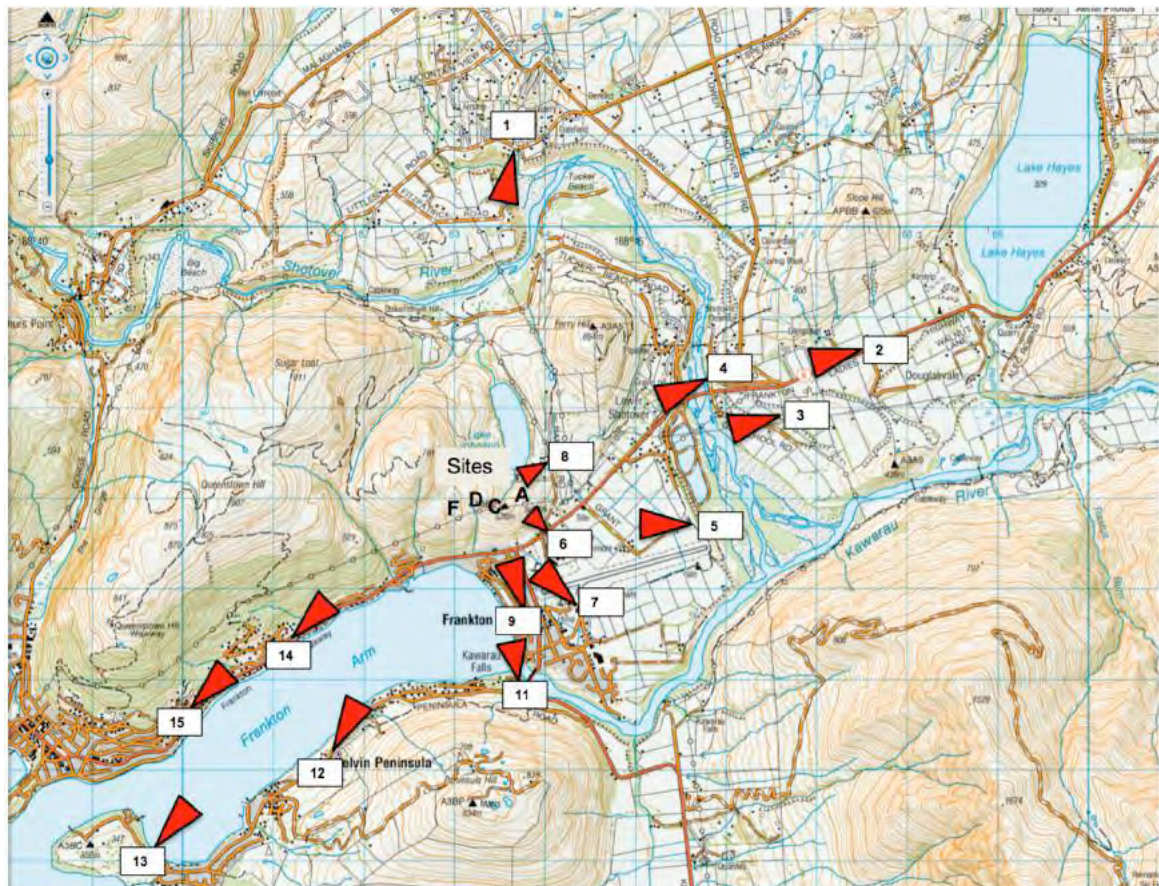
52. Four dedicated sites are proposed for events that would include marquees/ epees, supporting structures and services such as portaloos, power generators etc. and would be removed after each event (except site D which would remain in place over the summer months). Each site would be accessed by vehicles via an existing farm access track and would include a proposed helicopter landing location. Earthworks and landscaping are not proposed. Customer and staff parking provision for up to 20 vehicles would be provided at informal gravel parking areas to be formed just upslope of Hansen Road and adjacent to the barn on the lower flats adjacent to the highway. In addition up to 15 filming events over a maximum of 30 days per year would also be catered for.
53. Proposed sites A, C and F would be located in elevated positions of the landscape visible from a broad viewing catchment over urban and surrounding rural areas in the general Frankton Arm and southern Wakatipu Basin areas. Sites A, C and F would be located on prominent slopes, ridges, and skyline ridges. Site D would be located within a gully with a restricted public viewing catchment towards the upper peaks of the Remarkables range over 10km away.
54. Sites A, C and F are within an upland landscape. The landscape although modified to a degree by farming activities display characteristics that are highly natural in character. The rocky bluffs, open tussock and exotic grassland, and naturalistic scattering of indigenous and exotic scrub form a dramatic natural backdrop in contrast to the highly modified domestic and urban landscapes below within the Frankton area.
55. Marquees/Tepees and supporting infrastructure would be temporary in nature and relatively small elements in the broader context of the surrounding upland landscape. The pale colouring of marquees, associated activity of vehicles, people, and helicopter movements would draw attention toward the sites located in prominent positions at A, C and F. The proposed development at these locations would compromise the appreciation of the landscape values of the immediate and wider landscape, would be visually prominent as to distract from public and private views otherwise characterised by natural landscapes and would distract from the open natural character of the landscape to a high degree.
56. Site D would be a visually contained site with limited public visibility beyond the site. Although the marquee at this site would be large and contain the highest number of potential customers it offers a site that is secluded from public viewpoints.
57. Proposed parking areas would be relatively small elements in the landscape as informal gravel areas to hold no more than 20 vehicles. Visibility of parked vehicles would distract from the rural outlook but could be adequately mitigated by considered earthworks and planting in keeping with the surrounding landscape to break views of vehicles. Details of parking areas within the application are scant. If consent was to be granted further details should be required to ensure extent and design of parking is adequately integrated into the surrounding context.
58. Proposed helicopter landing points and associated flight activity would have a small to moderate adverse effect on users of the Lake Johnson area that is an otherwise relatively tranquil rural setting separated from the busy urban Frankton Flats area. Although there is a degree of flight activity present in the existing area from the nearby Queenstown Airport and the crosswind flight path over southern Lake Johnson.

Report prepared by


 Richard Denney
 LANDSCAPE ARCHITECT (B.L.A, B.Sc.)

Appendix A - Viewpoints

View point (map ref.)	Sites Visible	Viewing distance	Context	Breach	Comment
1. Littles Road	C	3.92km	Ridgeline	3-4m	Briefly visible as travelling along the road
2. Ladies Mile / Lake Hayes Estate intersection	A	4.13km	On slope	6m	
3. Shotover Country-reserve	A	3.0km	Slope face	6m	
4. Spence Road	A	2.5km	Slope face	6m	
5. Glenda Drive (south end)	A	1.9km	Slope face	6m	Industrial setting.
6. 5 Mile / Grant Road	F	2.8km	Slope face	6m	
7. Airport	A	730m	Ridge line with slope behind	4-5m	
8. Hansen Road	C	1.36km	Low ridge	1-2m	
9. McBride Road (near Lake Ave intersection)	C	400m	Skyline	5-6m	At terminus of formed road.
	F	1.4km	Slope	2-3m	
	C	1.3km	Skyline	1m	
11. Hilton Waterfront	C	1.91km	Skyline	2m	
	F		On slope	2-3m	
12. Peninsula Road	C	2.76km	Ridge /distant peaks behind	4-5m	
	F		Ridge with slope behind	4-5m	
13. Kelvin Peninsula Foreshore Reserve	F	4.8km	On slope	6m	
14. Goldfield heights / Frankton Rd	C		Skyline	4-5m	
	F	2.53km	Skyline	4-5m	
15. Hensman Road/ Panorama Tce. junction	C	8.01km	Prominent ridgeline	4-5m	
	F		Near ridgeline	3-4m	





View point 1. Little's Road. 3 March 2016, 2:22pm, 50mm.



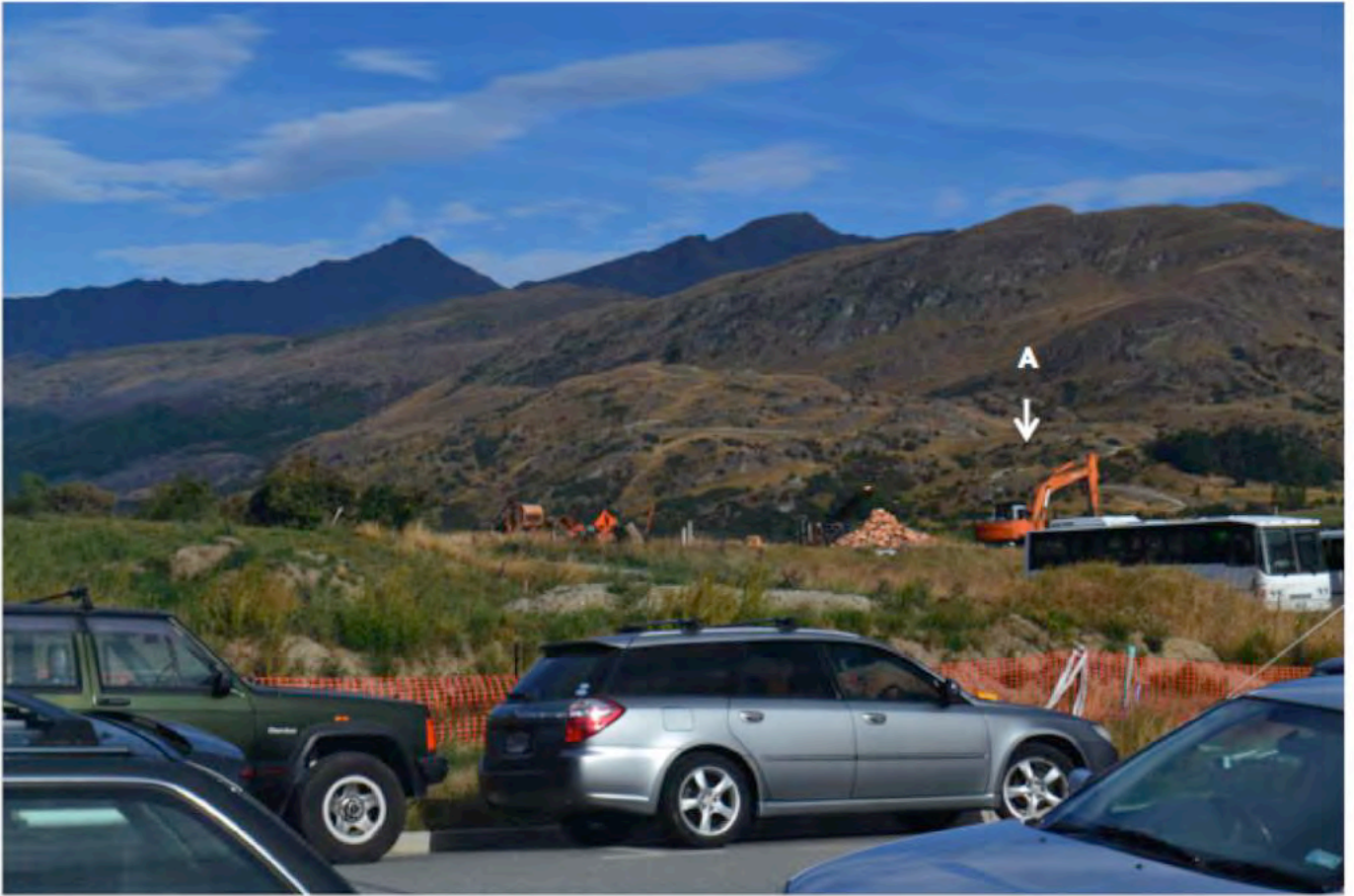
View point 2. Ladies Mile / Lake Hayes estate intersection. 3 March 2016, 11:28am, 48mm.



View point 3. Shotover Country. 3 March 2016, 9:57am, 55mm.



View point 4. Spence Road. 3 March 2016, 9:49am, 55mm.



View point 5. Glenda Drive south end. 3 March 2016, 10:12am, 55mm.



View point 6. Grant Road / 5 Mile. 3 March 2016, 10:25am, 48mm.



View point 7. Queenstown airport. 3 March 2016, 10:35am, 48mm.



View point 8. Hansen Road. 3 March 2016, 3:42pm, 55mm.



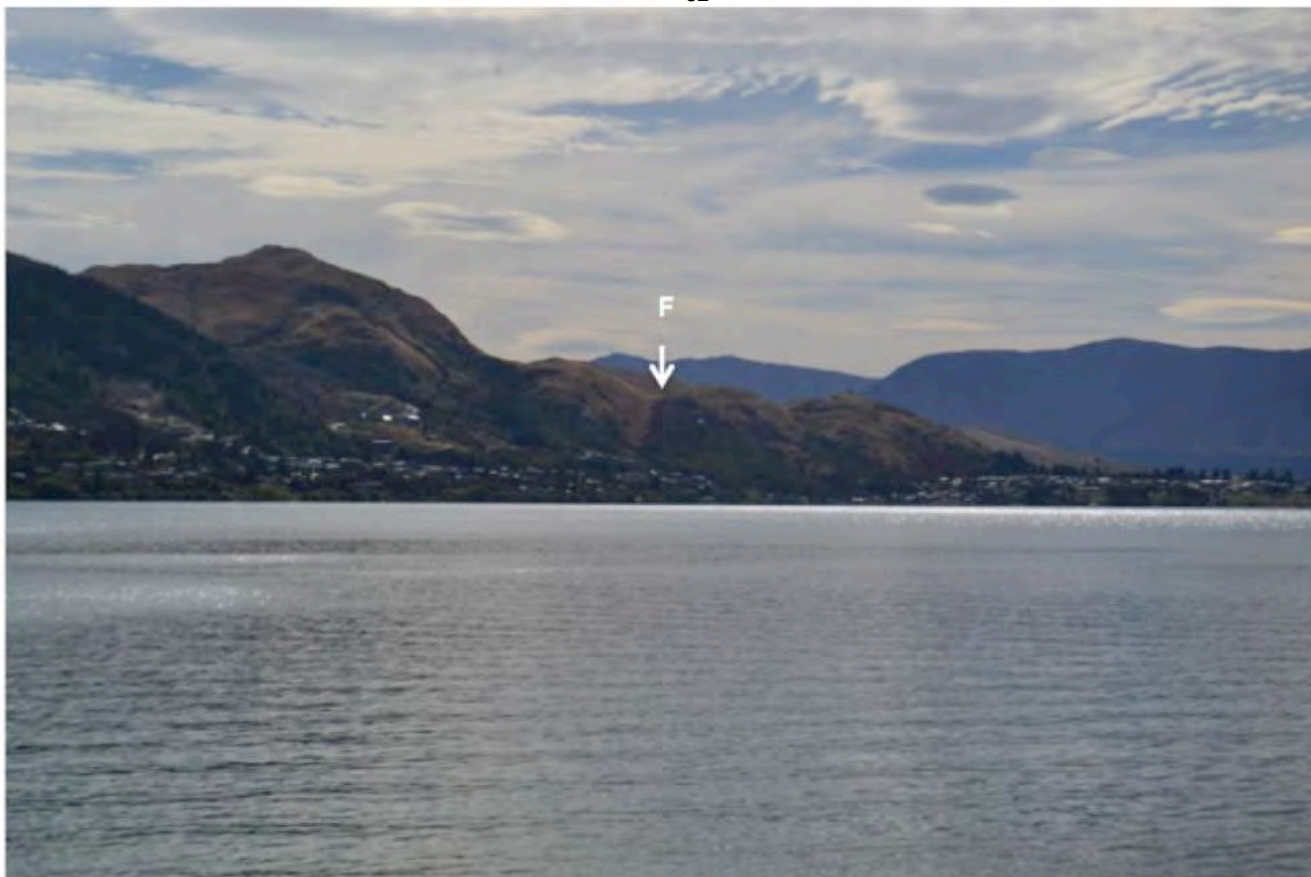
View point 9. McBride Road. 3 March 2016, 12:33pm, 50mm composite photo.



View point 11. Hilton waterfront. 3 March 2016, 12:17pm, 50mm composite photo.



View point 12. Peninsula road. 3 March 2016, 12:06pm, 46mm.



View point 13 Kelvin Peninsula foreshore. 3 March 2016, 12:00pm, 48mm.



View point 14 West of Goldfield Heights/ Frankton Rd junction. 3 March 2016, 2:53pm, 55mm.



View point 15 Hensman Road / Panorama Tce. 3 March 2016, 2:42pm, 50mm.

MEMO

FILE REF: RM151082 NZ High Country

TO: Alana Standish – Senior Planner
Queenstown Lakes District Council

FROM: Richard Denney, Landscape Architect
Denney Landscape Architecture

DATE: February 10th, 2017

SUBJECT: Landscape Assessment – Addendum

1. An amended resource consent application has been received for land use consent to undertake a commercial activity being temporary events from various locations within the site, to establish airports for associated helicopter landings, and to erect temporary buildings such as marquees at a site on Hansen Road, Queenstown.

2. The application has been amended as follows:

Undertake temporary events at a number of different locations within the property;

Site A

- 20 events of maximum people between 100 to 180 (5 at 180, 5 at 150, 10 at 100),
- Up to 52 return flights between 9am to 6pm summer, 10am to 4pm winter.
- Marquee up to 6m in height for up to 10 events, and up to 4.5m for 10 events (other size dimensions are not specified).
- 15 events up to 12am finish time and off site by 1am, and 5 events 10am start and 6pm finish.

Site C

- 10 events of a maximum of people of 80.
- Up to 28 flights (summer and winter hours as above)
- Marquee or tipi up to 6m in height for 3 events, up to 4.5m tents for 4 events, and 3 events with 3m or under gazebos/ tents.
- 5 events up to 12am finish time and off site by 1am, 5 at between 10am and 6pm.

Site D

- 50 events maximum of people between 100 and 500 people. (2 at 500, 18 at 300, 20 at 150, and 10 at 100).
- Interpreted as up to 100 maximum return flights per year (not clear in application) hours between 8am and 8pm.
- Marquee to be 45 by 15m in area and remain on site unless needed for off site events.
- 1am finish time and off site by 2am

Site F

- 45 events of a maximum of 100 to 300 (5 at 300, 10 at 200, 10 at 150, 20 at 100).
- Up to 88 return flights per year summer and winter hours as above.
- 15 events with Marquee up to 6m in height, 20 using tent up to 4.5m in height, 10 using gazebo/ tent less than 3m in height.
- 35 events at 12am and off site by 1am, and 10 events between 10am and 6pm.

Film/ TV

- 15 events (up to maximum total days 30) of up to 150 people.
- Up to a maximum of 300 return flights (maximum 30 days with up to 10 return flights per day) between 8am and 8pm.
- Sites in use up to 8pm per day unless requested by applicant to council to go to 10pm and

subject to council approval.

3. The number of events has been rearranged to that originally requested with an additional grouping of up to 150 people per event but overall numbers are similar. The number and hours of helicopter flights have been reduced although number of proposed flights for filming is unclear. Hours of proposed operation for each site have been broken into day and evening sessions and an additional hour included from closing time to evacuate the site (i.e. 12am to 1am). Site D the largest capacity site is proposed to operate an hour longer than originally proposed increasing from 12am to 1am with an hour to evacuate the site by 2am. Temporary structures are defined by height but not potential coverage, and site D marquee is proposed to remain on site unless required off site.

Earthworks

4. Additional earthworks are proposed for Site A to form a mound of up to 3.8m in height above existing ground and a cut to the southeast of the mound up to 2.5m deep. Mounding is proposed as visual mitigation to assist in screening site A.
5. Earthworks are also proposed for the formation of two mounds for Site F, one formed by earth fill up to 2.2m in height, and the other up 2m in height. An area of cut up to 2.9m in depth is proposed just to north of the Marquee site. A one metre high stacked stonewall approximately 25m in length is proposed on the mound to the southwest of the Marquee location.

COMMENT

6. A visual assessment is provided with the amended application. It has assessed visibility of a 5m high 'Spring Top' marquee erected at sites A, C, F and photographed from the view points identified within councils landscape report. The extent and location of the marquees is not provided within the report. It is noted within the assessment that the marquee was erected within the most prominent position at each site although this is defined on a site plan. The degree of visibility determined by the applicant is summarised within the final three columns of the table attached to this document.
7. The supporting earthworks and sections drawings are based on a 10m by 15m by 4.5m high marquee with locations clearly identified on the surveyed earthworks drawings for sites A and F. The application seeks consent for a range of marquee / tent heights up to up to 6m. 6m heights for temporary buildings are not been assessed within the applicant's assessment.
8. I have not assessed the site with marquees erected as per the applicant's assessment, I can therefore not comment or verify the visual assessment submitted or determine if this is an accurate assessment of the amended proposal. It is evident within the applicant's assessment with a 4.5m high marquee would have a lower degree of visibility from the viewpoints identified within councils landscape report as assessed by the applicant.
9. At the time of the council landscape assessment it was considered that the selected viewpoints sufficiently demonstrated degrees of visibility and further viewpoints were not necessary to further demonstrate the point. The selected viewpoints do not however represent the full extent of the viewing catchment that is broad in this instance. As shown in the applicant's assessment and councils landscape report totally visually screening the marquee sites is not achieved. Visibility alone is not however a determinate of adverse effects and needs to be considered in terms of landscape context and nature of the proposed activity.
10. I consider a revisit to the site necessary for assessment of proposed earthworks. Earthworks were not originally proposed. The degree and nature of proposed permanent modification to the landscape as part of mitigation of the development I consider warrants assessment on site given the context and nature of the ONL. I have not assessed proposed earthworks at this stage as I have recommended height poles for the amended proposal be erected and reassessment carried out on site at the same time as an earthworks assessment. It is my understanding the applicant is unwilling to erect height poles and a site re-visit has not been carried out to date. I cannot provide

a comment on potential effects and mitigation value from proposed earthworks until a site visit is carried out and poles erected on site.

11. As previously discussed in councils landscape report Site D is a less sensitive site than sites A, C and F. It is better able to absorb the nature and scale of the proposed development and activity at that site largely through avoiding adverse effects. Sites A, C and F are more sensitive due to their ridgeline, skyline and prominent slope location with the ONL(WB) and their broad viewing catchment.

Memo prepared by



Richard Denney

LANDSCAPE ARCHITECT

DENNEY LANDSCAPE ARCHITECTURE

Richard Denney (B.L.A hons, B.Sc)

Original Proposal - Council Landscape Report Assessment							Amended Proposal – Applicants Assessments		
View point (map ref.)	Sites Visible	Viewing distance	Context	Breach	Breach	Applicants Comments	Section Views to 4.5m high marquee (Earthworks Drawings)		
1. Littles Road	C	3.92km	Ridgeline	3-4m	2-3m		-	-	-
2. Ladies Mile / Lake Hayes Estate intersection	A	4.13km	On slope	6m	2-3m	Proposed earthworks would screen marquee	1.2m breach A		
3. Shotover Country- reserve	A	3.0km	Slope face	6m	2-3m	Proposed earthworks would screen marquee	0.96m breach A		
4. Spence Road	A	2.5km	Slope face	6m	2-3m	1m or less visibility after earthworks	0.96m breach A		
5. Glenda Drive (south end)	A F	1.9km 2.8km	Slope face Slope face	6m 6m	2-2.5m A 2m F	1m or less visibility after earthworks	0.72 breach F 0.87m breach A		
6. 5 Mile / Grant Road	A	730m	Ridge line with slope behind	4-5m	2m	Proposed earthworks would screen marquee	0.07m breach A		
7. Airport	C	1.36km	Low ridge	1-2m	Not visible		-		
8. Hansen Road	C	400m	Skyline	5-6m	Not Visible	*	-		
9. McBride Road (near Lake Ave intersection)	F C	1.4km 1.3km	Slope Skyline	2-3m 1m	Not Visible		No breach F		
11. Hilton Waterfront	C F	1.91km	Skyline On slope	2m 2-3m	Not visible		No Breach F		
12. Peninsula Road	C F	2.76km	Ridge /distant peaks behind Ridge with slope behind	4-5m 4-5m	2.5m C and F	F 1-2m after earthworks	2.35m breach F		
13. Kelvin Peninsula Foreshore Reserve	F	4.8km	On slope	6m	3-4m F 4m C		2.8m breach F		
14. Goldfield heights / Frankton Rd	C F	2.53km	Skyline Skyline	4-5m 4-5m	4m F	2m after earthworks	1.95m breach F		
15. Hensman Road/ Panorama Tce. junction	C F	3.6 to 4.2km	Prominent ridgeline Near ridgeline	4-5m 3-4m	4-5m F and C	2m for both after earthworks	3.0m breach F		

* The applicant's notes the council landscape report incorrectly states that the photo is taken from the terminus of the formed section of Hansen Road. The applicant is correct and the table provided within the council report is in error. As noted by the applicant the photo is actually taken within Hansen road about 20m or so upslope of the terminus of the formed section of the road maintained by council. The viewpoint is however within public land and accessible to the public]

MEMO

FILE REF: RM151082 NZ High Country

TO: Alana Standish - Senior Planner

FROM: Richard Denney - Landscape Architect

DATE: June 11th 2017

SUBJECT: Landscape Assessment – Addendum

1. An amended resource consent application has been received for land use consent to undertake a commercial activity of temporary events from various locations within the site, to establish airports for associated helicopter landings, and to erect temporary buildings such as marquees at a site on Hansen Road, Queenstown.
2. A landscape report was produced for council dated August 7th 2016. Following amendments to the proposed development a follow up landscape report addendum was provided to council dated February 10th 2017. Since that date further information and amendments to the application have been received including the following;

- Landscape Plans, - *Context Plan, Site Plan, Site – A Merino Rise, Site C Country Courtyard, Site D Lake June, Site F Tussock Point* dated March 29th 2017.
- Height poles have been erected on each site except Site D to reflect the amended proposal.

3. The combinations of proposed events, sites, marquee/tent sizes and the maximum number of people are complex. However in summary:

Site A

20 events per year - 10 events (6m marquee), and 10 (4.5m tent) up to 52 flights per year

Site C

10 events per year – 3 events (6m), 4 events (4.5m), 3 events (3m) up to 28 flights per year.

Site D

50 events per year – large marquee to remain on site, up to 540 flights per year.

Site F

45 events per year – 15 events (6m), 20 (4.5m), 10 (3m), and up to 88 flights per year.

Film/ TV

15 events (up to a total of 30 days per year), up to 150 flights per year.

Each event would include set up and pack up days either side (number of days required not identified).

4. Earthworks are proposed for Site A to form a mound of up to 3.8m in height above existing ground level and a cut to the southeast of the mound up to 2.5m deep. Mounding is proposed as visual mitigation to assist in screening Site A.
5. Earthworks are also proposed for the formation of two mounds for Site F, one formed by earth fill up to 2.2m in height, and the other up 2m in height. An area of cut up to 2.9m in depth is proposed just to north of the marquee site. A one metre high stacked stonewall approximately 25m in length was proposed on the mound to the southwest of the marquee location, I understand it has since been removed from the proposed development.

6. The following relevant resource consents have been granted since the 2016 landscape assessment was drafted:
 - RM160860 W&M Grant – Consent granted for a commercial activity, ‘Honey Centre’ within the Rural General zone within the lower part of the subject site.
 - RM161223 B&A Grant – 10yr consent granted to mine 3000m³ of dry stone per annum, construction of a farm building and associated earthworks within the subject site. The mine site is located upslope and southwest of proposed Site D (RM151082), and a stone storage area at a location opposite the proposed parking area near entrance of Hansen Road. A shed is consented in the general position of the proposed car park area within this application but has not been built. The submitted landscape plan within this application is not amended in regards to the consented development.
 - RM151046 Hansen Family Partnership – Consent granted for a six lot subdivision and establish four residential building platforms, with associated landscaping and earthworks on the neighbouring property east of the subject property and Hansen Rd.
7. A reassessment of visibility of proposed marquee locations was carried out on the 25th May 2017, and a few additional points in the following weeks. Height poles were of small diameter PVC pipes with a colour coded band on each pole marked with insulation tape to define proposed heights of the various marquees. Earth mounding was also marked with small diameter PVC pipes with heights marked with insulation tape. Visibility assessment was done from selected viewpoints rather than all the previous viewpoints. The reassessment was carried out predominantly with a spotting scope on a tripod. The narrowness of the height poles, and markings on the poles created some difficulty determining heights from long viewing distances and recorded measurements are approximate. Results are attached to this memo.

REASSESSMENT COMMENTS

8. Proposed mounding would reduce the visibility of marquees at Sites A and F, but the larger white marquees at sites A, C and F would remain visible from a wide viewing catchment as would the associated activities such as helicopter and vehicle movements, and site activities. As previously discussed the location of these sites on prominent slopes and ridges is problematic in terms of presence in the landscape within such a broad viewing catchment. Whilst proposed earthworks would reduce the visibility of the scale of the viewing catchment and sensitivity of this landscape, I consider it cannot conceal these sites and activities.
9. Marquees at Sites F and C would breach the skyline, and Site A would breach a prominent ridgeline as viewed from public and private viewpoints.
10. Proposed activities and structures at Sites A, C and F would be visually prominent to distract from public and private views otherwise characterised by natural landscapes. Such effects would be in proportion to the duration of events and marquees on site, and prominence of location. Of these, Site F is the most prominent and of the potentially longest duration.
11. I remain of the view that paragraph 55 of my original report remains relevant to the amended application.

‘Marquees/Tepees and supporting infrastructure would be temporary in nature and relatively small elements in the broader context of the surrounding upland landscape. The pale colouring of marquees, associated activity of vehicles, people, and helicopter movements would draw attention toward the sites located in prominent positions at A, C and F. The proposed development at these locations would compromise the appreciation of the landscape values of the immediate and wider landscape, would be visually prominent as to distract from public and private views otherwise characterised by natural landscapes and would distract from the open natural character of the landscape to a high degree’.

12. The assessment difficulty of this proposed development/activity is the temporary nature of adverse effects. However during the duration of each event and associated set up and take down periods, adverse effects on the ONL I consider would be moderate to high for Sites A, C and F.
13. Details for the proposed parking area west of Hansen Rd are unclear, especially in regards to the consented rock stockpile area and shed (RM161223). If consent was to be granted I recommend detail design of the car park is provided including indigenous scrub planting and low level integrated mounding to visually screen parked vehicles from view from Hansen Road.

Memo prepared by



Richard Denney
LANDSCAPE ARCHITECT

Richard Denney (B.L.A hons, B.Sc)

3 rd March 2016					25 th May 2017 to 10 th June			
View point (map ref.)	Sites Visible	Viewing distance	Context	Breach	Comment	Site Visible	Breach	Comment
1. Littles Road	C	3.92km	Ridgeline	3-4m	Briefly visible as travelling along the road	Not assessed		
2. Ladies Mile / Lake Hayes Estate intersection	A	4.13km	On slope	6m		Not Assessed		
3. Shotover County- reserve	A	3.0km	Slope face	6m		Not Assessed		
4. Spence Road	A	2.5km	Slope face	6m		A	4-5m / 1-2m with earthworks	
5. Glenda Drive (south end)	A	1.9km	Slope face	6m	Industrial foreground setting.	Not Assessed		
6. 5 Mile / Grant Road	A	2.8km	Slope face	6m		A	3-4m / 1-2 m or less with earthworks	
7. Airport	C	730m	Ridge line with slope behind	4-5m				
8. Hansen Road	C	1.36km	Low ridge	1-2m		F	2-5m	C no longer visible but F clearly visible. May reduce slightly with earthworks.
9. McBride Road (near Lake Ave intersection)	C	400m	Skyline	5-6m	From unformed section of road adajacent to At terminus of formed road.	C	5-6m	All poles visible from unformed section of road, and glimpsed between gap in trees from formed road.
10. McBride Road (near Lake Ave intersection)	F	1.4km	Slope	2-3m		F	1-2m (2 poles)	C not visible.
11. Hilton Waterfront	C	1.3km	Skyline	1m				
12. Peninsula Road	C	1.91km	On slope	2m		Not assessed		
13. Kelvin Peninsula	F	2.76km	Ridge /distant peaks behind	2-3m		C	2m (2 poles)	
14. Goldfield heights / Frankton Rd	F	4.8km	Ridge with slope behind	4-5m		F	4-5m (3 poles)	May reduce by 2m with earthworks)
	C	2.53km	On slope	4-5m		Not assessed		
	F		Skyline	4-5m		F	4-5m	May reduce by 2m with earthworks.

15. Hensman Road/ Panorama Tce. junction	C	8.01km	Prominent ridgeline Near ridgeline	4-5m 3-4m		C	4-5m 4m	May reduce by 2m with earthworks.
16. Pak N Sav carpark / Glendha Dr (Frankton)						A	1m afterworks	
17. SH6 200m east of Kawarau bridge						F	2-3m	On slope
18. 175 Peninsula Road (Kelvin Peninsula)						C	2m	Skyline
19. New World Carpark/ Hawthron Dr (Frankton)						F	2m	On slope, earthworks may reduce to 1m.
20. Red Oaks Dr (Frankton)						F	2m (3 poles)	
21. SH6 (near Hawthron Dr roundabout)						A	3-4m	Ridgeline- Mt Dewar behind
22. Kawarau Dr (Pedestrian traffic lights)						A	3-4m	Slope behind
						F	2m	

APPENDIX 4 - COUNCILS ENGINEERING REPORT



ENGINEERING REPORT

TO: Alana Standish

FROM: Tim Dennis

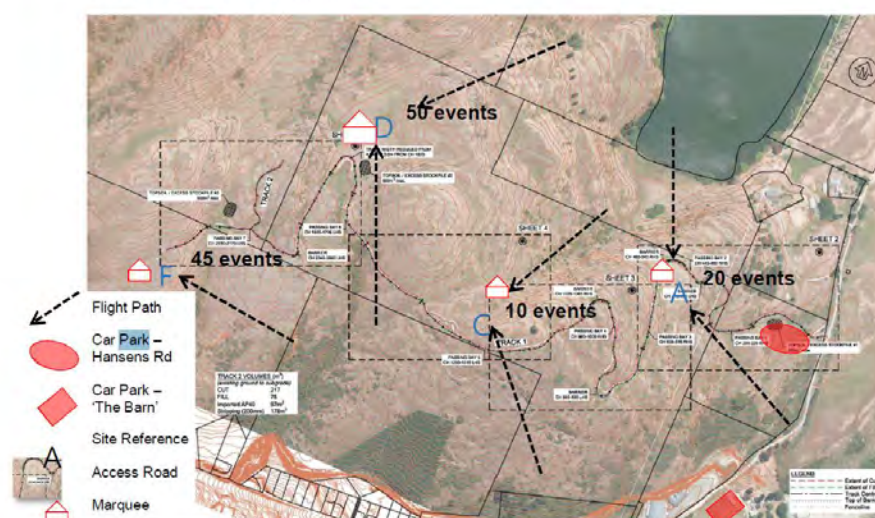
DATE: 27/6/2017

APPLICATION DETAILS	
REFERENCE	RM151082
APPLICANT	New Zealand High Country Ltd
APPLICATION TYPE & DESCRIPTION	Land Use consent is sought for commercial events, to erect marquees and establish airports for a 20 year consent duration
ADDRESS	Hansen Road, Wakatipu rural
ZONING	Rural General
LEGAL DESCRIPTION	Lot 1 DP 355881, Sec's 22, 27, 28 & 30 Blk XXI and Sec 125 Blk I Shotover SD
SITE AREA	222ha
ACTIVITY STATUS	Discretionary

Application	Reference Documents	<ul style="list-style-type: none"> AEE prepared by Brown & Company planning Group amended 8 Nov 2016 Parking plan ref 100.3R.1A prepared by the applicant Earthworks plans ref 1000.1 & 2R sheets 1-4A prepared by the applicant Site access plan 120.7E.1A (RM161223) Council RAAM data & Speed Limit bylaw
	Previous Relevant Consents	RM081406 – Construct an access to the site for a drilling rig RM130327 – Upgrade an existing farm track RM161223 – Stone quarry operation
	Date of site visit	Not required

Location Diagram

Figure 2: Map of Site and Activities



Comments		
	Existing Use	Barn parking area contains various farm related buildings. The bulk of the site is consistent with a large open rural farming property
	Neighbours	Not relevant
	Topography/Aspect	Varies between flat to moderately steep
	Water Bodies	Not relevant
	Requested Areas of Comment	Parking/manoeuvring and access

ENGINEERING			COMMENTS	Condition
TRANSPORT	Access	Parking	<p>Parking and access are assessed for the two separate areas proposed under this consent, being the 'Barn' and the applicant's site further along Hansen Road.</p> <p>Parking The application proposes 40 gravel car parks at the 'Barn' parking area adjoining Hansen Road approximately 260m north-east of the intersection of Hansen Road and Frankton - Ladies Mile Highway. This will be the only guest parking area for the proposed events.</p> <p>Parking capacity complies with District Plan requirements which are based on the Gross Floor Area of the proposed events. No further comment is provided in regards the number of parks.</p> <p>The Barn Parking area is proposed to be formed from compacted gravel and the dimensions are detailed on plan 100.3R.1A. Each park is 2.5m wide and 5m long with an aisle width of 8m. A 15m bus turning radius is provided for within the parking area. I am satisfied the proposed parking area meets Council standards and recommend a condition in this regard.</p>	X

	Access	Means of Access	<p><u>Vehicle crossings</u></p> <p><u>a - Parking Area</u></p> <p>The Barn parking area is accessed off Hansen Road. Hansen Road is a local road in Council's roading hierarchy. Hansen Road appears within the 50km/hr speed zone but under Council's Speed Limit Bylaw is an 80km/hr road. Council's RAAM data indicates an operating speed of 51km/hr at the 85th percentile. The road is 3.6m wide and gravelled at the proposed vehicle crossing.</p> <p>The site parking plan does not detail the width of the existing or proposed vehicle crossing. As the parking area will serve guests and commercial traffic (buses) the vehicle crossing should be a minimum of 5.5m wide to allow for safe two way traffic movement. I recommend a condition in this regard.</p> <p><u>Sight distance</u></p> <p>Sight distance at the existing vehicle crossing is 100m to the north and 250m to the south. For a 50km/hr operating speed zone the minimum required sight distance is 80m for non-residential activities. For an 80km/hr speed zone the required minimum sight distance is 175m. I have used the operating speed derived from RAAM data in assessing the sight distance requirements.</p> <p><u>Summary</u></p> <p>I am satisfied the proposed vehicle crossing location to the barn is appropriate for the proposed activity and operational speed of the road. A minimum 5.5m wide crossing is recommended to cater for two way traffic and minimise queuing effects</p> <p><u>b - Event site</u></p> <p>The event sites are accessed off Hansen Road 380m north of the Barn parking area. Event site access will be for buses and commercial traffic only. This vehicle crossing was considered as part of RM161223 and the following conclusion was reached: <i>"The site has legal access from Hansen Road, which is a gravel low volume local road. The activity will increase vehicle movements by 20vpd (10 return trips to the site daily). The unsealed section of Hansen Rd to the south is recommended under this consent to be improved to permit passing at regular intervals. The minor sight distance non-compliance is considered to have a less than minor impact on road safety. The addition of 'concealed entrance' signage is considered a positive traffic management measure. I am satisfied that the proposed access is suitable and I recommend conditions in this regard"</i></p> <p>The inclusion of event traffic onto this vehicle crossing is considered acceptable provided the crossing is upgraded as detailed in RM161223 and signage installed. I recommend a similar range of conditions of consent in this regard including access formation, internal access upgrades for HGV and event traffic passing, signage and vegetation removal to maintain sight lines.</p>	<p>X X X X</p>
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TRANSPORT	Access	Means of Access (Continued)	<p><u>Access</u></p> <p>a - Barn Parking</p> <p>The site has legal access from Hansen Road.</p> <p>The Hansen Road formation at the Barn Parking area is 3.6m wide. The roadway caters to approximately 10 dwelling unit equivalents based on existing consented activities (Refer RM161223). Under Council's Land Development and Subdivision Code of Practice the roadway is classed as Figure E2 which caters to 6-20 dwelling units (or equivalent). The 125 events per year with up to 40 cars each equates to an average of 3.4 lots based on 8vpd/lot. Additionally I estimate commercial traffic will add up to 42 mini vans or 23 18 seaters for the largest events (500 persons with 40 cars at 2 per/car)</p> <p>Figure E2 requires a minimum carriageway width of 5.5-57m and, in my opinion, this section of Hansen Road should be sealed given the total traffic generated by the events. As the current seal ends only 60m - 80m from the parking area, it is considered appropriate to extend the seal to the north-east side of the vehicle crossing under this consent. I recommend a condition in this regard.</p> <p>Between the vehicle crossing and the parking area a new onsite access is shown 5.5m on plan 100.3R.1A. The existing part of the access is measured at 3.3m only and I recommend that this be upgraded to a minimum of 5.5m wide.</p> <p>b - Hansen Road between Barn Parking and Event Site</p> <p>The applicant proposes to use commercial transport buses to convey guests from the Barn parking area to the event sites. Assuming a small bus (say 10 seats minimum = worst case for traffic movements) the number of movements will be between 8-10 trips from the parking area plus between 23 & 40 trips direct from accommodation areas. Hansen Road is a single lane road between the parking area and the entry to the event sites 380m to the north. RM161223 recommended the installation of 4 passing bays to ensure HGV traffic and existing road users were safely able to pass on this narrow road. Given there is now the potential for buses and HGV traffic to be present concurrently, I recommend the passing bays are enlarged to cater to buses and HGV vehicles passing. The locations of the passing bays are as detailed in RM161223 and included below for reference.</p>	X
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Figure 1: Passing bay locations



Figure 2: Passing Bay 1 - Hansen Road Chainage 330m



Figure 3: Passing Bay 2 - Hansen Road Chainage 410m



Figure 4: Passing Bay 3 – Hansen Road Chainage 450m



Figure 5: Passing Bay 4 – Hansen Road Chainage 525m

ENGINEERING			COMMENTS	Condition
EARTHWORKS	Extent	Description	Earthworks for the creation of earth screening mounds at the event sites A and F	
		Cut /Fill Volume (m ³)	Refer earthworks plans 1000.1R and 1000.2R Site A: 1,126m ³ cut and 1,106m ³ of fill Site F: 531m ³ cut and 540m ³ of fill	
		Total Volume (m ³)	Site A: 2232m ³ Site F: 1,071m ³	
		Area Exposed (m ²)	Site A: 2,180m ² Area F: 1,513m ²	
		Max Height Cut/Fill (m)	Site A: Cut to 2.5m and fill to 3.8m Site F: Cut to 2.9m and fill to 2.2m	
		Prox. to Boundary	None of the cuts or fills breaches the height in relation to boundary ratio being >100m from any site boundaries.	
		Prox. to Water	No water bodies within 7m of the earthwork sites	
	Stability	Geotech assessment by	Not required. The earthworks are contained within a very large site. Based on the geotechnical assessment undertaken for RM161223 it is expected that the site will comprise soil and solid rock. The proposed recontouring is unlikely to lead to instability provided all earthworked areas are stabilised at completion of earthworks.	
		Report reference	N/A	
		Rock breaking	N/A	
		Rock blasting	N/A	
		Preconstruction survey	N/A	
		Retaining	Not required	
		Recommendations on cut/batter slopes	N/A	
		Fill certification/specific foundation design required	N/A	
		Engineers supervision	N/A	
		Uncertified fill covenant	N/A	
		Schedule 2a Certificate	N/A	
		Clean fill only		

	Site Management	Report reference	A Guide to Earthworks in the Queenstown Lakes District brochure	X
		Specific sedimentation management	The earthworks are being undertaken within a very large site with significant distances between the works and the site boundaries. I am satisfied that the earthworks can be undertaken and sediment managed within the site provided the works are undertaken in accordance with A Guide to Earthworks in the Queenstown Lakes District brochure	X
		Specific stormwater management	As above	X
		Neighbours	The separation between the sites and the neighbouring properties is significant. For this reason it is unlikely nuisance effects will arise from this project. I do not recommend any conditions in this regard.	
		Traffic management	Work will be required in existing road berms resulting in changes to normal traffic flows. I recommend a condition of consent in this regard	X
		Construction crossing	The site has an existing gravel crossing suitable for the earthworks phase of the project. I am satisfied that a construction crossing is not required	
		Revegetation	I recommend that all earthworked areas are stabilised prior to occupation of the new dwelling and recommend a condition in this regard	X

PROJECT INFORMATION	Developers Engineering Representative	The project includes roading upgrades, parking and access together with earthworks. I recommend a developers representative for this project	X
	Notice of commencement	Not required.	
	Traffic Management Plan	Work will be required in Hansen Road. I recommend a TMP in this regard	X
	Design Certificates	For the upgrades to Hansen Road I recommend a design certificate	X
	Completion Certificates	As above, I recommend a completion certificate	X
	As built	I recommend a condition for any changes made to Council's roading network	X

TITLE	Covenants/consent notices	There are no covenants or consent notices relevant to this proposal	
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1.0 **RECOMMENDED CONDITIONS**

It is recommended that the following conditions are included in the consent decision:

1. All engineering works shall be carried out in accordance with the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd June 2015 and subsequent amendments to that document up to the date of issue of any resource consent.

Note: The current standards are available on Council's website via the following link:
<http://www.qldc.govt.nz>

To be completed prior to the commencement of any works on-site

2. Prior to commencing works on site, the consent holder shall submit a traffic management plan to the Road Corridor Engineer at Council for approval. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor. All contractors obligated to implement

temporary traffic management plans shall employ a qualified STMS on site. The STMS shall implement the Traffic Management Plan. A copy of the approved plan shall be submitted to the Manager of Resource Management Engineering at Council prior to works commencing.

3. The owner of the land being developed shall provide a letter to the Manager of Resource Management Engineering at Council advising who their representative is for the design and execution of the engineering works and construction works required in association with this development and shall confirm that these representatives will be responsible for all aspects of the works covered under Sections 1.7 & 1.8 of QLDC's Land Development and Subdivision Code of Practice, in relation to this development.
4. Prior to commencing any works on the site, the consent holder shall obtain 'Engineering Review and Acceptance' from the Queenstown Lakes District Council for all development works and information requirements specified below. An 'Engineering Review and Acceptance' application shall be submitted to the Manager of Resource Management Engineering at Council and shall include copies of all specifications, calculations, design plans and Schedule 1A design certificates as is considered by Council to be both necessary and adequate, in accordance with Condition (1) to detail the following requirements:
 - a) Passing bays or road widening shall be provided to prevent vehicle conflicts on narrow, steep and/or curved sections of Hansen Road. The number and design of passing areas shall form part of the overall access design with consideration given to available sight lines, vehicle safety and minimising earthwork cuts. Provision shall be made for the continuation of roadside stormwater systems.
 - b) The upgrading and sealing of Hansen Road between the end of the existing seal (at route point 187m from SH6) to beyond the 'Barn' entrance to parking area to be in terms of Council's Land Development and Subdivision Code of Practice Figure E2. Provision shall be made for the continuation of roadside stormwater systems.

Advice Note: For clarity the above condition involves upgrading and sealing approximately 60-80m length of Hansen Road.

 - c) The provision of a sealed vehicle crossing to the lot boundary servicing the 'Barn' Parking area from Hansen Road. The crossing shall have a minimum carriageway width of 5.5m. Provision shall be made for the continuation of roadside stormwater systems.
 - d) The provision of Design Certificates for all engineering works associated with this subdivision/development submitted by a suitably qualified design professional (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of the QLDC's Land Development and Subdivision Code of Practice Schedule 1A Certificate.
5. The consent holder shall install measures to control and/or mitigate any dust, silt run-off and sedimentation that may occur, in accordance with QLDC's Land Development and Subdivision Code of Practice and 'A Guide to Earthworks in the Queenstown Lakes District' brochure, prepared by the Queenstown Lakes District Council. These measures shall be implemented **prior** to the commencement of any earthworks on site and shall remain in place for the duration of the project, until all exposed areas of earth are permanently stabilised.

To be monitored throughout earthworks

6. No earthworks, temporary or permanent, are to breach the boundaries of the site with the exception of works required for Hansen Road access improvements and vehicle crossing upgrades.
7. The consent holder shall implement suitable measures to prevent deposition of any debris on surrounding roads by vehicles moving to and from the site. In the event that any material is deposited on any roads, the consent holder shall take immediate action, at his/her expense, to clean the roads. The loading and stockpiling of earth and other materials shall be confined to the subject site.

Prior to the operation of any events

8. Prior to the operating any events, the consent holder shall complete the following:

- a) The submission of 'as-built' plans and information required to detail all engineering works completed in relation to or in association with this subdivision/development at the consent holder's cost. This information shall be formatted in accordance with Council's 'as-built' standards and shall include all Roads (including right of way and access lots) and Stormwater reticulation.
- b) The completion and implementation of all certified works detailed in Condition (4) above.
- c) The submission of Completion Certificates from both the Contractor and Approved Engineer for all infrastructure engineering works completed in relation to or in association with this subdivision/development (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of the QLDC's Land Development and Subdivision Code of Practice Schedule 1B and 1C Certificate.
- d) All earthworked/exposed areas shall be top-soiled and grassed/revegetated or otherwise permanently stabilised.
- e) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out under this consent
- f) The installation of a 'concealed exit' sign north of the site entrance on Hansen Road. All signage shall be installed in accordance with the New Zealand transport Agency 'Manual of Traffic Signs and Markings,' (MOTSAM) signage specifications.
- g) The formation of all onsite vehicle parking and manoeuvring areas to Council standards. All areas shall be formed of a minimum 150mm compacted AP40. Provision shall be made onsite for stormwater disposal.
- h) The provision of a gravel vehicle crossing to the 'event site' from Hansen Road to be in terms of Diagram 2, Appendix 7. This shall be trafficable in all weathers and formed with a minimum width of 5.5m and with a minimum 150mm depth of compacted AP40. Provision shall be made to continue any roadside drainage.

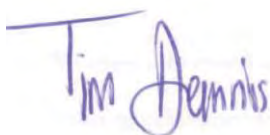
Advice Note: For clarity the gravel access may be formed as consented under RM161223.

- i) The consent holder shall upgrade the access within the 'event site' from the Hansen Road boundary as detailed on plan 120.7E.1A. This shall include a minimum 5.5m wide access section extending 15m into the site from Hansen Road to ensure trucks using the site can pass each other. Additionally the access way shall meet the following requirements:
 - i) The access way shall have a formed metal carriageway width of no less than 3.5 metres.
 - ii) The carriageway shall have a minimum cross-fall of 4% to prevent stormwater ponding on the carriageway surface.
 - iii) Drainage swales shall be provided for stormwater disposal from the carriageway. The invert of the water channel shall be at least 200mm below the lowest portion of the sub-grade.

Ongoing conditions

- 9. Any vegetation, boundary fencing or other structures adjacent to the road boundary shall be removed or kept trimmed as necessary to ensure that sight distances from the vehicle crossing are not obstructed. A clear line of sight of at least 80 metres south and 60m north shall be maintained at all times along Hansen Road from the vehicle crossing to the site. This condition relates to the event site access and not the Barn Parking area access

Prepared by:



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APPENDIX 5 - RELEVANT QLDC ASSESSMENT MATTERS

PART 5.4 – RURAL GENERAL ZONE – ASSESSMENT MATTERS

In considering whether or not to grant consent or impose conditions, the Council shall have regard to, but not be limited to, the following:

5.4.2.2(1) Outstanding Natural Landscapes (Wakatipu Basin) and Outstanding Natural Features – District wide.

These assessment matters should be read in the light of two further guiding principles. First that they are to be stringently applied to the effect that successful applications for resource consent will be exceptional cases. Secondly, existing vegetation which:

- (a) was either
 - planted after; or
 - self seeded and less than 1 metre in height at
 - 28 September 2002; and
- (b) obstructs or substantially interferes with views of the landscape (in which the proposed development is set) from roads or other public places
 - shall not be considered:
 - (1) as beneficial under any of the following assessment matters unless the Council considers the vegetation (or some of it) is appropriate for the location in the context of the proposed development; and
 - (2) as part of the permitted baseline.
 - (3) nor shall removal of such vegetation be considered as a positive effect of any proposal.

(xix) Effects on openness of landscape

In considering whether the proposed development will maintain the openness of those outstanding natural landscapes and features which have an open character at present when viewed from public roads and other public places, the following matters shall be taken into account:

- (i) whether the subject land is within a broadly visible expanse of open landscape when viewed from any public road or public place;
- (ii) whether, and the extent to which, the proposed development is likely to adversely affect open space values with respect to the site and surrounding landscape;
- (iii) whether the site is defined by natural elements such as topography and/or vegetation which may contain and mitigate any adverse effects associated with the development.

(xx) Visibility of development

In considering the potential visibility of the proposed development and whether the adverse visual effects are minor, the Council shall be satisfied that:

- (i) the proposed development will not be visible or will be reasonably difficult to see when viewed from public roads and other public places and in the case of proposed development in the vicinity of unformed legal roads, the Council shall also consider present use and the practicalities and likelihood of potential use of unformed legal roads for vehicular and/or pedestrian, equestrian and other means of access; and
- (ii) the proposed development will not be visually prominent such that it dominates or detracts from public or private views otherwise characterised by natural landscapes; and
- (iii) the proposal can be appropriately screened or hidden from view by any proposed form of artificial screening, being limited to earthworks and/or new planting which is appropriate in the landscape, in accordance with Policy 4.2.5.11 (b).
- (iv) any artificial screening or other mitigation will detract from those existing natural patterns and processes within the site and surrounding landscape or otherwise adversely affect the natural landscape character; and
- (v) the proposed development is not likely to adversely affect the appreciation of landscape values of the wider landscape (not just the immediate landscape).
- (vi) the proposal does not reduce neighbours' amenities significantly.

(xxi) Visual coherence and integrity of landscape

In considering whether the proposed development will adversely affect the visual coherence and integrity of the landscape and whether these effects are minor, the Council must be satisfied that:

- (i) structures will not be located where they will break the line and form of any ridges, hills and any prominent slopes;
- (ii) any proposed roads, earthworks and landscaping will not affect the naturalness of the landscape;
- (iii) any proposed new boundaries will not give rise to artificial or unnatural lines or otherwise adversely (such as planting and fence lines) affect the natural form of the landscape.

(xxii) Nature Conservation Values

In considering whether the proposed development will adversely affect nature conservation values and whether these effects are minor with respect to any ecological systems and other nature conservation values, the Council must be satisfied that:

- (i) the area affected by the development proposed in the application does not contain any indigenous ecosystems including indigenous vegetation, wildlife habitats and wetlands or geological or geomorphological feature of significant value;
- (ii) the development proposed will not have any adverse effects that are more than minor on these indigenous ecosystems and/or geological or geomorphological feature of significant value;
- (iii) the development proposed will avoid the establishment of introduced vegetation that have a high potential to spread and naturalise (such as wilding pines or other noxious species).

(xxiii) Cumulative effects of development on the landscape

In considering the potential adverse cumulative effects of the proposed development on the natural landscape with particular regard to any adverse effects on the wider values of the outstanding natural landscape or feature will be no more than minor, taking into account:

- (i) whether and to what extent existing and potential development (ie. existing resource consent or zoning) may already have compromised the visual coherence and naturalness of the landscape;
- (ii) where development has occurred, whether further development is likely to lead to further degradation of natural values or domestication of the landscape or feature such that the existing development and/or land use represents a threshold with respect to the site's ability to absorb further change;
- (iii) whether, and to what extent the proposed development will result in the introduction of elements which are inconsistent with the natural character of the site and surrounding landscape;
- (iv) whether these elements in (iii) above will further compromise the existing natural character of the landscape either visually or ecologically by exacerbating existing and potential adverse effects;
- (v) where development has occurred or there is potential for development to occur (ie. existing resource consent or zoning), whether further development is likely to lead to further degradation of natural values or domestication of the landscape or feature.

(xxiv) Positive Effects

In considering whether there are any positive effects in relation to remedying or mitigating the continuing adverse effects of past inappropriate subdivision and/or development, the following matters shall be taken into account:

- (i) whether the proposed activity will protect, maintain or enhance any of the ecosystems or features identified in (f) above which has been compromised by past subdivision and/or development;

- (ii) whether the proposed activity provides for the retention and/or re- establishment of native vegetation and their appropriate management, particularly where native revegetation has been cleared or otherwise compromised as a result of past subdivision and/or development;
- (iii) whether the proposed development provides an opportunity to protect open space from further development which is inconsistent with preserving a natural open landscape, particularly where open space has been compromised by past subdivision and/or development;
- (iv) whether the proposed development provides an opportunity to remedy or mitigate existing and potential adverse effects (ie. structures or development anticipated by existing resource consents) by modifying, including mitigation, or removing existing structures or developments; and/or surrendering any existing resource consents;

(xxv) Other Matters

In addition to consideration of the positive effects (i) - (iv) in (f) above, the following matters shall be taken into account, but considered with respect to those matters listed in (a) to (e) above:

- (i) the ability to take esplanade reserves to protect the natural character and nature conservation values around the margins of any lake, river, wetland or stream within the subject site;
- (ii) the use of restrictive covenants, easements, consent notices or other legal instruments otherwise necessary to realise those positive effects referred to in (f) (i) - (v) above and/or to ensure that the potential for future effects, particularly cumulative effects, are avoided.

(4) Other Rural Landscapes

Where it has been determined that the proposed development is not within a ONL or VAL but otherwise within the Rural General zone consideration of the potential effects of the development shall include taking into account whether and the extent to which:

- (i) the proposed development will be complementary or sympathetic to the character of adjoining or surrounding visual amenity landscape;
- (ii) the proposed development will be visible from public roads or from neighbour's properties;
- (iii) the proposed development utilises existing topography or vegetation to integrate the development into the landscape and reduce its visibility;
- (iv) the proposed development will adversely affect the naturalness and rural quality of the landscape through inappropriate landscaping including earthworks and planting as a result of any proposed mitigation or increased domestication;
- (v) landscaping as a result of development maintains and/or enhances historic or cultural patterns although it is acknowledged that this assessment matter is not necessarily consistent with others e.g. (iii) and (iv) above or (vii) below;
- (vi) the proposed development is complementary or sympathetic to, or can be co-ordinated with, existing or proposed development on adjoining or adjacent properties in terms of landscaping, roof design, roof materials and/or colours, and other external materials and/or colours;
- (vii) the proposed development is designed and/or intended to be carried out in a comprehensive manner taking into account the topography of the site, the size and configuration of the property being developed, the extent and nature of existing or proposed development on adjoining or adjacent properties, and the opportunities for shared access and/or shared amenities;
- (viii) the nature and extent of building setbacks and/or earthworks and/or landscaping can create buffers to avoid or mitigate the potential effects of development on adjoining properties, public roads or public places.
- (ix) the proposed subdivision is part of a co-ordinated development plan incorporating any balance land (outside the proposed subdivision) in the same ownership;
- (x) there is an opportunity to provide a communal passive or active recreational area which is accessible to residents outside the subdivision as well as within the subdivision;
- (xi) the proposed development does not introduce densities which reflect those characteristic of urban areas;
- (xii) the proposed development maintains the rural amenities of the neighbourhood.

5.4.2.3 Assessment Matters General

iv Controlled and Discretionary Activity - All Buildings (except in Ski Area Sub-Zones)

- (a) The extent to which the location of buildings and associated earthworks, access and landscaping breaks the line and form of the landscape with special regard to skylines, ridges, hills and prominent slopes.
- (b) Whether the external appearance of buildings is appropriate within the rural context.

ix Discretionary Activity - Commercial

- (a) The extent to which the commercial activity may:
 - (i) result in levels of traffic generation or pedestrian activity, which is incompatible with the character of the surrounding rural area, or adversely affect safety.
 - (ii) have adverse effects in terms of noise, vibration and lighting from vehicles entering and leaving the site or adjoining road.
 - (iii) result in loss of privacy.
 - (iv) result in levels of traffic congestion or reduction in levels of traffic.
- (b) The extent to which the commercial activity mitigates any adverse effects in terms of additional traffic generation.
- (c) The effect the commercial activity may have on the life supporting capacity of soils and water.

xvi Discretionary Activity - Airports

- (a) The extent to which noise from aircraft is/will:
 - (i) compatible with the character of the surrounding area.
 - (ii) adversely affect the pleasant use and enjoyment of the surrounding environment by residents and visitors.
 - (iii) adversely affect the quality of the experience of people partaking in recreational and other activities.
- (b) The cumulative effect of a dispersed number of airports.
- (c) Convenience to and efficient operation of existing airports.
- (d) The visual effect of airport activities.
- (e) The frequency and type of aircraft activities.
- (f) Assessment of helicopter noise pursuant to NZS 6807: 1994, excluding the levels contained in Table 1 of Section 4.2.2 to the intent that the levels specified in Table 1 do not override the noise limits specified in Rule 5.3.5.2.v(a).

xxiii Nature and Scale of Activities

- (a) The extent to which:
 - (i) the scale of the activity and the proposed use of buildings are compatible with the scale of other buildings and activities in the surrounding area.
 - (ii) the character of the site will remain dominant.
 - (iii) materials and equipment associated with the activity need to be stored outside of a building.
 - (iv) all manufacturing, altering, repairing, dismantling or processing of any goods or articles associated with the activity need to be carried outside of a building.
 - (v) noise and visual impact.
 - (vi) adverse effects of likely traffic generation and the ability to mitigate such effects.

PART 19.2.5 – RELOCATED BUILDINGS, TEMPORARY BUILDINGS AND TEMPORARY ACTIVITIES – ASSESSMENT MATTERS

In considering whether or not to grant consent or impose conditions, the Council shall have regard to, but not be limited by, the following assessment matters:

(a) Amenity

- (i) The duration, hours or frequency of the activity.
- (ii) The nature and intensity of the activity.

- (iii) The effect of the activity on the amenity of the neighbouring properties and surrounding community.
- (iv) The effect and intensity of nuisance elements on neighbouring properties; eg noise, dust, lighting, odour and vibration.
- (v) The hours of amplified music or sound.
- (vi) The impact of signage associated with the activity on the amenity of the community.
- (vii) Any adverse effect on the surrounding natural landscape, including native vegetation and fauna.
- (viii) The effect of silt run-off or sedimentation from site work on the surrounding environment.
- (ix) The effect of the activity on the use normally made to any public place in respect of its use, character and conservation value.

(b) Health and Safety

- (i) The ability to dispose of wastewater and refuse without adversely affecting the surrounding environment.
- (ii) The ability to supply potable water in compliance with the drinking-water standards for New Zealand, for the duration of the activity.
- (iii) The provision and location of adequate sanitation facilities throughout the duration of the activity in accordance with the Building Act.
- (iv) Compliance with food hygiene standards and regulations.
- (v) The appropriateness and control measures in place for the sale of liquor for consumption on the premises.
- (vi) The ability to provide fire prevention and fire control measures.
- (vii) The effect of the activity on the communities safety.
- (viii) Provision of an Emergency Management Plan which specifies a clear set of roles and procedures in the case of an accident or emergency.

(c) Traffic

- (i) The impact of traffic movement and parking associated with the activity on the safety and flow of traffic within the District and adjoining network.
- (ii) Where the activity is undertaken on land adjacent to or adjoining a State Highway the provision of a Traffic Management Plan in accordance with the Code of Practice for Temporary Traffic Management. A Traffic Management Plan should outline the following:
 - Parking layout;
 - Access on and off the site, including any foot traffic;
 - Provision of warning signs and cones for traffic control;
 - Names of traffic controllers, including a Site Traffic Management Supervisor;
 - Provision of high visibility safety clothing for persons involved in controlling traffic;
 - Contingency plan which specifies a clear set of roles and procedures in the case of a traffic accident or emergency.

PART 22.4 – EARTHWORKS – ASSESSMENT MATTERS

In considering whether or not to grant consent or impose conditions, the Council shall have regard to, but not be limited by, the following assessment matters:

i Nature and scale of the Earthworks

- (a) Whether the earthworks are a necessary part of subdivision, development or access construction and the extent to which the subdivision engineering works, building or finished project will remedy the effects of the earthworks.
- (b) Whether the design of the finished earthworks is sympathetic to natural topography, provides safe and stable building platforms and access with suitable gradient.
- (b) Whether earthworks will be completed within a short period, reducing the duration of any adverse effects.
- (c) Whether the mitigation measures proposed, reflect the level of environmental effects from the project.

ii Environmental Protection Measures

- (a) Whether, and to what extent proposed sediment and erosion control techniques are adequate to ensure sediment remains on-site.
- (b) Whether appropriate measures to control dust emissions are proposed, including from associated transport on and off the site.
- (c) Whether the earthworks will adversely affect stormwater and overland flows, and create adverse effects off-site.
- (d) Hours of operation, including whether the activity will generate noise and vibration effects, which detract from the amenity values of the surrounding area.

iii Remedial works and revegetation

- (a) The proposed rehabilitation of the site and to what extent re-vegetation will mitigate any adverse effects.
- (b) The timeframes proposed for remedial works and revegetation.
- (c) The effectiveness of the remedial works and re-vegetation taking into account altitude and the alpine environment.

iv Effects on rural landscape and visual amenity values, including on Outstanding Natural Features and Outstanding Natural Landscapes.

- (a) Whether and to what extent, the scale and location of any cut and fill will adversely affect:
 - (i) the visual quality and amenity values of the landscape;
 - (ii) the natural landform of any ridgeline or visually prominent area;
 - (iii) the visual amenity values of surrounding sites.
- (b) Whether the earthworks will take into account the sensitivity of the landscape.
- (c) The potential for cumulative effects on the natural form of the existing landscape.
- (d) Whether and to what extent the earthworks create an area that is inconsistent with the character of the surrounding landscape.
- (e) Whether the location and/or design of any new tracking can be modified in order to decrease the effects on the stability, visual quality and amenity values of the landscape.

APPENDIX 6 - RELEVANT QLDC OBJECTIVES AND POLICIES

1. Operative District Plan: Relevant Objectives and Policies

Part 4.2: District Wide – Landscape and Visual Amenity

4.2.5 Objective:

Subdivision, use and development being undertaken in the District in a manner which avoids, remedies or mitigates adverse effects on landscape and visual amenity values.

Policies:

1 Future Development

- (a) To avoid, remedy or mitigate the adverse effects of development and/or subdivision in those areas of the District where the landscape and visual amenity values are vulnerable to degradation.
- (b) To encourage development and/or subdivision to occur in those areas of the District with greater potential to absorb change without detracting from landscape and visual amenity values.
- (c) To ensure subdivision and/or development harmonises with local topography and ecological systems and other nature conservation values as far as possible.

3. Outstanding Natural Landscapes (Wakatipu Basin)

- (a) To avoid subdivision and development on the outstanding natural landscapes and features of the Wakatipu Basin unless the subdivision and/or development will not result in adverse effects which will be more than minor on:
 - (i) Landscape values and natural character; and
 - (ii) Visual amenity values

- recognising and providing for:

 - (iii) The desirability of ensuring that buildings and structures and associated roading plans and boundary developments have a visual impact which will be no more than minor, which in the context of the landscapes of the Wakatipu basin means reasonably difficult to see;
 - (iv) The need to avoid further cumulative deterioration of the Wakatipu basin's outstanding natural landscapes;
 - (v) The importance of protecting the naturalness and enhancing the amenity values of views from public places and public roads.
 - (vi) The essential importance in this area of protecting and enhancing the naturalness of the landscape.
- (b) To maintain the openness of those outstanding natural landscapes and features which have an open character at present.
- (c) To remedy or mitigate the continuing effects of past inappropriate subdivision and/or development.

8. Avoiding Cumulative Degradation

In applying the policies above the Council's policy is:

- (a) To ensure that the density of subdivision and development does not increase to a point where the benefits of further planting and building are outweighed by the adverse effect on landscape values of over domestication of the landscape.
- (b) To encourage comprehensive and sympathetic development of rural areas.

9. Structures

To preserve the visual coherence of:

- (a) outstanding natural landscapes and features and visual amenity landscapes by:
- encouraging structures which are in harmony with the line and form of the landscape;
 - avoiding, remedying or mitigating any adverse effects of structures on the skyline, ridges and prominent slopes and hilltops;
 - encouraging the colour of buildings and structures to complement the dominant colours in the landscape;
 - encouraging placement of structures in locations where they are in harmony with the landscape;
 - promoting the use of local, natural materials in construction.

12. Transport Infrastructure

To preserve the open nature of the rural landscape by:

- encouraging the location of roads, car parks and tracks along the edges of existing landforms and vegetation patterns.
- encouraging shoreline structures, such as jetties, to be located only where they are visually contained by the topography, e.g. coves or bays.
- by encouraging imaginative roading designs including a range of carriageway widths, different surface materials, grass berms and protection of existing mature trees where these can enhance the quality of design and the visual experience.
- discouraging roads and tracks on highly visible slopes.
- requiring that all construction be with minimum cut and fill batters and that all batters be shaped in sympathy with, existing landforms.
- requiring that all disturbed areas be revegetated at the end of construction.
- encouraging where appropriate car parks to be screened from view.
- requiring the adverse effects of large expanses of hard surface car parks be avoided by planting and earthworks.

17. Land Use

To encourage land use in a manner which minimises adverse effects on the open character and visual coherence of the landscape.

Part 5.2: Rural Areas

Objective 1 - Character and Landscape Value

To protect the character and landscape value of the rural area by promoting sustainable management of natural and physical resources and the control of adverse effects caused through inappropriate activities.

Policies:

- 1.1 Consider fully the district wide landscape objectives and policies when considering subdivision, use and development in the Rural General Zone.
- 1.2 Allow for the establishment of a range of activities, which utilise the soil resource of the rural area in a sustainable manner.
- 1.3 Ensure land with potential value for rural productive activities is not compromised by the inappropriate location of other developments and buildings.
- 1.4 Ensure activities not based on the rural resources of the area occur only where the character of the rural area will not be adversely impacted.
- [...]
- 1.6 Avoid, remedy or mitigate adverse effects of development on the landscape values of the District.
- 1.7 Preserve the visual coherence of the landscape by ensuring all structures are to be located in areas with the potential to absorb change.

- 1.8 Avoid remedy or mitigate the adverse effects of the location of structures and water tanks on skylines, ridges, hills and prominent slopes.

Objective 3 - Rural Amenity

Avoiding, remedying or mitigating adverse effects of activities on rural amenity.

Policies:

- 3.3 To avoid, remedy or mitigate adverse effects of activities located in rural areas.

Part 19.1.3: Relocated Buildings, Temporary Buildings and Temporary Activities

Objective 1 - Amenity

Relocatable buildings, temporary buildings and temporary activities located and operated to minimise any adverse effects on the environment.

Policies:

[...]

- 2 To set detailed rules for the time limit, size of temporary buildings and operation of temporary activities.

Part 22.2: Earthworks

Objective 1

Enable earthworks that are part of subdivision, development, or access, provided that they are undertaken in a way that avoids, remedies or mitigates adverse effects on communities and the natural environment.

Policies:

- 1.1 Promote earthworks designed to be sympathetic to natural topography where practicable, and that provide safe and stable building sites and access with suitable gradients.
- 1.2 Use environmental protection measures to avoid, remedy or mitigate adverse effects of earthworks.
- 1.3 Require remedial works and re-vegetation to be implemented in a timely manner.
- 1.4 Avoid, remedy or mitigate the long term adverse effects of unfinished projects.
- 1.5 Recognise that earthworks associated with infrastructure can positively contribute to the social and economic wellbeing and the health and safety of people and communities within the District.

Objective 2

Avoid, remedy or mitigate the adverse effects of earthworks on rural landscapes and visual amenity areas.

Policies:

- 2.1 Avoid, where practicable, or remedy or mitigate adverse effects of earthworks on Outstanding Natural Features and Outstanding Natural Landscapes.
- 2.2 Avoid, where practicable, or remedy or mitigate adverse visual effects of earthworks on visually prominent slopes, natural landforms and ridgelines.
- 2.3 Ensure cuts and batters are sympathetic to the line and form of the landscape.
- 2.4 Ensure remedial works and re-vegetation mitigation are effective, taking into account altitude and the alpine environment.

2. Proposed District Plan: Objectives and Policies

Part 2 Chapter 6: Landscapes

6.3.1 Objective - The District contains and values Outstanding Natural Features, Outstanding Natural Landscapes, and Rural Landscapes that require protection from inappropriate subdivision and development.

Policies

- 6.3.1.3 That subdivision and development proposals located within the Outstanding Natural Landscape, or an Outstanding Natural Feature, be assessed against the assessment matters in provisions 21.7.1 and 21.7.3 because subdivision and development is inappropriate in almost all locations, meaning successful applications will be exceptional cases.
- 6.3.1.8 Ensure that the location and direction of lights does not cause glare to other properties, roads, and public places or the night sky.
- 6.3.1.10 Recognise that low-intensity pastoral farming on large landholdings contributes to the District's landscape character.
- 6.3.1.11 Recognise the importance of protecting the landscape character and visual amenity values, particularly as viewed from public places.

6.3.2 Objective - Avoid adverse cumulative effects on landscape character and amenity values caused by incremental subdivision and development.

Policies

[...]

- 6.3.2.5 Ensure incremental changes from subdivision and development do not degrade landscape quality, character or openness as a result of activities associated with mitigation of the visual effects of proposed development such as screening planting, mounding and earthworks.

6.3.4 Objective - Protect, maintain or enhance the District's Outstanding Natural Landscapes (ONL).

Policies

- 6.3.4.1 Avoid subdivision and development that would degrade the important qualities of the landscape character and amenity, particularly where there is no or little capacity to absorb change.
- 6.3.4.2 Recognise that large parts of the District's Outstanding Natural Landscapes include working farms and accept that viable farming involves activities which may modify the landscape, providing the quality and character of the Outstanding Natural Landscape is not adversely affected.
- 6.3.4.3 Have regard to adverse effects on landscape character, and visual amenity values as viewed from public places, with emphasis on views from formed roads.

6.3.8 Objective - Recognise the dependence of tourism on the District's landscapes.

Policies

- 6.3.8.2 Recognise that commercial recreation and tourism related activities locating within the rural zones may be appropriate where these activities enhance the appreciation of landscapes, and on the basis they would protect, maintain or enhance landscape quality, character and visual amenity values.

Part 4 Chapter 21: Rural

21.2.8 Objective - Avoid subdivision and development in areas that are identified as being unsuitable for development.

Policies:

- 21.2.8.1 Assess subdivision and development proposals against the applicable District Wide chapters, in particular, the objectives and policies of the Natural Hazards and Landscape chapters.

21.2.9 Objective - Ensure commercial activities do not degrade landscape values, rural amenity, or impinge on farming activities.

Policies:

- 21.2.9.1 Commercial activities in the Rural Zone should have a genuine link with the rural land resource, farming, horticulture or viticulture activities, or recreation activities associated with resources located within the Rural Zone.
- 21.2.9.2 Avoid the establishment of commercial, retail and industrial activities where they would degrade rural quality or character, amenity values and landscape values.

[...]

- 21.2.9.6 Ensure traffic from commercial activities does not diminish rural amenity or affect the safe and efficient operation of the roading and trail network, or access to public places.

21.2.10 Objective - Recognise the potential for diversification of farms that utilises the natural or physical resources of farms and supports the sustainability of farming activities.

Policies:

- 21.2.10.1 Encourage revenue producing activities that can support the long term sustainability of farms in the district.
- 21.2.10.2 Ensure that revenue producing activities utilise natural and physical resources (including buildings) in a way that maintains and enhances landscape quality, character, rural amenity, and natural values.
- 21.2.10.3 Recognise that the establishment of complementary activities such as commercial recreation or visitor accommodation located within farms may enable landscape values to be sustained in the longer term. Such positive effects should be taken into account in the assessment of any resource consent applications.

21.2.11 Objective - Manage the location, scale and intensity of informal airports.

Policies:

- 21.2.11.1 Recognise that informal airports are an appropriate activity within the rural environment, provided the informal airport is located, operated and managed so as to minimise adverse effects on the surrounding rural amenity

35.2.1 Objective – Temporary Events and Filming are encouraged and are undertaken in a manner that ensures the activity is managed to minimise adverse effects.

Policies:

- 35.2.1.1 Recognise and encourage the contribution that temporary events and filming make to the social, economic and cultural wellbeing of the District's people and communities.
- 35.2.1.2 Permit small and medium-scale events during daytime hours, subject to controls on event duration, frequency and hours of operation.
- 35.2.1.3 Recognise that purpose-built event facilities are designed to cater for temporary activities.
- [...]
- 35.2.1.5 Require adequate infrastructure, waste minimisation, traffic management, emergency management, security, and sanitation facilities to be available to cater for anticipated attendants at large-scale temporary events and filming.

[...]

- 35.2.1.7 Recognise that noise is an anticipated component of temporary events and filming, while protecting residential amenity from undue noise during night-time hours.
- 35.2.1.8 Enable the operation of informal airports in association with temporary community events and filming, subject to minimising adverse effects on adjacent properties.
- 35.2.1.9 Require all structures associated with temporary events and filming to be removed at the completion of the activity, and any damage in public spaces to be remediated.

36.2.1 Objective - Control the adverse effects of noise emissions to a reasonable level and manage the potential for conflict arising from adverse noise effects between land use activities.

Policies:

- 36.2.1.1 Manage subdivision, land use and development activities in a manner that avoids, remedies or mitigates the adverse effects of unreasonable noise.
- 36.2.1.2 Avoid, remedy or mitigate adverse noise reverse sensitivity effects.

APPENDIX 7- RELEVANT ORC REGIONAL POLICY STATEMENT OBJECTIVES AND POLICIES

1. Operative Regional Policy Statement: Relevant Objectives and Policies

The relevant objectives and policies of the operative Regional Policy Statement are contained within Part 5: Land and are as follows;

5.4 Objectives

- 5.4.1 To promote the sustainable management of Otago's land resources in order: (a) To maintain and enhance the primary productive capacity and life-supporting capacity of land resources; and (b) To meet the present and reasonably foreseeable needs of Otago's people and communities.
- 5.4.2 To avoid, remedy or mitigate degradation of Otago's natural and physical resources resulting from activities utilising the land resource.
- 5.4.3 To protect Otago's outstanding natural features and landscapes from inappropriate subdivision, use and development.

5.5 Policies

- 5.5.4 To promote the diversification and use of Otago's land resource to achieve sustainable landuse and management systems for future generations.
- 5.5.6 To recognise and provide for the protection of Otago's outstanding natural features and landscapes which:
 - (a) Are unique to or characteristic of the region; or
 - (b) Are representative of a particular landform or land cover occurring in the Otago region or of the collective characteristics which give Otago its particular character; or
 - (c) Represent areas of cultural or historic significance in Otago; or
 - (d) Contain visually or scientifically significant geological features; or
 - (e) Have characteristics of cultural, historical and spiritual value that are regionally significant for Tangata Whenua and have been identified in accordance with Tikanga Maori.

2. Proposed Regional Policy Statement: Relevant Objectives and Policies

The Regional Policy statement is currently under review; proposed changes were notified 23 May 2015, submissions closed 24 July 2015 and the Decisions on the PRPS released 1 October 2017. The relevant objectives and policies of the proposed Regional Policy Statement are contained within Part B Chapter 1 (*Resource management in Otago is integrated*), and Chapter 3 (*Otago has high quality natural resources and ecosystems*). The relevant objectives and policies are all subject to appeal.

Objective 1.1 Recognise and provide for the integrated management of natural and physical resources to support the wellbeing of people and communities in Otago

Policy 1.1.2 *Economic wellbeing*

Provide for the economic wellbeing of Otago's people and communities by enabling the use and development of natural and physical resources only if the adverse effects of those activities on the environment can be managed to give effect to the objectives and policies of the Regional Policy Statement.

Policy 1.1.3 *Social and cultural wellbeing and health and safety*

Provide for the social and cultural wellbeing and health and safety of Otago's people and communities when undertaking the subdivision, use, development and protection of natural and physical resources by all of the following:

- a) Recognising and providing for Kāi Tahu values;
- b) Taking into account the values of other cultures;
- c) Taking into account the diverse needs of Otago's people and communities;
- d) Promoting good quality and accessible infrastructure and public services;
- e) Avoiding significant adverse effects of activities on human health.

Objective 3.1 The values of Otago's natural resources are recognised, maintained and enhanced decisions

Policy 3.1.8 *Soil erosion Minimise soil erosion resulting from activities, by undertaking all of the following: a) Using appropriate erosion controls; b) Maintaining vegetative cover on*

erosion prone land; c) Remediating land where significant soil erosion has occurred; d) Encouraging activities that enhance soil retention.

Policy 3.1.10 Natural features, landscapes, and seascapes

Recognise the values of natural features, landscapes and seascapes are derived from the biophysical, sensory and associative attributes in Schedule 3.

Objective 3.2 Otago's significant and highly-valued natural resources are identified, and protected or enhanced.

Policy 3.2.4 Managing outstanding natural features, landscapes and seascapes

Protect, enhance and restore outstanding natural features, landscapes and seascapes, by all of the following:

- a) Avoiding adverse effects on those values which contribute to the significance of the natural feature, landscape or seascape;
- b) Avoiding, remedying or mitigating other adverse effects;
- c) Recognising and providing for the positive contributions of existing introduced species to those values;
- d) Controlling the adverse effects of pest species, preventing their introduction and reducing their spread;
- e) Encouraging enhancement of those areas and values which contribute to the significance of the natural feature, landscape or seascape.