



DECISION OF THE QUEENSTOWN LAKES DISTRICT COUNCIL

UNDER s104 RESOURCE MANAGEMENT ACT 1991

Applicant:	Queenstown Lakes District Council
RM reference:	RM181945
Application:	Application under Section 88 of the Resource Management Act 1991 (RMA) for land use consent for earthworks, indigenous vegetation clearance, construction of buildings, signage, and breach of transport standards associated with establishing a car park, walking track and lookout, near Bennetts Bluff
Location:	Glenorchy-Queenstown Road, Glenorchy Rural (Bennetts Bluff)
Legal Description:	Section 4 SO 471631
Operative Zoning:	Rural General
Proposed Zoning;	Rural
Activity Status:	Discretionary
Notification Decision:	Volunteered Public Notification
Delegated Authority:	Wendy Baker, Independent Commissioner
Final Decision:	Granted Subject to Conditions
Date Decisions Issued:	6 December 2019

SUMMARY OF DECISIONS

1. Pursuant to Section 104 of the RMA, consent is **GRANTED SUBJECT TO CONDITIONS** outlined in **Annexure 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 the application was considered (including the full and complete records available in Council's electronic file and responses to any queries) by Wendy Baker, Independent Commissioner, as delegate for the Council.

1. PROPOSAL AND SITE DESCRIPTION

Section 2 of the Section 42A (S42A) report prepared for Council (attached as Annexure 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 26 September 2019.

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 Fiona Blight, Manager Resource Consents, on **6 December 2019**.

3. THE PLANNING FRAMEWORK

This application must be considered in terms of Section 104 of the Resource Management Act 1991. Section 6 of the S42A report outlines S104 of the Act in more detail.

The application is subject to Part 2 of the Act which is addressed in Section 9 of the S42A report.

3.1 RELEVANT PLAN CONSIDERATIONS

OPERATIVE DISTRICT PLAN

The subject site is zoned Rural General under the Operative District Plan and the proposed activity requires resource consent for the following reasons:

- A **restricted discretionary** activity pursuant to Rule 22.3.2.3 for a breach of Site Standard 22.3.3(i)(a) for a breach of the maximum earthworks volume of 1,000m³ in the Rural Zone. The proposed earthworks are estimated as 1,755m³ cut and 8,512m³ fill (10,267m³ total).

The matters in respect of which Council has reserved discretion in regard to earthworks are:

- (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.

- A **discretionary** activity pursuant to Rule 5.3.3.3(i)(a) for the addition, alteration or construction of: (i) any building; and (ii) any physical activity associated with any building such as roading, landscaping and earthworks. It is proposed to construct a toilet block (15m² in area, 3.5m in height with vents up to 4.2m high) and lookout decking (55.725m² in area).
- A **restricted discretionary** activity pursuant to Rule 5.3.3.3(xi) for a breach of Site Standard 5.3.5.1(x)(a)(i) for the clearance of approximately 8,800m² of indigenous vegetation that is not surrounded by pasture and other exotic species. The Council shall restrict the exercise of its discretion in relation to this matter to its effect on nature conservation, landscape and visual amenity values, and the natural character of the rural environment.

For the avoidance of doubt, the following rules are relevant to the application but are treated as inoperative under s 86F of the RMA:

- A **restricted discretionary** activity pursuant to Rule 14.2.2.3(ii) as the proposal breaches Site Standard 14.2.4.1(xvi)(b) Parking and Loading – Landscaping as it is proposed to construct a car park that will not be landscaped in accordance with the requirements for landscaping to be provided in strips or blocks provided the minimum internal dimension of any strip or block shall be not less than 1.5m. Council's discretion is restricted to this matter.
- A **restricted discretionary** activity pursuant to Rule 14.2.2.3(ii) as the proposal breaches Site Standard 14.2.4.1(xvii) Parking and Loading – Illumination as it is proposed to construct a car park that is designed to accommodate 5 or more vehicles, and which may be used at night (after 8pm or before 8am) and will not be illuminated during hours of operation. Council's discretion is restricted to this matter.
- A **restricted discretionary** activity pursuant to Rule 14.2.2.3(ii) as the proposal breaches Site Standard 14.2.4.2(iv) Access – Minimum Sight Distance from Vehicle Access as it is proposed to construct a car park with an access that will not meet the minimum site distances of 250m on a road with a posted speed limit of 100km/hr (180m to the south and 225m to the north). Council's discretion is restricted to this matter.
- A **discretionary** activity pursuant to Rule 18.2.5 for non-illuminated signage that exceeds 2m² per site (Table 3 Serial 5). It is proposed to install two signs for cultural interpretation at the lookout of up to approximately 1m x 1.5m (1.5m²) each (3m² in total).

PROPOSED DISTRICT PLAN

Council notified its decisions on Stage 1 of the Proposed District Plan (Stage 1 Decisions Version 2018) on 5 May 2018. Council notified decisions on Stage 2 of the Proposed District Plan on 21 March 2019 (Stage 2 Decisions Version 2019). A Consolidated Appeals Version was finalised in July 2019.

The subject site is zoned Rural under the Proposed District Plan and the proposed activity requires resource consent for the following reasons:

Rules that are treated as operative under s86F:

- A **restricted discretionary** as the proposal breaches Standard 21.7.5 Fire Fighting water and access. No fire fighting provision will be made at the site. Council's discretion is restricted to a. the extent to which SNZ PAS 4509: 2008 can be met including the adequacy of the water supply; b. the accessibility of the firefighting water connection point for fire service vehicles; c. whether and the extent to which the building is assessed as a low fire risk.
- A **restricted discretionary** activity as the proposal breaches Standard 29.5.12 Lighting of parking areas. It is proposed to construct a car park that is designed to accommodate 10 or more parking spaces, and which may be used during the hours of darkness, and will not be illuminated. Council's discretion is restricted to a. effects on the safety and amenity of pedestrian, cyclists, and motorists using the parking area. and b. effects from the lighting on adjoining sites.
- A **restricted discretionary** as the proposal breaches Standard 29.5.18 Minimum Sight Distances from Vehicle Access on all roads other than State Highways. It is proposed to construct a car park with an access that will not meet the minimum site distances of 250m on a road with a posted speed limit of 100km/hr (180m to the south and 225m to the north). Council's discretion is restricted to effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.
- A **discretionary** activity pursuant to Rule 31.10.3 for a breach of Standard 31.11.1 (Table 31.11) for non-illuminated signage within the Rural Zone that exceeds 2m² per site. It is proposed to install two signs for cultural interpretation at the lookout of up to approximately 1m x 1.5m (1.5m²) each (3m² in total).

Rules that have legal effect under s86F but are not yet treated as operative due to appeals are:

- A **discretionary** activity pursuant to Rule 21.4.11 for the construction of any building including the physical activity associated with buildings including roading, access, lighting, landscaping and earthworks, not provided for by any other rule. It is proposed to construct a toilet block (15m² in area, 3.5m in height with vents up to 4.2m high) and lookout decking (55.725m² in area).
- A **restricted discretionary** activity pursuant to Rule 25.4.2 for a breach of Standard 25.5.6 for a breach of the maximum earthworks volume of 1,000m³ in the Rural Zone. The proposed earthworks are estimated as 1,755m³ cut and 8,512m³ fill (10,267m³ total).
- A **restricted discretionary** activity pursuant to Rule 25.5.11 for a breach of Standard 25.5.11.2 where the earthworks over a contiguous area of land will exceed the following area: 10,000m² where the slope is less than 10°.
- A **restricted discretionary** activity pursuant to Rule 25.4.1 for a breach of Standard 25.5.20 where the proposed earthworks may expose groundwater.
- A **restricted discretionary** activity pursuant to Rule 25.4.1 for a breach of Standard 25.5.21 where more than 300m³ of Cleanfill will be transported by road to or from an area subject to earthworks. There will be approximately 6,757m³ imported fill.

For all restricted discretionary earthworks activities discretion shall be restricted to the following matters:

- 25.7.1.1 Soil erosion, generation and run-off of sediment.
- 25.7.1.2 Landscape and visual amenity.
- 25.7.1.3 Effects on infrastructure, adjacent sites and public roads;
- 25.7.1.4 Land stability.
- 25.7.1.5 Effects on water bodies, ecosystem services and biodiversity.
- 25.7.1.6 Cultural, heritage and archaeological sites.
- 25.7.1.7. Nuisance effects.
- 25.7.1.8 Natural Hazards.
- 25.7.1.9 Functional aspects and positive effects.

- A **discretionary** activity pursuant to Rule 33.5.1 for a breach of Standard 33.5.1.1 for clearance of indigenous vegetation not located within a Significant Natural Area or within Alpine Environments, where indigenous vegetation is less than 2.0 metres in height, and in any continuous period of 5 years the maximum area of indigenous vegetation to be cleared will be more than 500m² on a site with a total area of 10ha or less; the area to be cleared is approximately 8,800m² and the site is 5.8822ha.

Council notified Stage 3 of the Proposed District Plan (Stage 3 Notified Version 2019) on 19 September 2019. There are no rules in Stage 3 with legal effect that apply to the proposal.

As the application was lodged prior to 21 March 2019, the activity status continues to be processed, considered, and decided as an application for the type of activity that it was for, or was treated as being for, at the time the application was first lodged.

Overall, the application is considered to be a **discretionary** activity under Operative and Proposed District Plan provisions.

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

Based on the applicant's 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. ASSESSMENT

5.1 ACTUAL AND POTENTIAL EFFECTS (S104(1)(A))

Actual and potential effects on the environment have been addressed in Section 8.2.2 of the S42A report prepared for Council and provides a full assessment of the application. Where relevant conditions of consent can be imposed under section 108 of the RMA as required to avoid, remedy or mitigate adverse effects. A summary of conclusions of that report are outlined below:

- Subject to the imposition of conditions of consent, the actual and potential effects of the proposed access from the Glenorchy-Queenstown Road, public car and bus park, walking track and lookout are acceptable. The proposed development will result in adverse landscape effects and positive effects for the health and safety of the community and provision of recreational opportunities and public amenities.

5.2 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 in accordance with the relevant policies and objectives of the District Plan or Proposed District Plan. A summary of conclusions of that report are outlined below:

- The proposal can be undertaken in a manner which avoids, remedies or mitigates adverse effects on ecological values and rural amenities. Associated earthworks can be undertaken in a way that avoids, remedies or mitigates adverse effects on communities and the natural environment.
- The proposed development within the Outstanding Natural Landscape result in adverse effects on landscape quality, character and visual amenity. The application will ensure that the natural character of lakes and rivers and their margins is protected and maintained and will enhance public access, and will ensure that indigenous biodiversity loss is minimised.
- The site is located near Ngāi Tahu Statutory Acknowledgement Area and wāhi tūpuna #26 Whakatipu-Wai-Māori. Earthworks, disposal of stormwater, and collection and disposal of toilet waste will be managed to avoid adverse effects that would be incompatible with the values held by Manawhenua.

5.3 REGIONAL POLICY STATEMENT

As outlined in detail in Section 8.4 of the S42A report, overall the proposed development is in accordance with the Operative and Proposed Otago Regional Policy Statements.

5.4 KĀI TAHU KI OTAGO NATURAL RESOURCE MANAGEMENT PLAN 2005

As outlined in detail in Section 8.5 of the S42A report, overall the proposed development is in accordance with the Kāi Tahu ki Otago Natural Resource Management Plan.

5.5 NGĀI TAHU KI MURIHIKU NATURAL RESOURCE AND ENVIRONMENTAL IWI MANAGEMENT PLAN

As outlined in detail in Section 8.6 of the S42A report, overall the proposed development is in accordance with the Ngāi Tahu Ki Murihiku Natural Resource and Environmental Iwi Management Plan.

5.6 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.

6. 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 *Annexure 1 (RM181945)* of this decision imposed pursuant to Section 108 of the RMA.

8. OTHER MATTERS

Local Government Act 2002: Development Contributions

This proposal is not considered a "Development" in terms of the Local Government Act 2002 as it will not generate a demand for network infrastructure and reserves and community facilities.

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 Annexure 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 the Roz Devlin by email: roz.devlin@qldc.govt.nz.

Report prepared by

Decision made by



Rosalind Devlin
CONSULTANT PLANNER



Wendy Baker
INDEPENDENT COMMISSIONER

ANNEXURE 1 – Consent Conditions

ANNEXURE 2 – Section 42A Report

ANNEXURE 1 CONSENT CONDITIONS

CONSENT CONDITIONS

General Conditions

1. That the development must be undertaken/carried out in accordance with the plans:

Blakely Wallace:

- 'Landscape Concept Plan L01 of 4 Rev 7' dated 2/09/19
- 'Details L02 of 4 Rev 7' dated 2/09/19
- 'Planting Plan L03 of 4 Rev 7' dated 2/09/19
- 'Vehicle Barrier Details L04 of 4 Rev 7' dated 2/09/19

Stantec:

- 'Overall Layout Plan 80508724 - 0574 - C001 Rev 0' dated 10/01/2019
- 'Parking Layout 40 Car Spaces & 12 Campervan Spaces 80508724 - 0574 - C002 Rev 0' dated 10/01/2019
- 'Bus Parking Layout Plan 80508724 - 0574 - C003 Rev 0' dated 10/01/2019
- 'Earthworks Cut and Fill Plan 80508724 - 0574 - C005 Rev 0' dated 10/01/2019
- 'Closure of Existing Pull in Bay Plan 80508724 - 0574 - C006 Rev 0' dated 10/01/2019
- 'Typical Cross-Sections 80508724 - 0574 - C009 Rev 0' dated 10/01/2019
- 'Carpark Longitudinal Section and Cross-Sections CH 20 TO CH 40 80508724 - 0574 - C010 Rev 0' dated 10/01/2019
- 'Carpark Cross-Sections CH 60 TO CH 100 80508724 - 0574 - C011 Rev 0' dated 10/01/2019
- 'Carpark Cross-Sections CH 120 TO CH 170 80508724 - 0574 - C012 Rev 0' dated 10/01/2019
- 'Glenorchy Road Widening Cross-Sections 80508724 - 0574 - C013 Rev 0' dated 10/01/2019
- 'Left Turn Bay Cross-Sections 80508724 - 0574 - C014 Rev 0' dated 10/01/2019
- 'Typical Details 80508724 - 0574 - C015 Rev 0' dated 10/01/2019

NZCAD:

- 'Double Toilet Facility L01' dated 11.05.10

stamped as approved on 6 December 2019

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

2. 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.
3. The consent holder is liable for costs associated with the monitoring of this resource consent under Section 35 of the Resource Management Act 1991.

Environmental Management

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

4. At least 15 working days prior to any works commencing on site the Consent Holder shall submit an Environmental Management Plan (EMP) to Council's Monitoring and Enforcement Team for review and acceptance **HOLD POINT 1**. This document must be prepared by a Suitably Qualified and Experienced Person. The EMP shall be in accordance with the principles and requirements of the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans* and specifically shall address the following environmental elements as specified in the guidelines:
 - a) Administrative Requirements
 - (i) Weekly site inspections
 - (ii) Notification and management of environmental incidents
 - (iii) Records and registers
 - (iv) Environmental roles and responsibilities of personnel (including nomination of Principal Contractor)
 - (v) Site induction
 - b) Operational Requirements
 - (i) Erosion and sedimentation (including Erosion and Sediment Control Plan) (to be prepared by a Suitably Qualified and Experienced Person)
 - (ii) Water quality
 - (iii) Dust
 - (iv) Cultural heritage
 - (v) Indigenous vegetation clearance
 - (vi) Chemical and fuel management
 - (vii) Waste management
5. Prior to ground-disturbing activities on the initial stage of works or any subsequent new stage of works, the Consent Holder shall engage an Appropriately Qualified Person to prepare and submit an Erosion and Sediment Control Plan (ESCP) to Council's Monitoring and Enforcement Team for review and acceptance. This plan shall be a sub-plan of the overarching EMP and must be prepared in accordance with the requirements outlined on pages 13 – 18 in *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*. These plans must be updated when:
 - a) The construction program moves from one Stage to another; or
 - b) Any significant changes have been made to the construction methodology since the original plan was accepted for that Stage; or
 - c) There has been an Environmental Incident and investigations have found that the management measures are inadequate.
6. Prior to commencing ground-disturbing activities, the Consent Holder shall nominate an Environmental Representative for the works program in accordance with the requirements detailed on pages 9 and 10 of the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*.
7. Prior to commencing ground disturbing activities, the Consent Holder shall ensure that all staff (including all sub-contractors) involved in, or supervising, works onsite have attended an Environmental Site Induction in accordance with the requirements detailed on page 8 of the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*.

During construction:

8. All works shall be undertaken in accordance with the most current version of the EMP as accepted as suitable by Council.
9. The EMP shall be accessible on site at all times during work under this consent.
10. The Consent Holder shall establish and implement document version control. Council shall be provided with an electronic copy of the most current and complete version of the EMP at all times.
11. The Consent Holder shall develop and document a process of periodically reviewing the EMP as outlined on page 6 of the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*. No ground disturbing activities shall commence in any subsequent stage of development until an EMP has been submitted and deemed suitable by Council's Monitoring and Enforcement Team.
12. The Consent Holder shall undertake and document weekly any Pre and Post-Rain Event site inspections as detailed on pages 10 and 11 of the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*.
13. In accordance with page 9 of the Queenstown Lakes District Council's Guidelines for Environmental Management Plans, where any Environmental Incident where the EMP has failed leading to any adverse environmental effects offsite occurs the Consent Holder shall:
 - a) Report to QLDC details of any Environmental Incident within 12 hours of becoming aware of the incident.
 - b) Provide an Environmental Incident Report to QLDC within 10 working days of the incident occurring as per the requirements outlined on page 9 of *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*.
14. Environmental records are to be collated onsite and shall be made available to QLDC upon request; immediately if the request is made by a QLDC official onsite and within 24 hours if requested by a QLDC officer offsite. Records and registers to be managed onsite shall be in accordance with the requirements outlined on page 9 of the Queenstown Lakes District Council's Guidelines for Environmental Management Plans.

Landscape and Ecology

15. At least 15 working days prior to any works commencing on site, planting plans shall be submitted to Council's Monitoring Officer for approval/certification. Council may appoint a landscape specialist to certify the plans. The plans shall be consistent with the approved landscape plans, and shall include details of plantings around the public walkway and lookout, planting density details (planting centres) and a maintenance programme for all plantings within the site, and shall take into account Crime Prevention Through Environmental Design (CPTED) and regeneration of indigenous vegetation.
16. The approved landscape and planting plans shall be implemented within the first planting season following completion of the works, and the plants shall thereafter be maintained and irrigated in accordance with the approved plans and maintenance programme. If any plant or tree should die or become diseased it shall be replaced.
17. The approved landscape and planting plans shall include regular weed surveillance and weed control, for a minimum of five years following completion of plantings.
18. Predator control measures, at a minimum for rats, shall be implemented with the intent to offset the impact of increased human presence, and to enhance surrounding habitats for native wildlife.

19. At least 20 working days prior to any works commencing on site, a lizard management plan (LMP) shall be submitted to Council's Monitoring Officer for certification. Council may appoint a specialist to certify the LMP. The LMP shall detail methods for any pre-clearance lizard surveys and/or information on how adverse effects to lizards will be appropriately avoided, minimised, mitigated and/or offset prior to and during vegetation removal and earthworks. Lizard surveys and management shall be undertaken by an experienced herpetologist permitted by the Department of Conservation (DOC) to capture and handle lizards.

Interpretation Panels (Signs)

20. The interpretation panels shall be located within the lookout and secured to the balustrade as indicated on the approved plans.
21. Prior to installation of the interpretation panels, the consent holder shall submit plans and specifications to Council's Monitoring Officer for approval. Council may appoint a cultural specialist or locally appropriate Rūnaka and/or whānau to certify the plans. The panels shall provide culturally appropriate interpretation of the wāhi tupuna (cultural or ancestral landscape) of Whakatipu-Wai-Māori (Lake Wakatipu).

Operational

22. No freedom camping is authorised by this consent. Measures such as signage (one by the road and one by the car park, approx. 0.5m x 0.3m in area) and intermittent checks and fines shall be undertaken to deter the occurrence of freedom camping.
23. No commercial activities are authorised by this consent.
24. The consent holder shall undertake regular servicing inspections and removal of rubbish, and ensure that the toilets are monitored and serviced.

Engineering

General conditions

25. 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 May 2018 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

26. The consent holder 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.
27. The consent holder shall obtain and implement a traffic management plan approved by Council prior to undertaking any works within or adjacent to Council's road reserve that affects the normal operating conditions of the road reserve through disruption, inconvenience or delay. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor (STMS). All contractors obligated to implement temporary traffic management plans shall employ a qualified STMS to manage the site in accordance with the requirements of the NZTA's "*Traffic Control Devices Manual Part 8: Code of practice for temporary traffic management*". 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.

28. Prior to commencing works on the site, the consent holder shall obtain 'Engineering Review and Acceptance' from the Queenstown Lakes District Council for development works to be undertaken and information requirements specified below. The application shall include all development items listed below unless a 'partial' review approach has been approved in writing by the Manager of Resource Management Engineering at Council. The 'Engineering Review and Acceptance' application(s) shall be submitted to the Manager of Resource Management Engineering at Council for review, prior to acceptance being issued. At Council's discretion, specific designs may be subject to a Peer Review, organised by the Council at the applicant's cost. The 'Engineering Review and Acceptance' application(s) 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 (25), to detail the following requirements:
29. 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 to ensure that neighbouring sites remain unaffected from earthworks. 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

30. No permanent batter slope within the site shall be formed at a gradient that exceeds 1(V):2(H) unless as otherwise specified on the approved plans.
31. 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.
32. The consent holder shall prevent the introduction and establishment of pest weed species to the area during works by:
 - a) Ensuring that the wheel arches / tracks of construction vehicles are clean prior to entering the works site; and
 - b) Ensuring that revegetation of bare soil takes place as quickly as possible following completion of works.
33. No earthworks, temporary or permanent, are to breach the boundaries of the site with the exception of accepted works within the Queenstown-Glenorchy road reserve.

To be completed prior to use of the car and bus park

34. Prior to the public use of the car and bus park the consent holder shall:
 - a) Construct a car and bus park with access and associated works on the Queenstown-Glenorchy road in the location and in accordance with the design submitted with the application.
 - b) Install signage and marking as per drawings submitted with the application, and add signage to advise approaching drivers of the lookout and scenic viewing opportunity. All signage and marking shall be in accordance with MOTSAM and the TCD Manual.
 - c) Construct pedestrian trails and lookout in accordance with the design submitted with the application.
 - d) Install stormwater management and treatment for the interception of settle-able solids, hydrocarbons and floatable debris prior to discharge from the site.

To be completed following the opening of the completed car and bus park

35. Following the public opening of the completed car park the consent holder shall close vehicle access to Bennetts Bluff pullover areas at RP's 22.83, 23.26 and 23.15.

To be completed following all works

36. Upon completion of all works the consent holder shall provide Completion Certificates from both the Contractor and Engineer advised in Condition (26) for all engineering works completed in relation to or in association with this subdivision/development (for clarification this shall include all Roads and Stormwater infrastructure). The certificates shall be in the format of a Producer Statement, or the QLDC's Land Development and Subdivision Code of Practice Schedule 1B and 1C Certificate.
37. The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.
38. All earthworked areas shall be top-soiled and revegetated or otherwise permanently stabilised.

Accidental Discovery Protocol

39. If the consent holder:

- a) does not have an archaeological authority from Heritage New Zealand Pouhere Taonga *and* discovers koiwi tangata (human skeletal remains), waahi taoka (resources of importance), waahi tapu (places or features of special significance) or other Maori artefact material, the consent holder shall without delay:

- (i) notify Council, Tangata whenua and Heritage New Zealand Pouhere Taonga and in the case of skeletal remains, the New Zealand Police.
- (ii) stop work within the immediate vicinity of the discovery to allow a site inspection by the Heritage New Zealand Pouhere Taonga and the appropriate runanga and their advisors, who shall determine whether the discovery is likely to be extensive, if a thorough site investigation is required, and whether an Archaeological Authority is required.

Any koiwi tangata discovered shall be handled and removed by tribal elders responsible for the tikanga (custom) appropriate to its removal or preservation. Site work shall recommence following consultation with Council, the New Zealand Pouhere Taonga, Tangata whenua, and in the case of skeletal remains, the New Zealand Police, provided that any relevant statutory permissions have been obtained.

- b) discovers any feature or archaeological material that predates 1900, or heritage material, or disturbs a previously unidentified archaeological or heritage site, the consent holder shall without delay:
- (i) stop work within the immediate vicinity of the discovery or disturbance and;
 - (ii) advise Council, the Heritage New Zealand Pouhere Taonga and in the case of Maori features or materials, the Tangata whenua and if required, shall make an application for an Archaeological Authority pursuant to the New Zealand Pouhere Taonga Act 2014 and;
 - (iii) arrange for a suitably qualified archaeologist to undertake a survey of the site.

Site work may only recommence following consultation with Council.

Review

40. At any time, within ten working days 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 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 adverse effects on the environment which may arise from the exercise of the consent and which could not be properly assessed at the time the application was considered.
 - c) To avoid, remedy and mitigate any adverse effects on the environment which may arise from the exercise of the consent and which have been caused by a change in circumstances or which may be more appropriately addressed as a result of a change in circumstances, such that the conditions of this resource consent are no longer appropriate in terms of the purpose of the Resource Management Act 1991.
 - d) The purpose of this review is in relation to effects on any person in relation to nuisance (including but not limited to rubbish/recycling and freedom camping).
41. As part of the review clause stated in Condition (40) of this consent, the Council may have the application audited at the consent holder's expense.

Advice Notes

- 1. No further signs are permitted by this resource consent.
- 2. This site may contain archaeological material. Under the Heritage New Zealand Pouhere Taonga Act 2014, the permission of the Heritage New Zealand Pouhere Taonga must be sought prior to the modification, damage or destruction of any archaeological site, whether the site is unrecorded or has been previously recorded. An archaeological site is described in the Act as a place associated with pre-1900 human activity, which may provide evidence relating to the history of New Zealand. These provisions apply regardless of whether a resource consent or building consent has been granted by Council. Should archaeological material be discovered during site works, any work affecting the material must cease and the Heritage New Zealand Pouhere Taonga must be contacted (Dunedin office phone 03 477 9871).

For Your Information

If your decision requires monitoring, we will be sending an invoice in due course for the deposit referred to in your consent condition. To assist with compliance of your resource consent and to avoid your monitoring deposit being used before your development starts, please complete the "[Notice of Works Starting Form](#)" and email to the Monitoring Planner at RCMonitoring@qldc.govt.nz prior to works commencing.

You may also have conditions that require you to apply for Engineering Acceptance. To apply for Engineering Acceptance, please complete the [Engineering Acceptance Application form](#) and submit this completed form and an electronic set of documents to engineeringacceptance@qldc.govt.nz with our monitoring planner added to the email at RCMonitoring@qldc.govt.nz.

If your decision requires a development contribution (DC) charge, we will be sending a notice in due course. To answer questions such as what is a DC charge, when a DC charge is triggered and timing of payments, please refer to this link. <http://www.qldc.govt.nz/planning/development-contributions/> If you wish to make a DC estimate calculation yourself, please use this link: <http://www.qldc.govt.nz/planning/development-contributions/development-contributions-estimate-calculator/> And for full details on current and past policies, please use this link: <http://www.qldc.govt.nz/council-online/council-documents/policies/policy-on-development-contributions-and-financial-contributions/>



No.

Date

Issue Notes

7

2/09/19

Remove carpark expansion

6

10/05/19

Add infill screening

5

11/01/19

Revise Grass Areas

4

11/01/19

For Tender

3

20/12/18

Add Surepave

Consultant

Stantec

Client

QLDC

Project Title

Proposed Carpark
Bennetts Bluff, Glenorchy

Sheet Title

Details

Project Manager

Project ID

Drawn By

Scale

SR

1:200@A3

Reviewed By

Sheet No.

L02

Date


00/00/00

CAD File Name

303-1D v2019.vwx

4

FOR TENDER



BLAKELY WALLACE

ASSOCIATES

Landscape Architecture and Planning

PO Box 121, Arrowtown

Tel : 03 442 0303 Fax : 03 442 0307

Email : office@blakelywallace.co.nz

2

L02

Proposed Vehicle Barrier

17

- Future pedestrain access to trig
- 140x 25 Hardwood or 'Accoya' Decking
- 1100 high Lightweight Powdercoated Aluminium balustrade with Timber handrail (colour 'Charcoal' 'Ironsand' or similar)
- Compacted gravel platform
- Interpretation panels on balustrade
- 2000x600 Timber benches

1

L02

Platform Detail

Scale: 1:200

No.

Date

Issue Notes

7

2/09/19

Remove carpark expansion

6

10/05/19

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5

11/01/19

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4

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3

20/12/18

Add Surepave

Consultant

Stantec

Client

QLDC

Project Title

Proposed Carpark
Bennetts Bluff, Glenorchy

Sheet Title

Planting Plan

Project Manager

Project ID

Drawn By

Scale

Reviewed By

Reviewed By

Date

Sheet No.

CAD File Name

of

303-1D v2019.vwx

4

BLAKELY WALLACE ASSOCIATES

Landscape Architecture and Planning
PO Box 121, Arrowtown
Tel : 03 442 0303 Fax : 03 442 0307
Email : office@blakelywallace.co.nz

FOR TENDER

Plant List -Revegetation				
ID	Qty	Botanical Name	Common Name	Grade
ARser	62	Aristotelia serrata	Wineberry, Makomako	pb5
CAsE	77	Carpodetus serratus	Marble leaf, Putaputaweta	pb2
COlu	77	Coprosma lucida	Karamu, shining karamu	pb2
COpr	226	Coprosma propinqua	Mikimiki, Mingmingi	pb2
COru	77	Coprosma rugosa	Needle-leaved mountain coprosma	pb2
COau	77	Cordyline australis	Cabbage tree, Ti kouka	pb2
FUfu-1	62	Fuscopora fusca	Red Beech	pb5
FUcl-pb18	43	Fuscopora cliffortioides	Mountain beech, Tawhai rauriki,	pb18
FUcl-1	233	Fuscopora cliffortioides	Mountain beech, Tawhai rauriki,	pb5
GRli	77	Griselinia littoralis	Napuka	pb2
HEsa	384	Hebe salicifolia	koromiko	pb2
OLav	77	Olearia avicenniifolia	Mountain akeake	pb2
Plte	502	Pittosporum tenuifolium	Kohuhu; Black Matipo; Tawhiri	pb2
Total	1974			

18

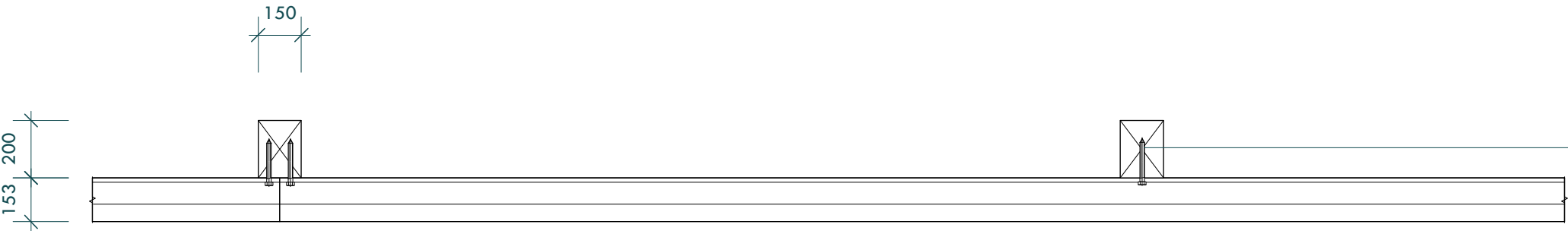
The site plan illustrates the proposed revegetation layout for the carpark area. It features several distinct planting zones, each labeled with a specific area in square meters and a list of plant codes and quantities. The zones are distributed across the site, including areas near the gravel track, the pedestrian access point, and along the carpark boundaries. The plan also shows existing rough grass areas and topsoil/grass areas. A legend in the top right corner defines the symbols used for these areas and the plant codes. A north arrow is located in the bottom left corner of the plan area.

Legend

- Topsoil and Grass (2484m²)
- Existing Rough Grass (249m²)
- Revegetation Planting on Earthworks (1512m²)
- Infill Planting amongst existing shrubland/bracken (832m²)
- Specimen Tree (pb18 Mountain Beech)

Planting Zones and Codes:

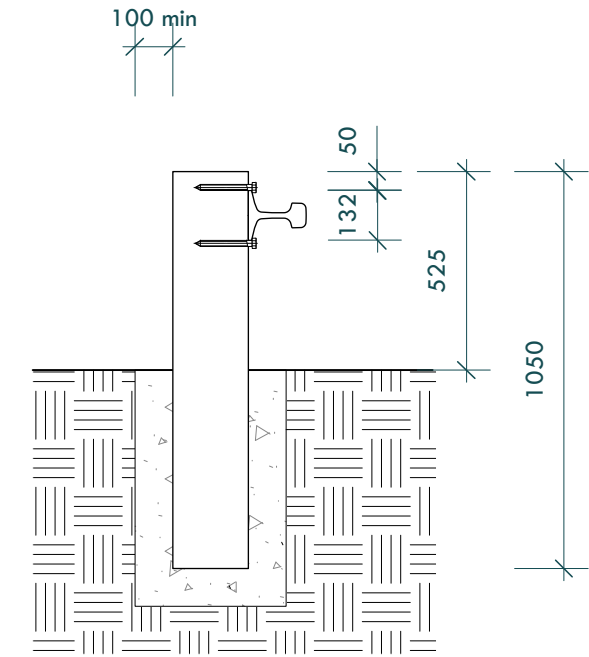
- 52.5 sq m: 3-COau, 13-Plte, 5-FUcl-1, 3-CAsE, 3-GRli, 10-HEsa, 8-COpr, 3-OLav, 3-COru, 3-COLu
- 55.1 sq m: 3-COau, 14-Plte, 6-FUcl-1, 3-CAsE, 3-GRli, 11-HEsa, 8-COpr, 3-OLav, 3-COru, 3-COLu
- 832.3 sq m: 125-Plte, 83-FUcl-1, 83-HEsa, 62-FUfu-1, 62-ARser
- 22-FUcl-pb18
- 152.4 sq m: 8-COau, 38-Plte, 15-FUcl-1, 8-CAsE, 8-GRli, 30-HEsa, 23-COpr, 8-OLav, 8-COru, 8-COLu
- 100.5 sq m: 5-COau, 25-Plte, 10-FUcl-1, 5-CAsE, 5-GRli, 20-HEsa, 15-COpr, 5-OLav, 5-COru, 5-COLu
- 461.8 sq m: 23-COau, 115-Plte, 46-FUcl-1, 23-CAsE, 23-GRli, 92-HEsa, 69-COpr, 23-OLav, 23-COru, 23-COLu
- 42.4 sq m: 2-COau, 11-Plte, 4-FUcl-1, 2-CAsE, 2-GRli, 8-HEsa, 6-COpr, 2-OLav, 2-COru, 2-COLu
- 33.9 sq m: 2-COau, 8-Plte, 3-FUcl-1, 2-CAsE, 2-GRli, 7-HEsa, 5-COpr, 2-OLav, 2-COru, 2-COLu
- 33.7 sq m: 2-COau, 8-Plte, 3-FUcl-1, 2-CAsE, 2-GRli, 7-HEsa, 5-COpr, 2-OLav, 2-COru, 2-COLu
- 15.7 sq m: 1-COau, 4-Plte, 2-FUcl-1, 1-CAsE, 1-GRli, 3-HEsa, 2-COpr, 1-OLav, 1-COru, 1-COLu
- 39.1 sq m: 2-COau, 10-Plte, 4-FUcl-1, 2-CAsE, 2-GRli, 8-HEsa, 6-COpr, 2-OLav, 2-COru, 2-COLu
- 9.0 sq m: 0-COau, 2-Plte, 1-FUcl-1, 0-CAsE, 0-GRli, 2-HEsa, 1-COpr, 0-OLav, 0-COru, 0-COLu
- 244.4 sq m: 12-COau, 61-Plte, 24-FUcl-1, 12-CAsE, 12-GRli, 49-HEsa, 37-COpr, 12-OLav, 12-COru, 12-COLu
- 272.2 sq m: 14-COau, 68-Plte, 27-FUcl-1, 14-CAsE, 14-GRli, 54-HEsa, 41-COpr, 14-OLav, 14-COru, 14-COLu



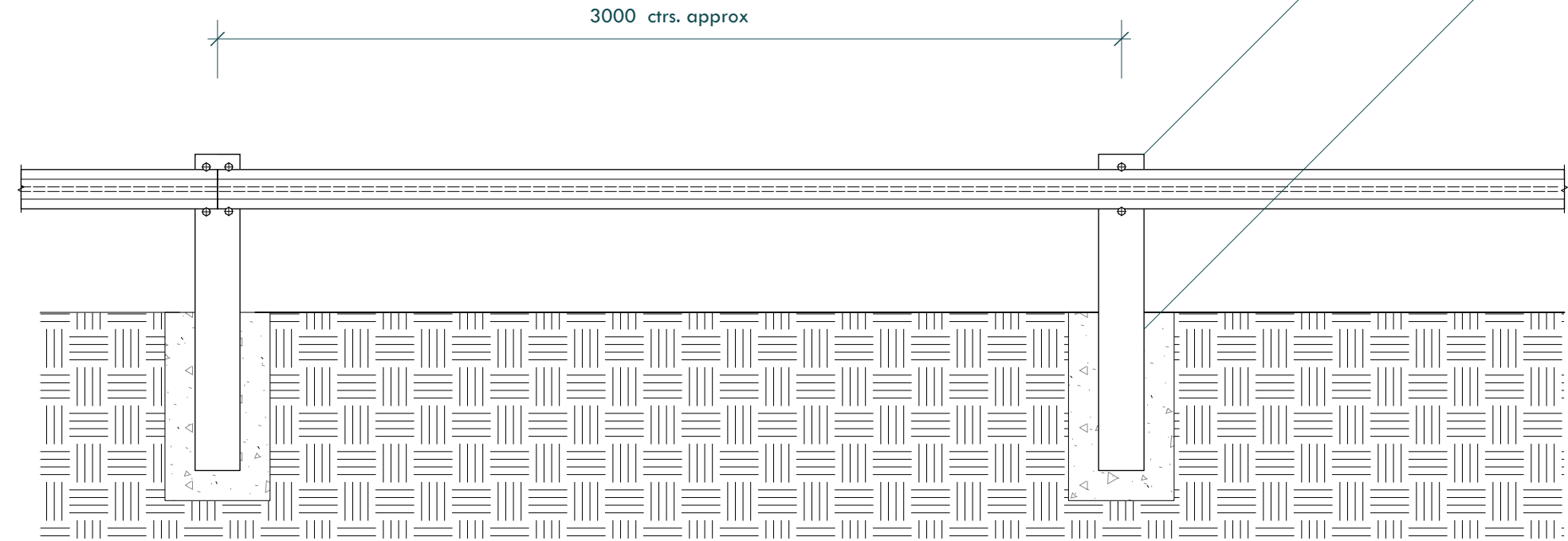
1 Plan
Scale: 1:20

200x 150 x 2100 Recycled
Hardwood Sleeper cut to 1050

20MPa conc footong



3 End Elevation
Scale: 1:20



2 Front Elevation
Scale: 1:20

No.	Date	Issue Notes
7	20/09/19	Remove carpark expansion
6	10/05/19	Add infill screening
5	11/01/19	Revise Grass Areas
4	11/01/19	For Tender
3	20/12/18	Add Surepave

Consultant: Stantec

Client: QLDC

Project Title: Proposed Carpark
Bennetts Bluff, Glenorchy

Sheet Title: Vehicle Barrier Detail

Project Manager: [Blank] Project ID: [Blank]

Drawn By: SR Scale: 1:20@A3

Reviewed By: [Blank] Sheet No. L04

Reviewed By: [Blank] of 4

Date: 00/00/00

CAD File Name: 303-1D v2019.vwx

BLAKELY WALLACE ASSOCIATES
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PO Box 121, Arrowtown
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FOR TENDER

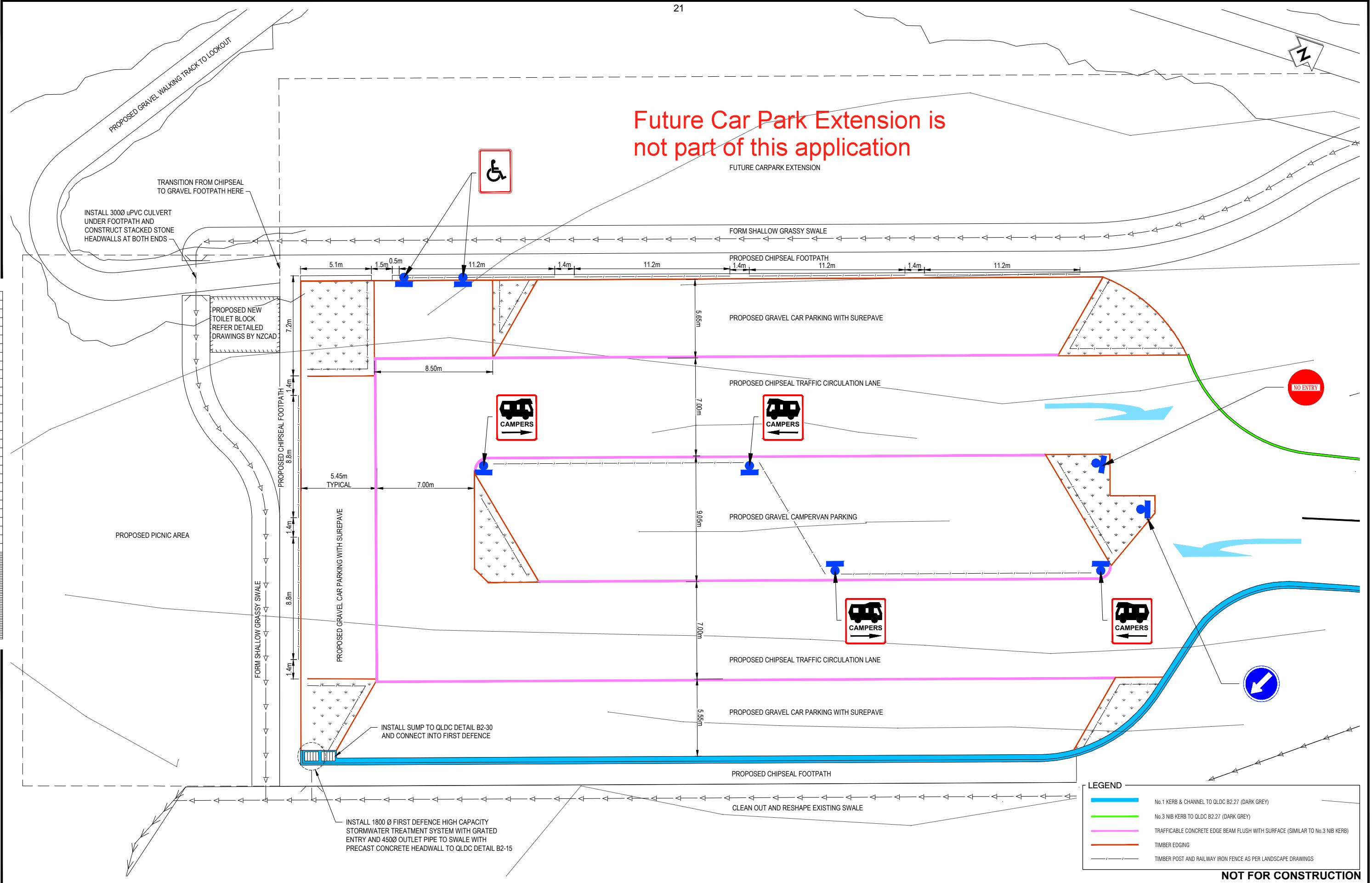


NOT FOR CONSTRUCTION

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DO NOT SCALE - IF IN DOUBT, ASK

ORIGINAL SIZE A1



LEGEND

No.1 KERB & CHANNEL TO QLDC B2.27 (DARK GREY)

No.3 NIB KERB TO QLDC B2.27 (DARK GREY)

TRAFFICABLE CONCRETE EDGE BEAM FLUSH WITH SURFACE (SIMILAR TO No.3 NIB KERB)

TIMBER EDGING

TIMBER POST AND RAILWAY IRON FENCE AS PER LANDSCAPE DRAWINGS

NOT FOR CONSTRUCTION

REV	REVISIONS	DRN	CHK	APP	DATE

SURVEYED	SJP / ARB	08/18
DESIGNED	SJP	08/18
DRAWN	KDW	08/18
CAD REVIEW		
DESIGN CHECK	EG	01/19
DESIGN REVIEW	IRB	01/19
APPROVED	IRB	01/19
PROF REGISTRATION:		

QUEENSTOWN LAKES DISTRICT COUNCIL
BENNETTS BLUFF CARPARK

PARKING LAYOUT
40 CAR SPACES & 12 CAMPERVAN SPACES

Status Stamp
FOR TENDER

Date Stamp
10/01/2019

Scales (A1) 1:125 (A3) 1:250

Drawing No.
80508724 - 0574 - C002

Rev.
0

EXISTING GUARDRAIL

RELOCATE EXISTING GUARDRAIL TO
1.5m OFFSET FROM EXISTING EDGELINE
AND MATCH INTO EXISTING GUARDRAIL

EXISTING EDGELINE —

EXISTING CENTRELINE

EXISTING EDGE OF SEAL

PLAN
SCALE 1:250

└ LEGEND

- EXISTING CENTRELINE
- EXISTING EDGE OF SEAL
- EXISTING EDGELINE
- EXISTING GUARD RAIL
- NEW GUARD RAIL

TO QUEENSTOWN

LINE

JOIN +



TO GLENORCHY

LINE
ABOVE

EXISTING EDGELINE

EXISTING CENTRELINE

EXISTING EDGE OF SEAL

RELOCATE EXISTING GUARDRAIL TO 1.5m OFFSET FROM
EXISTING EDGELINE AND MATCH INTO EXISTING GUARDRAIL

PLAN
SCALE 1:250

NOT FOR CONSTRUCTION

FOR TENDER

Date Stamp 10/01/2019

Scales (A1) 1:250 (A3) 1:500

Drawing No.	Rev
80508724 - 0574 - C006	

0

SURVEYED	J HAWKER	03/11
DESIGNED		
DRAWN	KDW	01/11
CAD REVIEW		
DESIGN CHECK	EG	01/11
DESIGN REVIEW	IRB	01/11
APPROVED	IRB	01/11
PROF. REGISTRATION:		

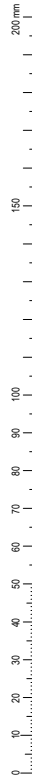


QUEENSTOWN LAKES DISTRICT COUNCIL
BENNETTS BLUFF CARPARK

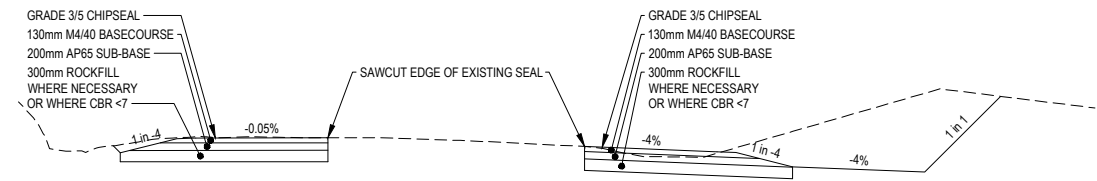
CLOSURE OF EXISTING PULL IN BAY PLAN

[illegible]

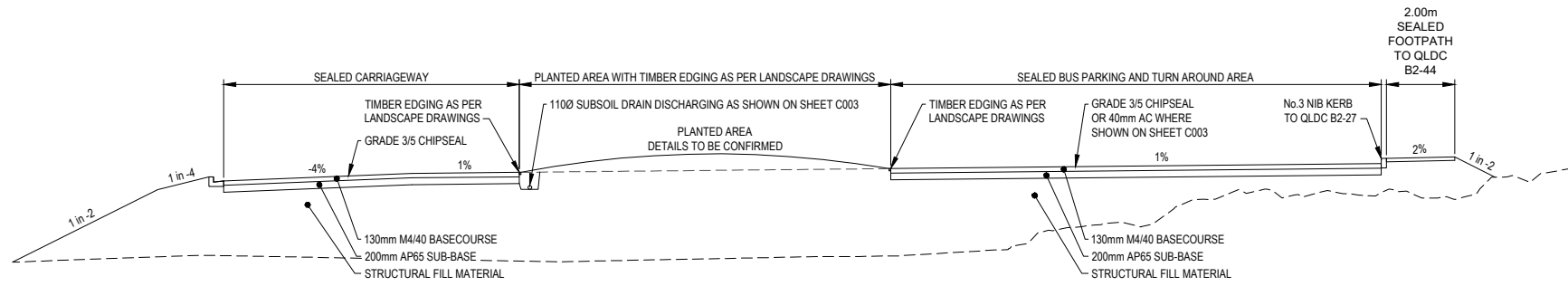
DO NOT SCALE - IF IN DOUBT, ASK



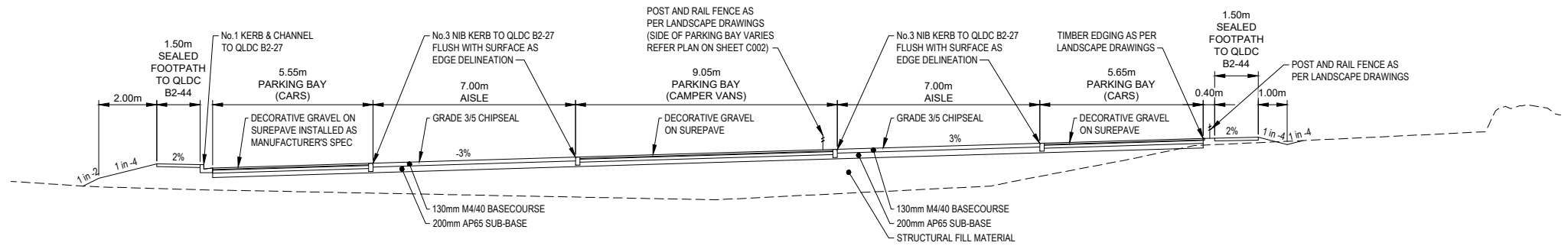
ORIGINAL SIZE A1



TYPICAL CROSS-SECTION AT LEFT TURN BAY ON GLENORCHY ROAD
SCALE 1 : 100



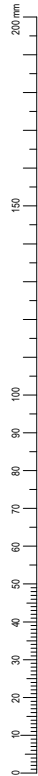
TYPICAL CROSS-SECTION AT ACCESS ROAD AND BUS PARKING
SCALE 1 : 100



TYPICAL CROSS-SECTION AT CARPARK
SCALE 1 : 100

NOT FOR CONSTRUCTION

										SURVEYED			SJP / ARB			08/18							QUEENSTOWN LAKES DISTRICT COUNCIL BENNETTS BLUFF CARPARK TYPICAL CROSS-SECTIONS										Status Stamp		FOR TENDER	
										DESIGNED			SJP			08/18																	Date Stamp		10/01/2019	
										DRAWN			KDW			01/19																	Scales (A1) 1:100 (A3) 1:200			
										CAD REVIEW																							Drawing No.		80508724 - 0574 - C009	
										DESIGN CHECK			EG			01/19																	Rev.		0	
										DESIGN REVIEW			IRB			01/19																				
										APPROVED			IRB			01/19																				
										PROF REGISTRATION:																										
REV										REVISIONS										DRN		CHK		APP		DATE										

ORIGINAL SIZE **A1**[illegible]

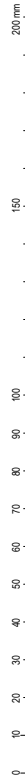
SURVEYED	SJP / ARB	08/18
DESIGNED	SJP	08/18
DRAWN	KDW	12/18
CAD REVIEW		
DESIGN CHECK	EG	01/19
DESIGN REVIEW	IRB	01/19
APPROVED	IRB	01/19



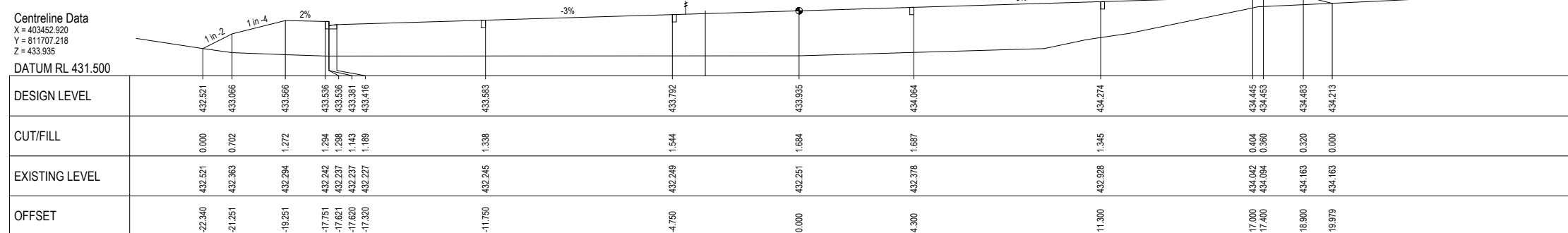
QUEENSTOWN LAKES DISTRICT COUNCIL
BENNETTS BLUFF CARPARK

CARPARK CROSS-SECTIONS CH 60 TO CH 100

Status Stamp	FOR TENDER	
Date Stamp	10/01/2019	
Scales	(A1) 1:100 (A3) 1:200	
Drawing No.	80508724 - 0574 - C011	Rev. 0



CHAINAGE 140.000

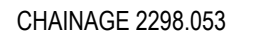


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DESIGNED	SJP	08/18
DRAWN	KDW	12/18
CAD REVIEW		
DESIGN CHECK	EG	01/19
DESIGN REVIEW	IRB	01/19
APPROVED	IRB	01/19
PROF REGISTRATION:		



Status Stamp	FOR TENDER	
Date Stamp	10/01/2019	
Scales	(A1) 1:100 (A3) 1:200	
Drawing No.	80508724 - 0574 - C012	Rev. 0



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FOR TENDER

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DRAWN	KDW	12/18
CAD REVIEW		
DESIGN CHECK	EG	01/19
DESIGN REVIEW	IRB	01/19
APPROVED	IRB	01/19



QUEENSTOWN LAKES DISTRICT COUNCIL
BENNETTS BLUFF CARPARK

LEFT TURN BAY CROSS-SECTIONS

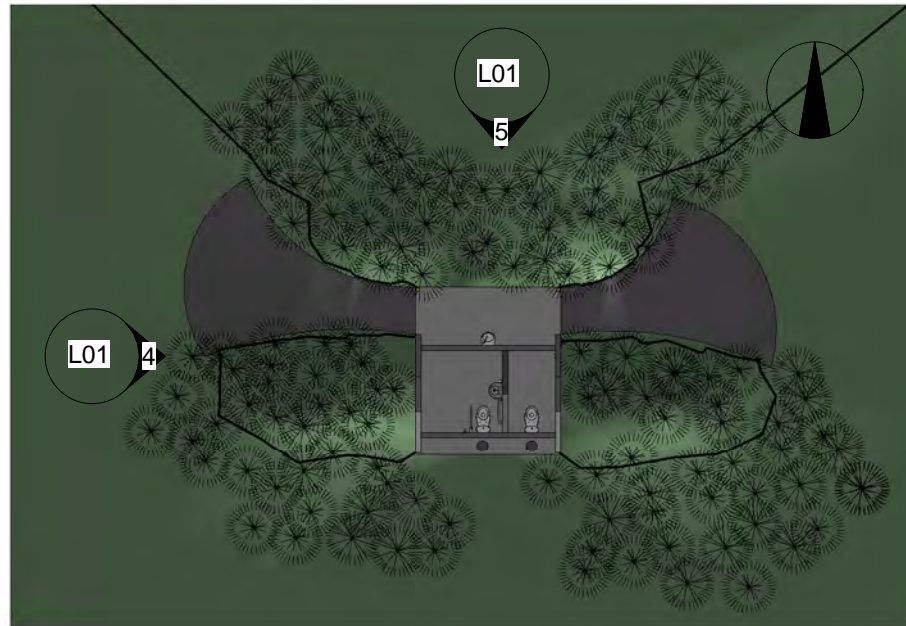


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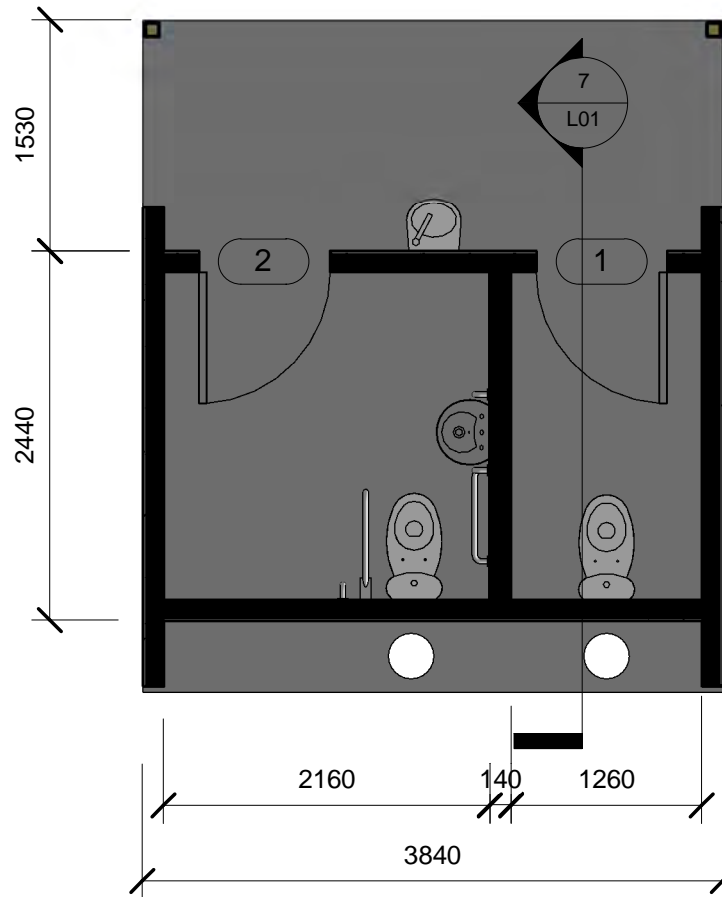
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<p>TYPICAL DETAILS</p>

Status Stamp	FOR TENDER	
Date Stamp	10/01/2019	
Scales	AS SHOWN	
Drawing No.	80508724 - 0574 - C015	Rev. 0



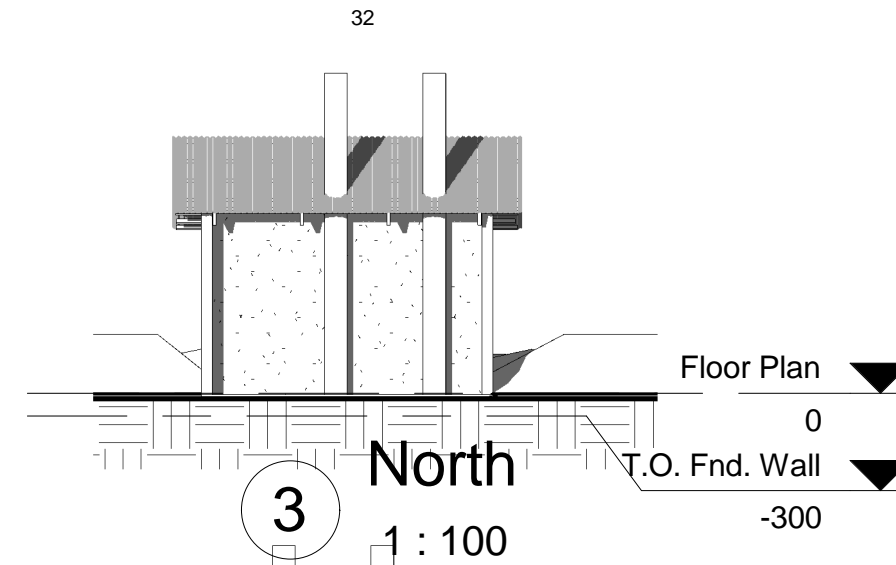
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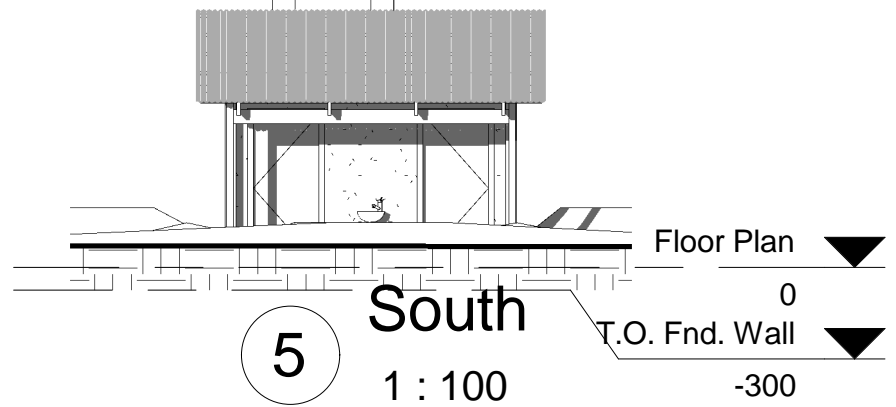
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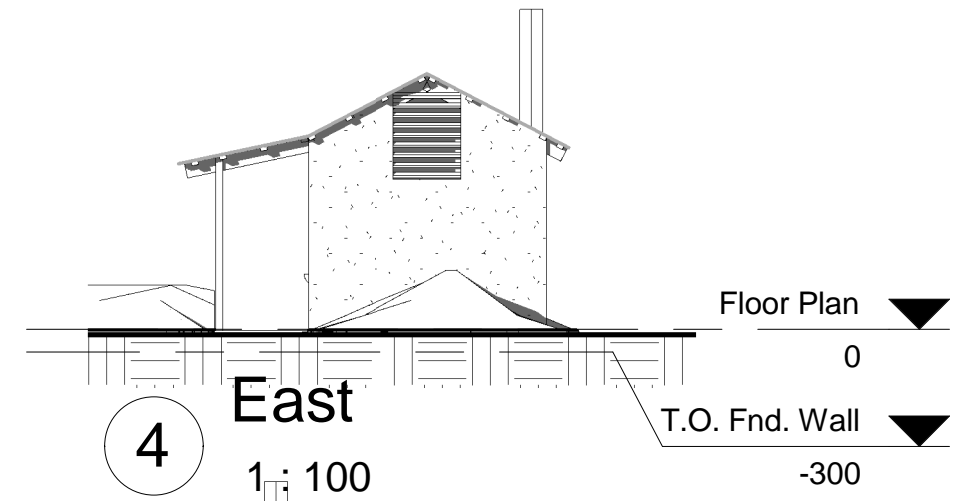
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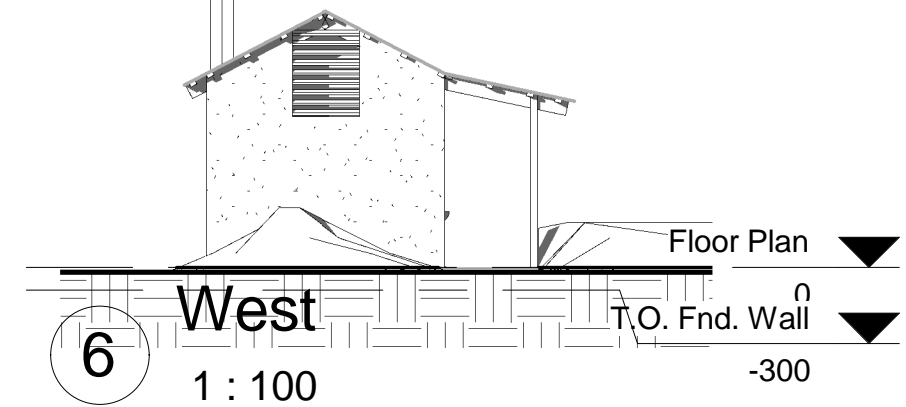
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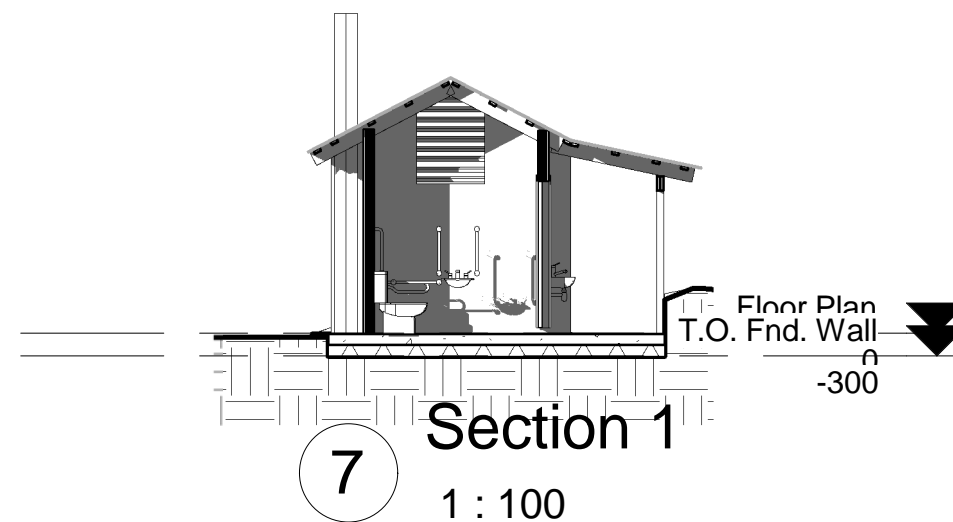
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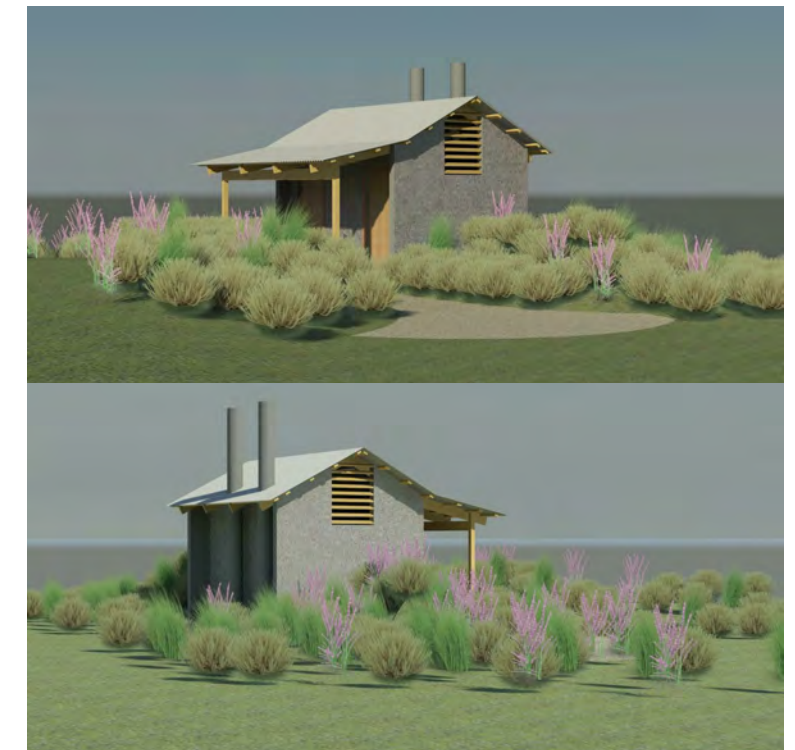
6 West

1 : 100



7 Section 1

1 : 100



NZCAD
STEVE HENDERSON

level 2 : 45 camp st
po box 411 : queenstown
ph/fax 03 442 4195 : cell 021 424 322
e-mail steve@nzcad.co.nz

Title:

Double Toilet facility
Reserve Locations to be advised

Drawn: *S.Henderson*

Updated: *11.05.10*

Scale:

Client:

D.O.C.

As indicated @A3

Job N#:

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Sheet:

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Revision:

**ANNEXURE 2
COUNCIL'S
S42A PLANNING REPORT**



FILE REF: RM181945

TO Independent Commissioner
FROM Rosalind Devlin, Consultant Planner
SUBJECT Report on a Publicly Notified Consent Application

SUMMARY

Applicant: Queenstown Lakes District Council
Location: Glenorchy-Queenstown Road, Glenorchy Rural (Bennetts Bluff)
Proposal: Application under Section 88 of the Resource Management Act 1991 (RMA) for land use consent for earthworks, indigenous vegetation clearance, construction of buildings, signage, and breach of transport standards associated with informal recreational activities and public amenities, being a parking area, walking track and lookout, near Bennetts Bluff
Legal Description: Section 4 SO 471631
Operative Zoning: Rural General
Proposed Zoning: Rural
Public Notification Date: 26 September 2019
Closing Date for Submissions: 24 October 2019
Submissions: One (1)

- No submissions have been received in opposition to the application:
- One (1) submission has been received in support of the application:
- No submissions have been received neither in support or opposition to the application.

RECOMMENDATION

(1) That the application be GRANTED pursuant to Section 104 of the Resource Management Act 1991 (the RMA) for the following reasons:

1. Subject to the imposition of conditions of consent, the actual and potential effects of the proposed access from the Glenorchy-Queenstown Road, public car and bus park, walking track and lookout are acceptable. The proposed development will result in adverse landscape effects and positive effects for the health and safety of the community and provision of recreational opportunities and public amenities.

2. The proposal takes into account the principles of Te Tiriti o Waitangi and the relationship of Māori and their culture and traditions by enabling an opportunity for interpretation of the wāhi tupuna (cultural or ancestral landscape) of Whakatipu-Wai-Māori (Lake Wakatipu) by the appropriate Rūnaka and/or whānau.
3. The proposal provides a safe rest area for travellers along the Glenorchy-Queenstown Road. The existing unsafe scenic lookout to the north will be replaced by this development and permanently closed.
4. The proposal provides for enhanced recreational opportunities by provision of a public car park and walking track to a scenic lookout that provides views from Bennetts Bluff, being an iconic view of the New Zealand landscape capturing the vast depth and impressive scale of the rugged glaciated landscapes between the main divide and upper Lake Wakatipu.
5. The proposal takes into account the Glenorchy Community Plan (2001) by maintaining the vista from Bennett's Bluff and by providing a rest area for locals and visitors travelling to and from Glenorchy – Head of the Lake.
6. The proposal is consistent with the relevant objectives and policies of the Operative District Plan and proposed District Plans for the following reasons:

The proposal provides for informal recreational activities and public amenities in an appropriate location that can be accessed safely from the Glenorchy-Queenstown Road. Associated earthworks and disposal of stormwater and waste will be managed to avoid adverse effects that would be incompatible with the values held by Manawhenua.
7. The proposal promotes the overall purpose of the RMA.

1. INTRODUCTION

My name is Rosalind Devlin. I am a Consultant Planner for the Queenstown Lakes District Council. I have been engaged to provide planning services for the Council since 2015. I have worked as a planner in the Queenstown Lakes District since 2007 and elsewhere since 1999. I hold the qualifications of a Bachelor of Science (Geography, 1996) and a Master of Regional and Resource Planning (1998) from the University of Otago, Dunedin. I am a full member of the New Zealand Planning Institute (2006).

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 Independent Commissioner. It contains a recommendation that is in no way binding. It should not be assumed that the Independent Commissioner will reach the same conclusion.

2. PROPOSAL AND SITE DESCRIPTION

Land use consent is sought to construct a new vehicle access off the southern side of the Glenorchy-Queenstown Road and establish an 'at-grade' car and bus park for public use, and a walking track and scenic lookout, public area and public toilet.

The site is Crown land administered by the Department of Conservation (DOC) and is gazetted as recreation reserve (Queenstown - Glenorchy Road Recreation Reserve). The site is situated on the margins of Whakatipu-Wai-Māori (Lake Wakatipu) Ngāi Tahu Statutory Acknowledgement Area and wāhi tupuna (cultural or ancestral landscape).

The applicant has provided a detailed description of the proposal, and the site and locality in Sections 1-3.3 of the report entitled 'Resource consent application and Assessment of Environmental Effects, Bennett's Bluff carpark, prepared for Queenstown Lakes District Council, December 2018', prepared by Kelly Bombay of Stantec, and submitted as part of the application (hereon referred to as the applicant's AEE and attached as *Appendix 1*). This description is considered generally accurate and is adopted for the purpose of this report, with the following additions:

Purpose

The proposed development will provide for informal recreational activities and public amenities, being a car and bus park, walking track and lookout. The development will replace the existing Bennett's Bluff informal vehicle layby and lookout, which is located slightly further to the north of the application site. This layby will be permanently closed due to traffic safety concerns and risks associated with rock fall hazard.

Setting

The site lies within a small glacial basin or hollow on the lakeside of the road. The area has been subject to previous vegetation clearance and current vegetation is predominantly pasture grasses, and occasional scattered short tussock surrounded by bracken and regenerating shrubland vegetation. The site and wider area were affected by a fire some years previous and are heavily modified.

Design

Since the application was submitted and prior to public notification, the parking design was reduced in scale and formation, and additional landscaping was included along the road. The bus parks and manoeuvring areas will be asphalt or chipseal and the parking bays constructed in permeable paving. An existing informal vehicle track from the road will be closed and planted. Another existing 4WD track that runs along the ridge to the proposed lookout location will be left to allow for maintenance / emergency access to the viewing platform and it will have a gate installed at the entrance.

The parking area will provide 40 car park spaces, 12 campervan spaces, and an area for full length buses/coaches to pull in and turn around, with parking for four buses.

The application includes a 2m wide compacted gravel walkway and scenic lookout. The lookout will comprise a compacted gravel platform with hardwood decking, timber benches, and a balustrade with timber handrail. The lookout will include interpretation panels to be designed with the appropriate Rūnaka and/or whānau. The decking will be 55.725m² in total and is considered a 'building' as it is a structure over 5m² in area.

A picnic area will be provided. No lighting, water supply or fire fighting water, or on-site rubbish disposal will be provided at the site. A waterless (dry) vault (2 x 4,500L vaults) double toilet will be installed, with waste regularly collected by a "sucker truck" and transported to the Shotover treatment facility.

Discharges of stormwater from the formed surfaces of the site will be collected in a sump and treated to remove contaminants and suspended solids prior to being discharged to land via a natural ephemeral channel.

Earthworks are required to construct the road access (including sight line improvements within the road reserve), parking/manoeuvring area, walking trail, associated stormwater management and landscaping. An estimated volume of 2,125m³ cut and 8,540m³ fill is proposed over an area of approximately 11,660m².

The applicant acknowledges that the car park may be attractive to 'freedom campers' and intends to prevent any overnight usage. The applicant's past experience along the road is that gates / chains / locks get cut or vandalised. In addition, it is a significant commitment to lock car parks and police on a daily basis. As such, the same approach as the other car parks along the road will be followed, which is deterrent signage and intermittent checks and fines. Standard anti-camping signs (0.5m x 0.3m) will be installed, one by the road and one in the car park.

Clearance of indigenous vegetation and replanting

While the car park area largely encompasses an area of rank exotic grass, the entryway, bus parking area and the car park margins will encroach into the surrounding area of regenerating native shrubland. Similarly, the access tracks, and associated earthworks extend through the native shrubland. An area of approximately 8,800m² of indigenous vegetation (regenerating native shrubland) will be cleared. Replacement plantings will comprise locally appropriate native species and grass. A revegetation planting plan is included with 1974 individual plants ranging in planting size from pb2 to pb18. There will be an overall loss of regenerating native shrubland within the site as a result of the works proposed.

Signs

The application includes traffic of one sign approximately 300m in advance of the intersection in both directions and four (4) signs at the intersection on the opposite side from the entrance (although two signs will be back to back), as well as a stop sign at the intersection. The remainder of the signage is internal to the car and bus park (e.g. directional arrows and anti-camping).

Additional signage is proposed for cultural interpretation at the lookout, not yet designed. There would be two signs or panels approximately 1m x 1.5m (1.5m²) each (3m² in total).

Regional consents

For completeness it is noted that after the applicant's AEE was prepared, Otago Regional Council advised that regional resource consents were not required.

3. SUBMISSIONS

3.1 SUBMISSIONS

A copy of the submission received can be found in *Appendix 2* and is summarised below:

Name	Location of Submitters' Property	Summary of Submission	Relief Sought
Glenorchy Community Association	N/A	The association fully supports the application	Approve the application as is

4. CONSULTATION AND WRITTEN APPROVALS

No written approvals have been provided.

The applicant has consulted with the Department of Conservation, administrator of the site, a gazetted recreation reserve, on behalf of the Crown. DOC has provided a letter in support of the application and expressing a wish to work partnership with the Council. The letter notes, however, that DOC involvement in the project is contingent on national approval of a business case to accept capital costs, maintenance and depreciation for the walking tracks, viewing platform, directional signage and interpretation panels, and plantings associated with the walking track and viewing platform. If the business case is successful DOC and Council would then enter into a formal agreement.

The applicant has consulted with iwi authorities: Te Ao Marama, Aukaha and Te Rūnanga o Ngāi Tahu, who noted that the lookout signifies a highly significant cultural landscape, and expressed an interest in plans to represent the wāhi tupuna. Cultural landscape interpretation was then included as part of the application.

5. PLANNING FRAMEWORK

5.1 THE DISTRICT PLAN

OPERATIVE DISTRICT PLAN

The subject site is zoned Rural General under the Operative District Plan and the proposed activity requires resource consent for the following reasons:

- A **restricted discretionary** activity pursuant to Rule 22.3.2.3 for a breach of Site Standard 22.3.3(i)(a) for a breach of the maximum earthworks volume of 1,000m³ in the Rural Zone. The proposed earthworks are estimated as 1,755m³ cut and 8,512m³ fill (10,267m³ total).

The matters in respect of which Council has reserved discretion in regard to earthworks are:

- The nature and scale of the earthworks
- Environmental protection measures
- Remedial works and revegetation
- The effects on landscape and visual amenity values
- The effects on land stability and flooding
- The effects on water bodies
- The effects on cultural and archaeological sites
- Noise.

- A **discretionary** activity pursuant to Rule 5.3.3.3(i)(a) for the addition, alteration or construction of: (i) any building; and (ii) any physical activity associated with any building such as roading, landscaping and earthworks. It is proposed to construct a toilet block (15m² in area, 3.5m in height with vents up to 4.2m high) and lookout decking (55.725m² in area).

- A **restricted discretionary** activity pursuant to Rule 5.3.3.3(xi) for a breach of Site Standard 5.3.5.1(x)(a)(i) for the clearance of approximately 8,800m² of indigenous vegetation that is not surrounded by pasture and other exotic species. The Council shall restrict the exercise of its discretion in relation to this matter to its effect on nature conservation, landscape and visual amenity values, and the natural character of the rural environment.

For the avoidance of doubt, the following rules are relevant to the application but are treated as inoperative under s 86F of the RMA:

- A **restricted discretionary** activity pursuant to Rule 14.2.2.3(ii) as the proposal breaches Site Standard 14.2.4.1(xvi)(b) Parking and Loading – Landscaping as it is proposed to construct a car park that will not be landscaped in accordance with the requirements for landscaping to be provided in strips or blocks provided the minimum internal dimension of any strip or block shall be not less than 1.5m. Council's discretion is restricted to this matter.
- A **restricted discretionary** activity pursuant to Rule 14.2.2.3(ii) as the proposal breaches Site Standard 14.2.4.1(xvii) Parking and Loading – Illumination as it is proposed to construct a car park that is designed to accommodate 5 or more vehicles, and which may be used at night (after 8pm or before 8am) and will not be illuminated during hours of operation. Council's discretion is restricted to this matter.
- A **restricted discretionary** activity pursuant to Rule 14.2.2.3(ii) as the proposal breaches Site Standard 14.2.4.2(iv) Access – Minimum Sight Distance from Vehicle Access as it is proposed to construct a car park with an access that will not meet the minimum site distances of 250m on a road with a posted speed limit of 100km/hr (180m to the south and 225m to the north). Council's discretion is restricted to this matter.
- A **discretionary** activity pursuant to Rule 18.2.5 for non-illuminated signage that exceeds 2m² per site (Table 3 Serial 5). It is proposed to install two signs for cultural interpretation at the lookout of up to approximately 1m x 1.5m (1.5m²) each (3m² in total).

PROPOSED DISTRICT PLAN

Council notified its decisions on Stage 1 of the Proposed District Plan (Stage 1 Decisions Version 2018) on 5 May 2018. Council notified decisions on Stage 2 of the Proposed District Plan on 21 March 2019 (Stage 2 Decisions Version 2019). A Consolidated Appeals Version was finalised in July 2019.

The subject site is zoned Rural under the Proposed District Plan and the proposed activity requires resource consent for the following reasons:

Rules that are treated as operative under s86F:

- A **restricted discretionary** as the proposal breaches Standard 21.7.5 Fire Fighting water and access. No fire fighting provision will be made at the site. Council's discretion is restricted to a. the extent to which SNZ PAS 4509: 2008 can be met including the adequacy of the water supply; b. the accessibility of the firefighting water connection point for fire service vehicles; c. whether and the extent to which the building is assessed as a low fire risk.
- A **restricted discretionary** activity as the proposal breaches Standard 29.5.12 Lighting of parking areas. It is proposed to construct a car park that is designed to accommodate 10 or more parking spaces, and which may be used during the hours of darkness, and will not be illuminated. Council's discretion is restricted to a. effects on the safety and amenity of pedestrian, cyclists, and motorists using the parking area. and b. effects from the lighting on adjoining sites.
- A **restricted discretionary** as the proposal breaches Standard 29.5.18 Minimum Sight Distances from Vehicle Access on all roads other than State Highways. It is proposed to construct a car park with an access that will not meet the minimum site distances of 250m on a road with a posted speed limit of 100km/hr (180m to the south and 225m to the north). Council's discretion is restricted to effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.

- A **discretionary** activity pursuant to Rule 31.10.3 for a breach of Standard 31.11.1 (Table 31.11) for non-illuminated signage within the Rural Zone that exceeds 2m² per site. It is proposed to install two signs for cultural interpretation at the lookout of up to approximately 1m x 1.5m (1.5m²) each (3m² in total).

Rules that have legal effect under s86F but are not yet treated as operative due to appeals are:

- A **discretionary** activity pursuant to Rule 21.4.11 for the construction of any building including the physical activity associated with buildings including roading, access, lighting, landscaping and earthworks, not provided for by any other rule. It is proposed to construct a toilet block (15m² in area, 3.5m in height with vents up to 4.2m high) and lookout decking (55.725m² in area).
- A **restricted discretionary** activity pursuant to Rule 25.4.2 for a breach of Standard 25.5.6 for a breach of the maximum earthworks volume of 1,000m³ in the Rural Zone. The proposed earthworks are estimated as 1,755m³ cut and 8,512m³ fill (10,267m³ total).
- A **restricted discretionary** activity pursuant to Rule 25.5.11 for a breach of Standard 25.5.11.2 where the earthworks over a contiguous area of land will exceed the following area: 10,000m² where the slope is less than 10°.
- A **restricted discretionary** activity pursuant to Rule 25.4.1 for a breach of Standard 25.5.20 where the proposed earthworks may expose groundwater.
- A **restricted discretionary** activity pursuant to Rule 25.4.1 for a breach of Standard 25.5.21 where more than 300m³ of Cleanfill will be transported by road to or from an area subject to earthworks. There will be approximately 6,757m³ imported fill.

For all restricted discretionary earthworks activities discretion shall be restricted to the following matters:

- 25.7.1.1 Soil erosion, generation and run-off of sediment.
- 25.7.1.2 Landscape and visual amenity.
- 25.7.1.3 Effects on infrastructure, adjacent sites and public roads;
- 25.7.1.4 Land stability.
- 25.7.1.5 Effects on water bodies, ecosystem services and biodiversity.
- 25.7.1.6 Cultural, heritage and archaeological sites.
- 25.7.1.7. Nuisance effects.
- 25.7.1.8 Natural Hazards.
- 25.7.1.9 Functional aspects and positive effects.

- A **discretionary** activity pursuant to Rule 33.5.1 for a breach of Standard 33.5.1.1 for clearance of indigenous vegetation not located within a Significant Natural Area or within Alpine Environments, where indigenous vegetation is less than 2.0 metres in height, and in any continuous period of 5 years the maximum area of indigenous vegetation to be cleared will be more than 500m² on a site with a total area of 10ha or less; the area to be cleared is approximately 8,800m² and the site is 5.8822ha.

Council notified Stage 3 of the Proposed District Plan (Stage 3 Notified Version 2019) on 19 September 2019. There are no rules in Stage 3 with legal effect that apply to the proposal.

As the application was lodged prior to 21 March 2019, the activity status continues to be processed, considered, and decided as an application for the type of activity that it was for, or was treated as being for, at the time the application was first lodged.

Overall, the application is considered to be a **discretionary** activity under Operative and Proposed District Plan provisions.

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

Based on the applicant's 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 and submissions received. Considerations of relevance to this application are:

- Actual and potential effects on the environment; and
- Operative and Proposed District Plans

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.

Overall, the application is for a Discretionary Activity, as such the application must be considered under Section 104B which provides for the consent authority to grant or refuse consent, and in granting consent may impose conditions under Section 108.

7. INTERNAL REPORTS

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

7.1 LANDSCAPE ARCHITECT'S REPORT

The landscape assessment and addendum were prepared by Ms Kris MacPherson, Council's Consultant Landscape Architect (*Appendix 3*) with respect to effects of the proposal in terms of the potential of the landscape to absorb development, visibility from public places, openness of the landscape, and cumulative effects on landscape values. Ms MacPherson's key concerns are with respect to justification for the number of bus and vehicle parks proposed and potential diminished experiences of tourists, planting at the lookout end of the existing track terminus to take into account Crime Prevention Through Environmental Design (CPTED) and regeneration of native bush, providing density of planting (planting centres) and a maintenance programme, and the amount of signage.

7.2 ENGINEER'S REPORT

The engineering report was prepared by Mr Steve Hewland, Council's Consultant Resource Management Engineer (*Appendix 4*) with respect to access, parking and manoeuvring, earthworks, and servicing.

7.3 ECOLOGIST'S REPORT

The ecology report was prepared by Ms Keren Bennett, Council's Consultant Ecologist (*Appendix 5*) with respect to clearance of indigenous vegetation, overall loss of regenerating native shrubland, appropriateness of replanting, risk of unintended sediment discharges, potential to introduce weed species along with imported fill material, predator control, lizard management plan, and removal of the elevated walkway.

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 (but not restricted by them)
- (iii) Objectives and Policies Assessment
- (iv) Other Matters (precedent, other statutory documents)

8.1 LANDSCAPE CLASSIFICATION

The applicant's Landscape Architect, Mr Philip Blakley, has assessed the site as part of an Outstanding Natural Landscape (ONL) (District Wide) under the ODP and within an Outstanding Natural Landscape under the PDP. Ms MacPherson concurs with these classifications. I adopt these classifications for purposes of my assessment.

8.2 EFFECTS ON THE ENVIRONMENT

8.2.1 The Permitted Baseline

When determining the actual and potential effects of an application for resource consent, the 'permitted baseline' may be considered. A consent authority **may** disregard an adverse effect of an activity on the environment if the plan permits an activity with that effect.

Operative District Plan

In this case all buildings outside approved building platforms within the Rural General zone require consent, therefore there is no applicable permitted baseline in regard to establishing the public toilet and lookout decking on this site.

It is noted that public amenities may be established by DOC within the reserve without resource consent, provided the works or activities are consistent with a conservation management strategy or plan established under the Conservation Act 1987.

The underlying purpose of the development to provide for recreational activities is permitted.

In regard to earthworks, 1000m³ of earthworks may be undertaken as a permitted activity, provided all applicable standards are met (track upslope cut or batter 1m, batter slopes 65 degrees, fill 2m, environmental protection measures, 7m setback from water bodies, Ngai Tahu Statutory Acknowledgment Areas, noise).

Clearance of indigenous vegetation that is totally surrounded by pasture and other exotic species; less than 0.5 hectares in area; more than 200 metres from other areas of indigenous vegetation; less than 1070 metres above sea level; more than 20 metres from a water body; and not listed as a threatened species in Appendix 9, is permitted. Clearance of indigenous vegetation for the construction of public walkways up to 1.5 metres in width is permitted, provided that it is not listed as a threatened species in Appendix 9.

Signs within the legal road do not require resource consent. Other permitted signage includes up to 2m² of signage per site with no internal or external illumination, signs within reserves no greater than 1m² (each), and signs for statutory requirements (e.g. traffic safety).

Proposed District Plan

In this case all buildings outside approved building platforms within the Rural zone require consent, therefore there is no applicable permitted baseline in regard to establishing the public toilet and lookout decking on this site.

The underlying purpose of the development to provide for recreational activities is permitted.

In regard to earthworks, 1000m³ of earthworks may be undertaken as a permitted activity, provided that all applicable standards are met (contiguous area, erosion and sediment controls, height of cut 2.4m and fill 2m, batter slopes 65 degrees, distance to boundary, 10m setback from water bodies, no more than 300m³ of cleanfill transported from the site).

Clearance of indigenous vegetation less than 4m in height for the construction of public walkways up to 1.5 metres in width, and where indigenous vegetation is less than 2.0 metres in height a maximum area of 500m² on sites that have a total area of 10ha or less may be cleared as a permitted activity.

Signs for statutory requirements, operational, directional and safety signage relating to the movement of vehicles and people around the zone, and traffic-related signs in pedestrian paths and cycleways of up to 2m² of signage per site with no internal or external illumination of the sign, are permitted.

Summary

The permitted baseline in regard to earthworks, recreational activities, clearance of indigenous vegetation, and signs is considered to be relevant under both District Plans and will be applied.

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 effects*
- *Ecological effects*
- *Transport effects*
- *Earthworks effects*
- *Infrastructure effects*
- *Cultural effects*
- *Recreational effects*
- *Positive effects*

The relevant assessment matters are found in Section 5 (*Rural Areas*), 14 (*Transport*), 18 (*Signs*) and 22 (*Earthworks*) of the Operative District Plan, and Chapters 21 (*Rural*), 25 (*Earthworks*), 29 (*Transport*), 31 (*Signs*) and 33 (*Indigenous Vegetation*) of the Proposed District Plan, and have been taken into consideration in the assessment below.

The Assessment of Effects provided within Sections 6 of the applicant's AEE is considered accurate and is adopted for the purposes of this report, along with the following summary that takes into consideration assessments prepared by the Council's Consultant Landscape Architect, Consultant Ecologist, and Consultant Resource Management Engineer.

Landscape effects

Ms MacPherson considers that the proposal will result in moderate adverse landscape character effects. I accept Ms MacPherson's findings. Ms MacPherson has provided recommendations for addressing her residual concerns with the proposal following modifications and amendments to the plans and supporting documentation. I accept MacPherson's recommendations **in part** and provide further assessment in this regard below.

Justification for the number of bus and vehicle parks proposed and potential diminished experiences of tourists;

Ms MacPherson is satisfied that the reduced scale of the proposal is such that it will now fit into the surrounding landscape more sympathetically than the previous design, however she remains concerned with the scale, and justification for the scale.

I acknowledge Ms MacPherson's concern. I consider that the overall adverse landscape effects associated with siting the development in this location near Bennett's Bluff cannot be entirely avoided, remedied or mitigated. I consider the adverse landscape effects are mitigated very slightly by the context of the modified road environment and other parking areas and public amenities along the road.

As discussed in section 2 above, the proposed development will replace the existing Bennett's Bluff informal vehicle layby and lookout (with signage) and two other pullover areas, which are located slightly further to the north of the application site. The existing layby and other pullover areas will be permanently closed with the guardrails moved and new no stopping signs installed, due to traffic safety concerns and risks associated with rock fall hazard. The safety issue is not insignificant. The applicant's traffic safety auditors observed a near miss during their site visit, and rated the existing three pullover areas of moderate concern where crashes are likely to be common, but death or serious injury is unlikely.

By closing and relocating the scenic lookout, an opportunity to provide enhanced informal recreational activities and public amenities is available. Ms MacPherson considers the scale of the development may diminish tourist experiences. Conversely, I consider that the development will enhance tourist experiences by provision of an upgraded recreational opportunity, and rest area and public amenities on the route between Queenstown and Glenorchy. I note that the lookout already exists informally with an access track, but it is not signposted and there is no interpretation. The view from Bennetts Bluff is an iconic vista of the New Zealand landscape, capturing the vast depth and impressive scale of the rugged glaciated landscapes between the main divide and upper Lake Wakatipu. Not replacing the existing layby with an alternative vantage point would not be appropriate, in my view. I do acknowledge, however, that the development could have been much smaller in scale and still provide for a level of visitor experience and amenities. In this instance, the size of the development has been based on anecdotal evidence of existing usage of the current lookout and assumptions around additional timeframes that people will stop at the new lookout.

Overall, I consider that the adverse landscape effects may be balanced against the positive effects for the health and safety of the community, and provision of recreational opportunities and public amenities. In this context, I consider that the actual and potential effects of the scale of the proposed development are acceptable.

Planting at the lookout end of the existing track terminus to take into account Crime Prevention Through Environmental Design (CPTED) and regeneration of native bush;

A planting schedule has not been provided for the walkways, as these are expected to become the responsibility of DOC. Should DOC not be able to accept the walkway and lookout assets, a planting schedule consistent with that proposed to be undertaken across the rest of the site will be required, and a condition in this regard is recommended.

I consider that, provided additional planting plans are provided in accordance with conditions, adverse effects in this regard will be less than minor.

Providing density of planting (planting centres) and a maintenance programme;

In addition to the submitted landscape plans, Ms MacPherson's recommendations in regard to providing further details of planting density and a maintenance programme are adopted as conditions of consent, along with conditions of consent in regard to landscaping being undertaken within the first planting season following completion of works.

Provided additional planting density details and a maintenance programme are submitted and certified, I consider that adverse landscape effects in regard to this matter will be no more than minor.

Amount of signage.

Ms MacPherson considers that from a landscape character point of view, an increase in signage along the road adds more man-made elements and complexity that is at odds with the wildness of the surrounding environment, which has adverse effects on natural character and visual amenity. Ms MacPherson also accepts that a balance between safety and landscape values must be found.

I agree with that a balance is required, and as noted in sections 2 and 8.2.1 above, the proposed signs are permitted, being required for traffic safety or located within legal road.

Additional signage is proposed at the lookout for interpretation of the cultural landscape and has not yet been designed. A condition of consent in regard to colours and materials of the cultural interpretation panels or signs is therefore recommended.

Given the above, I consider that I consider that adverse landscape effects in regard to signage will be no more than minor.

Ecological effects

As noted in section 2 above, there will be an overall loss of regenerating native shrubland within the site as a result of the works proposed. In this regard, however, Ms Bennett acknowledges that the native shrubland habitat type is common on the elevated bluffs immediately surrounding the site, and concludes that the relatively small-scale loss is not considered ecologically significant in terms of vegetation cover.

Ms Bennett recommends several mitigation measures to assist in offsetting the biodiversity loss in regard to planting plans, sediment discharges, weed and predator control, lizard management plan, and removal of the elevated walkway.

The applicant accepts Ms Bennett's recommendations, with the exception of removal of the elevated walkway from the bus parking area as a means of minimising the scale of native vegetation removal and earthworks extent within the site. In this regard, the applicant's Planner and Landscape Architect note that the area proposed to be disturbed for this track will generally be matched with new planting that will replace burnt/damaged vegetation. The applicant's assessment is accepted. As noted above, a planting plan and schedule has not been provided for the walkways, and is recommended to be provided by way of a condition.

Provided additional planting plans are submitted and certified, and conditions are imposed in regard to the other mitigation measures listed above, I consider that adverse ecological effects will be no more than minor.

Transport effects

The applicant provided a traffic safety audit along with detailed plans for the access, parking and manoeuvring areas. Mr Hewland accepts the expert opinions in regard to safety recommendations, access, sight distances, location and overall design. Mr Hewland agrees that the existing pullover areas should be closed off by moving the guardrail to be adjacent to the carriageway immediately following the opening of the new parking area.

Mr Hewland is satisfied that the gradient, car park and aisle dimensions, queuing, surface, signage and marking, pedestrian facilities (walkway and lookout formation with balustrade and handrail) are appropriately designed to Council standards, and recommends conditions in this regard.

Mr Hewland noted that provision is shown on the plans for any future extension of the carpark in a westerly direction should this be necessary in the future. This future extension area has since been removed from the plans to reduce the scale, as discussed above.

Mr Hewland's assessment and recommended conditions are accepted and adopted for the purpose of this report.

Given all of the above, I consider that adverse effects in regard to transport will be no more than minor.

Earthworks effects

Mr Hewland is satisfied that the works are feasible and can be carried out without resulting in instability of neighbouring land, and recommends appropriate conditions in regard to site management and revegetation.

Mr Hewland's assessment and recommendations are accepted and adopted for the purpose of this report.

Given all of the above, I consider that adverse effects in regard to earthworks will be no more than minor.

Infrastructure effects

The site is not serviced. The dry vault toilet will be serviced by “sucker truck” as required. No water supply is proposed (the toilets will have hand sanitiser), and Mr Hewland observes that fire fighting is not required for a car park. In this regard the toilet and lookout decking are assessed as a low fire risk and the lack of fire fighting water supply is acceptable.

In regard to stormwater treatment and disposal, Mr Hewland is satisfied that the methodology is feasible and appropriate, and recommends stormwater provision is provided in accordance with the plans submitted with the application.

Mr Hewland’s assessment and recommendations are accepted and adopted for the purpose of this report.

Given all of the above, I consider that adverse effects in regard to infrastructure will be no more than minor.

Cultural effects

Part of the proposal includes panels or signs to be designed with the appropriate Rūnaka and/or whanau in regard to interpretation of the wāhi tupuna of Whakatipu-Wai-Māori. I consider this is appropriate as it takes into account the relationship of Māori and their culture and traditions. As such, I consider adverse effects in regard to culture to be nil. As the interpretation is yet to be designed, I recommend a condition in that regard.

Recreational effects

As discussed above, I consider that the development will enhance tourist experiences by provision of an upgraded recreational opportunity on the route between Queenstown and Glenorchy. The lookout already exists informally with an access track. I consider the proposal will enhance recreational opportunities for people to appreciate and enjoy the view from Bennetts Bluff. I acknowledge Ms MacPherson’s concerns that the scale of the development could potentially diminish the visitor experience. On balance, I consider adverse effects in regard to recreation to be less than minor.

Positive effects

I consider that the proposal will result in positive effects in regard to recreational opportunities and public amenities, cultural interpretation, and health and safety for travellers along the road.

Summary of Effects

The application will result in positive effects for the health and safety of the community, provision of recreational opportunities and public amenities, cultural interpretation, and adverse landscape effects. Subject to the imposition of conditions of consent, I consider that the actual and potential effects of the proposed development are acceptable.

8.3 THE DISTRICT PLAN – ASSESSMENT MATTERS AND OBJECTIVES AND POLICIES

The relevant objectives and policies are contained within Parts 4 (District Wide), 5 (Rural), 14 (Transport), 18 (Signs) and 22 (Earthworks) of the Operative District Plan, and Chapters 3 (Strategic Direction), 5 (Tangata Whenua), 6 (Landscapes), 21 (Rural), 25 (Earthworks), 29 (Transport), 31 (Signs), 33 (Indigenous Vegetation Biodiversity) and 39 (Wāhi Tūpuna) of the Proposed District Plan.

The assessment and objectives and policies identified at sections 7.2.3 – 7.2.4 of the applicant’s AEE is generally comprehensive and is considered accurate, and is therefore adopted for the purposes of this report, along with the following additional assessment.

Operative Queenstown Lakes District Plan

The proposal can be undertaken in a manner which avoids, remedies or mitigates adverse effects on ecological values and rural amenities. Associated earthworks can be undertaken in a way that avoids, remedies or mitigates adverse effects on communities and the natural environment. The proposal recognises places of cultural and traditional importance to Kāi Tahu.

As outlined in section 8.2.2 above, the proposed development will result in adverse landscape effects, and positive effects in regard to the health and safety of the community and provision of recreational opportunities and public amenities. On balance, I consider that the proposal is consistent with the relevant objectives and policies of the Operative District Plan.

Proposed Queenstown Lakes District Plan

The proposed development within the Outstanding Natural Landscape result in adverse effects on landscape quality, character and visual amenity. The application will ensure that the natural character of lakes and rivers and their margins is protected and maintained and will enhance public access, and will ensure that indigenous biodiversity loss is minimised.

The site is located near Ngāi Tahu Statutory Acknowledgement Area and wāhi tūpuna #26 Whakatipu-Wai-Māori. Earthworks, disposal of stormwater, and collection and disposal of toilet waste will be managed to avoid adverse effects that would be incompatible with the values held by Manawhenua.

On balance, I consider that the proposal is consistent with the relevant objectives and policies of the Proposed District Plan.

Summary of Findings

I consider that the proposal is, on balance, consistent with the relevant policies and objectives of the Operative District Plan and the Proposed District Plan.

8.4 REGIONAL POLICY STATEMENT

The assessment at section 7.2.1 of the applicant's AEE is considered accurate, and is therefore adopted for the purposes of this report.

Overall, I consider that the proposed development is consistent with the intent of the relevant objectives and policies of the Operative and Proposed Otago Regional Policy Statements.

8.5 KĀI TAHU KI OTAGO NATURAL RESOURCE MANAGEMENT PLAN

The objectives and policies of the Kāi Tahu ki Otago Natural Resource Management Plan 2005 provide for the identification and protection of cultural landscapes. The proposal includes an opportunity for the interpretation of Kāi Tahu ki Otago histories to be undertaken by the appropriate Rūnaka and/or whānau. As such, I consider that the proposal is aligned with this plan.

8.6 NGĀI TAHU KI MURIHIKU NATURAL RESOURCE AND ENVIRONMENTAL IWI MANAGEMENT PLAN

The Ngāi Tahu Ki Murihiku Natural Resource and Environmental Iwi Management Plan 2008 provides for protection of cultural heritage by maintaining continuity between the past, the present and the future. The proposal includes an opportunity for the interpretation of the cultural landscape of Ngāi Tahu ki Murihiku. As such, I consider that the proposal is aligned with this plan.

8.7 OTHER MATTERS

The proposal takes into account the Glenorchy Community Plan (2001) by maintaining the vista from Bennett's Bluff and by providing a rest area for locals and visitors travelling to and from Glenorchy – Head of the Lake.

9. PART 2 OF THE RESOURCE MANAGEMENT ACT 1991

As discussed throughout this report, I consider that the development proposed is appropriate based upon an assessment of the application against s104 matters and in particular, the relevant provisions of the District Plan.

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 following matters of national importance listed in Section 6 of the RMA are also considered relevant:

- (b) *The protection of outstanding natural features and landscapes from inappropriate subdivision, use and development.*
- (d) *The maintenance and enhancement of public access to and along the coastal marine area, lakes and rivers.*

As outlined in section 8 above, the proposed development will result in adverse landscape effects, which on balance will be outweighed by the positive effects in regard to the health and safety of the community and provision of recreational opportunities and public amenities, and enhancing cultural values. Therefore, I consider the proposal will be an appropriate development within an Outstanding Natural Landscape.

Under Part 2 of the RMA, regard must be had to the relevant matters of Section 7 – Other Matters, including:

- (a) *kaitiakitanga:*
- (b) *the efficient use and development of natural and physical resources:*
- (c) *the maintenance and enhancement of amenity values:*
- (d) *intrinsic values of ecosystems:*
- (f) *the maintenance and enhancement of the quality of the environment:*
- (g) *any finite characteristics of natural and physical resources:*
- (i) *the effects of climate change*

The proposal will detract from amenity values and the quality of the existing environment. Amenity values for recreational users and travellers along the Glenorchy-Queenstown Road will; however, be enhanced by provision of a public car park, walking track and scenic lookout, and picnic and toilet facilities.

The proposal includes locally appropriate native plantings to ensure that adverse effects of indigenous vegetation clearance are no more than minor.

The proposed development will result in no more than minor adverse effects on ecosystems in regard to site management measures for earthworks and stormwater disposal, and collection and off-site disposal of toilet waste.

The proposal takes into account the principles of Te Tiriti o Waitangi and the relationship of Māori and their culture and traditions by enabling interpretation of the wāhi tupuna Whakatipu-Wai-Māori by the appropriate Rūnaka and/or whānau.

The proposal enables the community to provide for their economic, social and cultural wellbeing.

As outlined in section 8.2.2 above, the proposed development will result in adverse landscape effects, which on balance will be outweighed by the positive effects for recreational opportunities, cultural values, and health and safety. Therefore, I consider the proposal will be an appropriate development, and I consider the proposal does promote sustainable management.

10. RECOMMENDATION

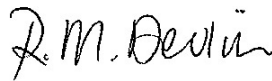
For the reasons outlined above I recommend that consent be granted.

Subject to the imposition of conditions of consent, the actual and potential effects of the proposed car and bus park and access, walking track and lookout, and associated earthworks, indigenous vegetation clearance and plantings, construction of buildings, and signage are acceptable. The proposal will result in adverse landscape effects, and positive effects by enhancing recreational and cultural values, and by providing a safe replacement scenic lookout at Bennetts Bluff.

The proposal is consistent with the relevant objectives and policies of the District Plan. The proposal promotes the overall purpose of the RMA and will have positive effects on the wellbeing and safety of the community, and the relationship of Māori and their culture and traditions.

Report prepared by

Reviewed by



Rosalind Devlin

CONSULTANT PLANNER



Wendy Baker

INDEPENDENT COMMISSIONER

Attachments:

Appendix 1	Applicant's AEE
Appendix 2	Submission
Appendix 3	Landscape Report & Addendum
Appendix 4	Engineering Report
Appendix 5	Ecology Report
Appendix 6	Recommended Conditions

Report Dated: 26 November 2019

APPENDIX 1 – APPLICANT’S AEE

RESOURCE CONSENT APPLICATION AND ASSESSMENT OF ENVIRONMENTAL EFFECTS

BENNETT'S BLUFF CARPARK

PREPARED FOR QUEENSTOWN LAKES DISTRICT COUNCIL

December 2018



This document has been prepared for the benefit of the Queenstown Lakes District Council. No liability is accepted by this company or any employee or sub-consultant of this company with respect to its use by any other person.

This disclaimer shall apply notwithstanding that the report may be made available to the Queenstown Lakes District Council and other persons for an application for permission or approval to fulfil a legal requirement.

QUALITY STATEMENT

PROJECT MANAGER		PROJECT TECHNICAL LEAD	
Ali Siddiqui		Iain Banks	
PREPARED BY			
Kelly Andrew	21 / 12 / 2018	
CHECKED BY			
Iain Banks	21 / 12 / 2018	
REVIEWED BY			
Janan Dunning	21 / 12 / 2018	
APPROVED FOR ISSUE BY			
Ali Siddiqui	21 / 12 / 2018	

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REVISION SCHEDULE

Rev No.	Date	Description	Signature or Typed Name (documentation on file)			
			Prepared by	Checked by	Reviewed by	Approved by
01	12 Dec 2018	Draft	KA	IB		AS
02	12 Dec 2018	Review			JD	

Resource Management Act 1991 – Form 9

Application for Resource Consent
Section 88, Resource Management Act 1991

To: Queenstown Lakes District Council (Regulatory Authority)
Private Bag 50072
Queenstown 9348

And: Otago Regional Council
Terrace Junction
1092 Frankton Road
Queenstown 9300

From: Queenstown Lakes District Council (Engineering Services)
Private Bag 50072
Queenstown 9348

[Note the address for service at the end of this application form]

1. The Queenstown Lakes District Council (the applicant) applies for resource consent to the Queenstown Lakes District Council (QLDC) in respect of the following activities:

- Clearance of indigenous vegetation as required by section 5 (rural) rules for the Rural General zone.
- The addition of a building (new toilet block) as required by section 5 (rural) rules.
- A car parking facility in the rural zone - non-compliance with transport standards as required by section 12 where not all standards in relation to parking and access will be met.
- Not providing for landscaping (planting) and illumination as required by section 12.
- Earthworks - exceeding thresholds and requirements for earthworks in the rural zone as required by section 22 (earthworks).
- To discharge stormwater to land where it may enter water.

The proposal is more fully described in the following AEE, attached plans and appendices which form part of this application.

2. The activity to which the application relates:

The applicant proposes to construct a new access off the southern side of the Glenorchy Queenstown Road and establish a carpark including toilet facilities to replace an existing informal carpark nearby Bennett's Bluff lookout. The activity includes construction activities, vegetation clearance, earthworks and stormwater management.

3. The location of the proposed activity is as follows:

Address: Bennett's Bluff, Glenorchy Queenstown Road

Legal Description: Section 4 SO471631

A full description of the site is provided in Section 2 of this application.

4. The applicant is not the owner of the site to which this application relates. The Department of Conservation (DoC) own and administer the land as a recreation reserve. Arrangements are being made between the applicant and DoC for construction and operation of the carpark. A letter is being prepared by DoC to confirm their involvement and support as an affected party and will be forwarded upon receipt.
5. There are no other activities that are part of the proposal and no additional resource consents are needed for the proposal to which this application relates.
6. Attached in accordance with the Fourth Schedule of the Resource Management Act 1991, is an assessment of the proposed activity's effect on the environment in the detail that corresponds with the scale and significance of the effects that the proposed activity may have on the environment.
7. Attached is an assessment of the proposed activities against the matters set out in Part 2 of the Resource Management Act 1991.
8. Attached is an assessment of the proposed activities against the relevant provisions of the applicable documents referred to in section 104(1)(b) of the Resource Management Act 1991, including the information required by clause 2(2) of Schedule 4 of that Act.
9. A full description of the proposal and the actual and potential environmental effects is contained in the attached document which forms part of this application. No further information is required to be included in this application by the Queenstown Lakes Operative or Proposed District Plan, the Regional Plan: Water for Otago, the Resource Management Act 1991, or any regulations made under that Act.

Signed:

Matthew Taylor

Tel: +64 27 801 2997

Email: mtaylor@rcp.co.nz

Address for service of the application:

Stantec New Zealand

Attn: Kelly Andrew

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Queenstown Lakes District Council

Bennett's Bluff Carpark

CONTENTS

Resource Management Act 1991 – Form 9	i
1. Introduction	1
2. Site Description	1
3. Proposal Description	4
3.1 Background	4
3.2 The Proposal	4
3.3 Consultation.....	7
4. Reasons for the application	8
4.1 Queenstown Lakes Operative District Plan.....	8
4.2 Queenstown Lakes Proposed District Plan.....	8
4.3 Regional Plan: Water for Otago	9
5. Notification Assessment.....	10
5.1 Effects on the Environment	10
5.2 Affected Persons.....	12
5.3 Notification Conclusion	Error! Bookmark not defined.
6. Section 104 Assessment	12
6.1 Actual and Potential Effects	12
6.2 Regional Policy Statements and Relevant Regional Plans.....	13
6.3 Other Matters	15
7. Part 2 Resource Management Act 1991	16
8. Consent Duration	17
9. Conclusion.....	17

LIST OF TABLES

Table 6-1: Summary of objectives and policies.....	14
----------------------------------------------------	----

LIST OF FIGURES

Figure 2-1: Approximate location of proposed carpark as well as existing informal track to high point.	1
Figure 2-2: Existing informal vehicle layby.	2
Figure 2-3: Looking west from area proposed for bus loop, view of hollow area.	2
Figure 2-4: Facing north, view of hollow and location of proposed carpark.	2
Figure 2-5: View of proposed carpark looking back from location of proposed lookout from high point.	2
Figure 2-6: View of Lake Wakatipu from proposed lookout at high point of ridge.	3
Figure 2-7: Recovering vegetation.	3
Figure 2-8: Natural channel towards outlet point within the rock fissure.	3
Figure 2-9: Outlet point within the rock fissure.	3
Figure 3-1: Detail of the proposed lookout, accessed off gravel track connecting down to the proposed carpark.	6
Figure 3-2: Standard Department of Conservation 'Double Toilet Facility'.	6

APPENDICES

Appendix A	Pre-application meeting minutes
Appendix B	Plans
B.1	Concept Plans
B.2	Landscape Plan
B.3	Standard Toilet Block
B.4	Earthworks
Appendix C	Road Safety Audit
Appendix D	Landscape Assessment
Appendix E	Stormwater Treatment System
Appendix F	District Plan Assessment

1. Introduction

The Queenstown Lakes District Council (the applicant) applies for resource consent to build a carpark near Bennetts Bluff, located west of Queenstown adjacent to Glenorchy Queenstown Road.

This document contains the information necessary to support the application for the resource consents required to authorise the activity, including an Assessment of Effects on the Environment (AEE), and has been prepared in accordance with section 88 and Schedule 4 of the Resource Management Act 1991 (the RMA).

This document includes a description of the activity, an assessment of the actual and potential effects on the environment, and the methods by which adverse effects can be “avoided, remedied or mitigated”.

2. Site Description

The site proposed for the car park is currently owned and administered by the Department of Conservation (DoC) as a recreational reserve (indicated in Figure 1 below). The applicant and DoC are actively engaged in discussions regarding the use of the site as a car park.



Figure 2-1: Approximate location of proposed carpark as well as existing informal track to high point.

The proposed site is located approximately 26 km west of Queenstown adjacent to Glenorchy Queenstown Road. There is an existing informal vehicle layby (shown in the inset and Figure 2.2 below) which is approximately 140 m north of the proposed new carpark access.

The proposed site lies within a small glacial basin or hollow on the lake-side of the road, it appears to have been used for gravel extraction in the past and has been subject to previous vegetation clearance. The land slopes steeply upwards from the cleared area to a localised high point before falling steeply to Lake Wakatipu. Vegetation within the basin is a mix of pasture grass, scattered short tussock, extensive bracken and scattered remnant and emerging shrubland. The area is recovering from a fire several years ago which destroyed established and regenerating native vegetation. The site drainage appears to be internalised within the small basin catchment, with stormwater ponding in the low point of the hollow after significant rain. It then drains along a natural channel and outlet point within the rock fissure.

A vehicle track is located north of the proposed carpark site (shown in the inset above) which leads to an informal look-out at the high point of the ridge providing a 360-degree view. There is no seating or barriers around this look-out.

On the north-east side of Glenorchy Queenstown Road the land slopes steeply upwards from the road, rising to Mount Crichton. Further north along Glenorchy Queenstown Road there is an informal roadside car parking area adjacent to the roadside at Bennett's Bluff (existing Bennett's Bluff lookout). Figures 2.2 – 2.9 below show the site and surrounding area as described above.



Figure 2-2: Existing informal vehicle layby.



Figure 2-3: Looking west from area proposed for bus loop, view of hollow area.



Figure 2-4: Facing north, view of hollow and location of proposed carpark.



Figure 2-5: View of proposed carpark looking back from location of proposed lookout from high point.



Figure 2-6: View of Lake Wakatipu from proposed lookout at high point of ridge.



Figure 2-7: Recovering vegetation.



Figure 2-8: Natural channel towards outlet point within the rock fissure.



Figure 2-9: Outlet point within the rock fissure.

3. Proposal Description

3.1 Background

The proposal to form a carpark at this location stems from three years of discussions between the Glenorchy Community Association and the applicant. As noted above, the site proposed for the carpark is currently owned and administered by DoC as a recreational reserve. The applicant has undertaken extensive consultation over the last year with DoC towards the use of the site for the proposed activity. The administration of the land and obligations under the Reserves Act 1977 and other relevant legislation has not been considered within the scope of this application but will be addressed in due course in consultation with DoC, and prior to commencing works on the site. Further details regarding the partnership with DoC is provided in Section 3.3 below.

3.1.1 Pre-application meeting

A pre-application meeting was held with QLDC on 25th October 2018. The meeting minutes are attached in Appendix A. Aspects of the proposal to be considered by the applicant were outlined in these minutes and have been addressed throughout the report. A key point of clarification was raised around the appropriate categorisation of the carpark activity in terms of assessment under the Queenstown Lakes Proposed District Plan (PDP). The activity has been defined in Section 3.2.1 below.

3.2 The Proposal

The applicant proposes to construct a new access off the southern side of Glenorchy Queenstown Road and establish an 'at-grade' carpark. The intention is to provide a formed carparking area and safe alternative to the existing Bennett's Bluff lookout for people to use when viewing the iconic scenery across Lake Wakatipu toward Glenorchy to the north. Other key elements of the proposal include:

- Closing the existing informal vehicle layby due to traffic safety issues identified in previous Road Safety Audit and risks associated with the identified rock fall hazard;
- Providing 40 car park spaces (two accessible), 12 campervan spaces, and an area for buses to pull in and turn around (with parking for four buses);
- Providing a toilet (standard design by DoC) and picnic area (no onsite rubbish disposal);
- A formed walkway and formalised scenic lookout;
- No lighting will be provided at the site;
- Discharges of stormwater from the formed surfaces of the site will be managed;
- Earthworks and vegetation clearance will occur over an area of approximately 2000 m²;

Plans showing the proposed carpark are attached as Appendix B.1 Further details of the proposal are provided in the following sections.

3.2.1 Carpark

The car park activity is proposed to be treated as being ancillary to 'Recreational Activities' in order to appropriately assess the car park activity under the Queenstown Lakes Proposed District Plan. This approach is appropriate in this instance as:

- There will be a formed walkway and scenic lookout;
- The land is owned by DOC;
- The carpark activity doesn't serve any other purpose than for the benefit and enjoyment of the view and access to nearby walking tracks, use of toilet facilities (usually anticipated for recreational areas) and picnic area;
- The carpark also provides a safe place to stop while travelling from one place to another, most likely those people partaking in recreational activities;
- There is no commercial activity involved.

3.2.1.1 Access

A new intersection will be constructed off Queenstown Glenorchy Road and a short access road to the bus loop and main carpark area. The site visibility from the proposed access location is approximately 180m to the south and 225m to the north.

The existing slow vehicle bay is being removed to allow for the lane to be moved over to create space for a right turn bay into the carpark for southbound vehicles.

3.2.1.2 Layout

Buses, after turning off the main road will be directed to a bus loop including a bus parking area with capacity for four buses. Other vehicles (including campervans) will be directed past the bus loop and into the main carpark area. Vehicles will be directed left in a one-way direction.

3.2.1.3 Road Safety Audit

A Road Safety Audit (RSA) has been undertaken by WPS Opus, providing an independent review of the Concept Design to identify any safety concerns that may affect the safety performance and recommended treatment or improvements that may be appropriate. The RSA provides a number of recommendations which have each been addressed through and incorporated into the current design. The RSA is attached as Appendix C and informs the assessment of environmental effects set out in section 6 of this document.

3.2.2 Signage and markings

Preliminary signage is indicated on the plans attached as Appendix B.1. Bus parking signs have been included to ensure no buses enter the car and campervan parking area of the carpark. No provision has been made for the brown tourist signs and/or further destination signage at this stage, however these are proposed to be included in the detailed design.

Road marking for the intersection and parking area is indicated on the Landscape Plan at Appendix B.2. RG17 signs will be installed at the entrance to car/campervan parking area as well as direction arrows in the carpark to direct traffic flow.

3.2.3 Landscaping and surfacing

A Landscape and Visual Assessment (Landscape Assessment) of the proposal has been prepared by Blakely Wallace Associates and is attached as Appendix D. The Landscape Assessment describes the site and surrounding landscape context and provides an assessment of landscape and visual effects in terms of both the Operative and Proposed Queenstown Lakes District Plan. The Landscape Assessment is referred to throughout this application.

Based on the description of the site and landscape context and in accordance with the three-step process for applying the assessment criteria outlined in Part 5.4.2.1 of the Operative District Plan, we agree with the Landscape Assessment categorisation of the site as an ONL. Our assessment in Section 6 below has been prepared on the basis of this conclusion, and the Landscape Assessment.

A landscape plan has also been prepared by Blakely Wallace Associates and is attached within Appendix B.2. The landscape plan indicates the proposed planting, finished surfaces and surface palette for the activity including revegetation planting, trees. Parking bays will be of 'Surepave' or 'Pavepro' permeable paving with concrete nib kerb at edge of seal. Vehicle barriers are also shown. Pedestrian tracks are provided along the northern boundary of the carpark area, connecting to a gravel track to the lookout (discussed further in section 3.2.4 below). The concept walking track has been designed as per 2.4 Short Walks - SNZ HB 8630:2004¹ which requires a maximum grade of 1 in 5.7. The aim in detailed design is to achieve a maximum grade of 1 in 11.4 as per section 2.4.8 (Short Walks - SNZ HB 8630:2004)².

3.2.4 Lookout

The location of the proposed lookout is indicated on Figure 2.1 above. Figure 3-1 below is extracted from the attached landscape plans which shows the detail of the proposed lookout. It will have an area of approximately 72m² comprised of compacted gravel and platform with an aluminium balustrade and timber handrail.

¹ New Zealand standard prepared for DoC and other agencies responsible for track management.

² 2.4 is generally for walks up to 1 hour of easy walking. Standards 2.4.8 is more specific to cater for people with mobility difficulties or limitations and children in mountain-buggies and prams.



Figure 3-1: Detail of the proposed lookout, accessed off gravel track connecting down to the proposed carpark.

3.2.5 Toilet-block design

A standard DoC 'Double Toilet Facility' will be provided in the south west corner of the main carpark area, directly opposite the two accessible parking spaces. The standard facility is shown in Figure 2 below and further details are shown on plan attached within Appendix B.3. The colour palette will be sympathetic to the rural landscape surrounds with exterior panels similar to what is shown, being grey exposed aggregate concrete with corrugated iron (Charcoal, Ironsand or similar colour). The toilet block design is approximately 4 x 3.8 m (15 m² in area). The roof is 3.5 m above ground level at the apex (and the vents extend up to 4.2 m above ground level).



Figure 3-2: Standard Department of Conservation 'Double Toilet Facility'.

Wastewater from toilets will be managed using a waterless vault system which will be serviced by DoC. Hand sanitisers will be provided in place of hand basins. There is sufficient space for a sucker truck to access the vault. Servicing could be required at least once a month during the busy summer months. Stormwater runoff from the toilet roof and surrounding hard stand areas will be conveyed into a grass swale to be formed down the south east side of the carpark. The swale will discharge stormwater along the existing natural channel and outlet point within the rock fissure (discussed further in Section 3.2.6 below).

3.2.6 Stormwater Drainage

The carpark has been designed with single cross-fall to drain towards a kerb and channel, discharging to a sump in the south corner of the carpark. Stormwater from the sump will then be treated in a Hynds First Defence (or equivalent) stormwater treatment system to remove contaminants and suspended solids prior to discharging to land via a natural ephemeral channel and outlet point within the rock fissure where ponded stormwater at the site currently flows. Preliminary calculations anticipate runoff from the carpark to be approximately 61.2L/s for a 20-year ARI event in which a 1.8 m diameter Hynds First Defence treatment system would be appropriate to treat the volume of stormwater generated by the carpark. Calculations and specifications for the treatment system are provided at Appendix E.

All other stormwater runoff from the site will be directed to the ephemeral channel, including runoff from the paths and open ground on the western of the car park, and the roof runoff from the toilet block.

3.2.7 Earthworks

The proposal requires earthworks to be undertaken to:

- Create a new intersection and access road to the car park from the Glenorchy Queenstown Road. This includes minor earthworks on the eastern side for road widening associated with the new right turn bay;
- Recontour (cut and fill) the site to provide for car parking at an appropriate gradient, and to form the access from the Glenorchy Queenstown Road;
- Install kerb and channel, sump and stormwater treatment system; and
- Provide pedestrian paths and landscaping.

An estimated volume of 1,755 m³ cut and 8,512 m³ fill is proposed over the site. An earthworks plan has been prepared and attached as Appendix B.4. Erosion and sediment control measures are proposed to be employed during the earthwork's construction period in accordance with the Queenstown Lakes District Council guidance³.

3.3 Consultation

The applicant engaged with DoC early in the design process to get their general consent and also involvement in the design optioneering. During a meeting between QLDC, DoC and Stantec in March 2018, planning and design considerations and also commercial and maintenance options were discussed, of which overall the project was generally supported by DoCs Operations Manager Geoff Owen.

In July 2018, the applicant and project team joined DoC representatives on site to walk through the concept site layout, track routes and viewing area. Feedback from that site visit and subsequent comments from DoC have been incorporated into the design along the way.

DoC have completed similar joint ventures with QLDC in the past and there have been discussions between Council Community Services and DoC regarding the Tourism Infrastructure Funding acquired by Council for the proposed toilet block. With regard to the walking track, viewing area, story panels & tourist/wayfinding signage, it is anticipated that DoC will subsidise the costs associated with these components.

Various communication has been held on file along the way. More recently, and to support this application, DoC have set out to provide a formal letter of support however this was not yet available at the time of lodging this application. This letter is also anticipated to include further information as to consultation undertaken by DoC with iwi. The DoC approached Ngai Tahu in September 2018 to start the conversation around what was planned, however no further update has been provided at this stage.

³ 'A guide to earthworks in the Queenstown Lakes District', QLDC July 2014.

As the proposed site is situated adjacent to Lake Wakatipu which is a Statutory Acknowledgement Area, we anticipate that a summary of this consent application will be provided by QLDC to Te Runanga o Ngai Tahu.

4. Reasons for the application

Resource consent is required from Queenstown Lakes District Council and Otago Regional Council for the reasons outlined in Section 4.1 to 4.3 below. An assessment against the relevant rules is provided at Appendix F. No other rules are identified as relevant to this proposal.

4.1 Queenstown Lakes Operative District Plan

The land is zoned Rural General and identified as within an Outstanding Natural Landscape (ONL)⁴ afforded by steep enclosing mountains with rugged upper slopes and mountain peaks.

Resource consent is required under the operative Queenstown Lakes Operative District Plan (ODP) for the following:

- The construction of the toilet block which is defined as a 'building'. Pursuant to Rule 5.3.3.3, this is a Discretionary activity.
- The proposal does not comply with the Site Standard for removal of indigenous vegetation. Pursuant to Rule 5.3.3.3, this is a Discretionary activity.
- In accordance with the Transport section, the following site standards are not complied with and require consent as a Discretionary activity:
 - Rule 14.2.4.1 Parking and Loading
 - (xvi) Landscaping,
 - (xii) Illumination;
 - Rule 14.2.4.2 Access
 - (i) Length of Vehicle Crossings,
 - (iv) Minimum Sight Distance from Vehicle Access.
- Earthworks that do not comply with one (or more) site standards in Rule 22.2.3. Pursuant to Rule 22.3.2.3, this is a Restricted Discretionary activity.

Overall, the proposal requires resource consent under the Queenstown Lakes District Plan as a Discretionary activity.

4.2 Queenstown Lakes Proposed District Plan

The QLDC are reviewing their district plan in multiple stages. Stage 1 is now under appeal after the public notice of Decisions on 7 May 2018. Stage 2 was notified on 23 November 2017 and hearings are underway. Stages 3 and 4 are proposed to be notified in the first and second quarter of 2019.

Resource consent is required under the Queenstown Lakes Proposed District Plan (PDP) for the following rules:

- The construction of the toilet block which is defined as a 'building'. Pursuant to Rule 21.5.15, this is a Restricted Discretionary activity.
- The proposal involves clearance of indigenous vegetation. Pursuant to Rule 33.4.1, this is a Discretionary activity.

Pursuant to Section 86B(3) of the Act the following rules in relation to earthworks have immediate legal effect to which consent is sought:

- Earthworks as required by section 25 (earthworks) where the area of earthworks is exceeded. Pursuant to Rule 25.5.11, this is a Restricted Discretionary activity.
- Earthworks may expose groundwater. Pursuant to Rule 25.5.21, this is a Restricted Discretionary activity.

⁴ Under the Queenstown Lakes Operative District Plan.

4.3 Regional Plan: Water for Otago

The provisions of the Regional Plan: Water for Otago (RPW) are relevant in respect of discharges of stormwater from the site:

- The discharge of stormwater to water, or onto or into land in circumstances where it may enter water; Pursuant to Rule 12.B.3.1, the discharge is a restricted discretionary activity.

In considering any resource consent for the discharge of stormwater in terms of this rule, the Otago Regional Council will restrict the exercise of its discretion to the following:

- (a) Any adverse effects of the discharge on:
 - (i) Any natural and human use value identified in Schedule 1 for any affected water body;
 - (ii) The natural character of any affected water body;
 - (iii) Any amenity value supported by any affected water body; and
 - (iv) Any heritage value associated with any affected water body; and
- (b) Any effect on any Regionally Significant Wetland or on any regionally significant wetland value; and
- (c) Any financial contribution for regionally significant wetland values or Regionally Significant Wetlands that are adversely affected; and
- (d) The volume, rate and method of the discharge; and
- (e) The nature of the discharge; and
- (f) Treatment options; and
- (g) The location of the discharge point or area, and alternative receiving environments; and
- (h) The likelihood of erosion, land instability, sedimentation or property damage resulting from the discharge of stormwater; and
- (i) The potential for soil contamination; and
- (j) The duration of the resource consent; and
- (k) The information and monitoring requirements; and
- (l) Any bond; and
- (m) Any existing lawful activity associated with any affected water body; and
- (n) The review of conditions of the resource consent.

Overall, the proposal requires assessment under the RPW as a Restricted Discretionary activity.

5. Notification Assessment

5.1 Summary

Pursuant to sections 95 and 95A – 95G as amended by the RMA, the proposal does not require public or limited notification as assessed in section 6 and summarised below.

5.1.1 Public Notification

Section 95A(1) of the Act outlines the steps that Council must follow to determine whether to publicly notify an application for resource consent. Pursuant to section 95A, we have determined that this application should not be publicly notified as:

- Following Step 1, the application does not meet any of the criteria in s95A(3);
- Following Step 2, the application does not meet any of the criteria in s95A(5);
- Following Step 3, the application does not meet any of the criteria in s95A(8) as the activity will have adverse effects which are less than minor in accordance with s95D;
- Following Step 4, there are no special circumstances to warrant notification.

Having formed a view that public notification is not required, we now provide our opinion on whether or not Council should limited notify this application by giving consideration to the steps that Council must follow under section 95B of the Act.

5.1.2 Limited Notification

Section 95B(1) of the Act outlines the steps that Council must follow to determine whether to give limited notification of an application for resource consent. Pursuant to section 95B, this application should not be limited notified as:

- Following Step 1, the application does not meet any of the criteria in s95B(3);
- Following Step 2, the application does not meet any of the criteria in s95B(6);
- Following Step 3, there are no persons as identified by s95B(7) and no person is an affected person in accordance with section 95E;
- Following Step 4, there are no special circumstances to warrant notification.

An assessment of effects on the environment and affected persons in accordance with s95A(8) and s95B(7), respectively, is provided in section 6 below. For these reasons, it is our view that this application does not require limited notification to any persons and overall, shall be assessed on a non-notified basis.

6. Assessment of Effects

Pursuant to section 95A(8)(b) the following assessment is provided to determine whether the proposed activity will have or is likely to have adverse effects on the environment that are more than minor.

In accordance with section 95D(a) of the Act, any effects on persons who own or occupy the land in, on or over which the activity will occur, or any effects on land adjacent to the land on which the activity will occur must be disregarded from the assessment on the environment. The effects on those parties are assessed in section 6.2 below pursuant to section 95E of the Act.

The proposal for earthworks shall not require the written approval of affected parties and shall not be notified or limited notified.

Section 77D of the Act allows a local authority to make a rule that states whether an application for resource consent may be decided without notification under sections 95A-95E. Under Rule 22.3.2.6 any application arising from this rule shall not be limited or publicly notified (earthworks activity – refer to comments in Appendix E). No other rules preclude notification in relation to this application.

6.1 Effects on the Environment

6.1.1 Visual Effects

The proposed carpark will result in some visible change as viewed from public places (such as Queenstown Glenorchy Road). There are two key visual changes, the first being the new intersection off the Queenstown Glenorchy Road, access road to the carpark and facilities. The second is the new walking track up to the ridge and proposed lookout located at the high point.

The potential for the landscape to absorb development both visually and ecologically is assessed in the Landscape Assessment with particular regard to assessment matters for the ONL category within 5.4.2.2 of the ODP.

In summary, while aspects of the proposed development will be visible from the road and immediate area, it will not detract from views as the carpark is relatively small and contained within the hollow topography and regenerating native shrubland. Mitigation planting as indicated on the landscape concept plan as well as measures to minimize the urban feel of the carpark will assist in the integration of the development into its backcountry environment. The development will not be visually prominent beyond the immediate area and will not dominate or detract from views otherwise characterized by natural landscapes. For these reasons the visual effects of the proposal have been assessed as less than minor.

6.1.2 Landscape Effects

The proposed carpark has the potential to detract from existing natural patterns and processes within the surrounding landscape and effects on indigenous ecosystems, habitats and other natural features. Again, reference is made to the Landscape Assessment which provides more detailed assessment in this regard.

The Landscape Assessment describes the site as being modified from past use especially vegetation patterns which have been modified by grazing and burning. Landform patterns are however intact. The site is capable of absorbing this development without detracting from existing natural patterns and processes. The natural hollow or small basin is ideally suited to the proposed use and the carpark is contained within it. Small areas of existing shrubland will have to be removed for the alignment of the access road and bus parking area. This is unavoidable due to the limitations of alternative options for maintaining safe visibility off the Glenorchy Road. The landscape character of the site will be changed by the development but the nature of the site, the proposed siting and design of the carpark facility and mitigation measures such as restoration planting means that this development can be integrated with the receiving environment without affecting the wider natural landscape character.

This area of the reserve is fire affected and in a natural revegetation recovery phase. It is important to note that indigenous ecosystems within the proposed disturbed zone area have been already disturbed as a result of the recent fire (and from historical grazing and burning) therefore the area will not be directly affected as a result of the development. In fact, contouring and planting will assist in the rehabilitation and drainage of this area. For these reasons, the effects of the proposal on landscape values have been assessed as less than minor.

6.1.3 Traffic and safety effects

With regard to the proposed access, a new intersection (more than a standard access) is being constructed and has been designed using left turn dimensions from Austroads Part 4 – Intersection and Crossings General 2017, appropriate for the expected usage of the carpark. It also results in a layout which allows the entrance to be in optimal position for the sight distances available. The site visibility from the proposed access location measured during the RSA (Appendix B) is approximately 180m to the south and 225m to the north using eye height of 1.05 m and object height of 1.15 m. The RSA concludes the access has been placed in the best position where the maximum visibility is achieved for both directions.

In summary, the matters identified through the RSA in relation to the vehicle crossing and sight visibility have been addressed through design. With particular regard to assessment matters contained in 14.3.2(v), the proposed access provides adequate sightlines and enables vehicles to exit off the road onto a short access road before entering the bus loop and carpark proper. This should remove the potential for vehicle queuing across the access and reduces potential conflict on the main road providing safe ingress and egress from the site. For these reasons, adverse effects in terms of traffic movement and safety in relation to the crossing width and visibility are less than minor.

The bus parking area has been designed to ensure that buses can safely enter the allocated parking spaces and not conflict with buses or other traffic moving through the bus loop. Turning circles on the attached plans shows adequate manoeuvring space. Similarly, campervan parks are proposed to be 3m in stall width to ensure ease of manoeuvrability.

Bus parking signs have been included to ensure no buses enter the car and campervan parking area of the carpark. Road marking for the intersection and parking are as indicated on the drawings. RG17 signs will be installed at the entrance to car/campervan parking area as well as direction arrows in the carpark to direct traffic flow. The RSA concludes that signage has been adequately addressed. Overall, signage will direct traffic around the site to ensure potential for conflict is minimised. Lighting is not able to be provided on this site due to the rural location along this long stretch of road which is the generally the case with other road stops of this nature, therefore this is not anticipated to be an issue.

6.1.4 Effects of Stormwater Discharge

In assessing the effects of the stormwater discharge, matters of discretion in Rule 12.B.3.1 of the Regional Plan have been taken into account.

The volume, rate and method of discharge is approximately 61.2 L/s for a 20-year ARI event and a 1.8 m diameter model is proposed to be sufficient for this carpark.

The carpark has been designed with single cross-fall to drain towards a kerb and channel, discharging to a sump in the south corner of the carpark. In terms of the nature of the discharge, the site and paved areas from which stormwater is collected is relatively small in area. Landscaping has been incorporated where practicable to reduce the amount of impervious surface, as well as providing minor stormwater attenuation.

Stormwater from the sump will be treated in a Hynds First Defence, or equivalent, stormwater treatment system. The stormwater treatment system efficiently removes sediment, total suspended solids (TSS), trash and hydrocarbons from stormwater runoff without washing out previously captured pollutants.

Sediment is captured and retained in the base of the unit, while oil and floatables are stored on the water surface in the inner volume. The pollutant storage volumes are isolated from the built-in bypass chamber to prevent washout during high-flow storm events. The sump of the treatment system retains a standing water level between storm events. This ensures a quiescent flow regime at the onset of a storm, preventing resuspension and washout of pollutants captured during previous events. The treated stormwater will then be discharged to land via the existing natural channel. The stormwater collected from the site is not proposed to discharge directly to any waterbody. Given the unusual nature of the outlet point into a rock fissure it is not possible to calculate what the capacity of the outlet point is. It is also not known if this fissure outlets directly to the lake or goes to ground prior to eventually seeping into the lake (although this second scenario would seem more likely). This fissure does currently comfortably deal with the existing stormwater in the catchment and therefore the construction of the car park is not expected to significantly change this situation.

All other runoff from the site will enter the existing ephemeral channel. This will include runoff from paths and open ground on the western of the car park, and the roof runoff from the toilet block.

The formation of site, kerb and channel and treatment system will reduce the likelihood of soil erosion, land instability, sedimentation or other damage resulting from the discharge of stormwater. Overall, for the reasons discussed adverse effects in terms of stormwater discharge and receiving environment are expected to be minimal.

6.2 Affected Persons

Pursuant to section s95B(7) of the Act, an assessment shall be provided to determine whether the proposed activity will have or is likely to have adverse effects on any persons that are minor or more than minor. Section 95E(3)(a) of the Act states that any effect on a person who has given written approval to the application must be disregarded. In this case, no formal written approvals have been obtained at the time of lodging the application and as summarised below, no formal written approvals are considered to be required.

In this case, persons who may be affected by the proposal would include the general public and reference is made to the assessment in section 5.1.1 – 5.1.3 above and adverse effects are concluded to be less than minor.

Persons which may extend beyond the general public would include iwi authorities who may have an interest in this area. While the site is not identified as a Statutory Acknowledgement Area, Lake Wakatipu is. We understand that DoC have been in discussions with Aukaha regarding the proposal and we anticipate comments to be provided in due course. Notwithstanding, as the proposed site is situated adjacent to Lake Wakatipu, we anticipate that a summary of this consent application will be provided to Te Runanga o Ngai Tahu.

With reference to the Landscape Assessment and assessment in section 6.1 above, the proposed development is believed to maintain or enhance the quality and character of the ONL when taking into account the physical, visual, appreciation and cultural attributes of the site. No persons are therefore considered to be adversely affected by the proposal.

7. Section 104 Assessment

7.1 Actual and Potential Effects

In assessing the degree of adverse effects for s104(1)(a) of the Act, reliance is placed on the broad assessment and conclusion for the s95A adverse effects assessment in section 5 and is adopted for the purposes of s104(1)(a) in which adverse effects on the environment and other persons are less than minor.

7.1.1 Earthworks Effects

While the earthworks activities generally include temporary physical works on the site, the re-contouring is long term (permanent). Erosion and sediment control measures are proposed to be employed during the earthwork construction period in accordance with Queenstown Lakes District Council guidance⁵.

There is a low possibility that earthworks may expose groundwater. Reference is made to Part 25.7 of the PDP for assessment matters. Earthworks will incorporate mitigation measures such as ensuring the

⁵ 'A guide to earthworks in the Queenstown Lakes District', QLDC July 2014.

continuous and progressive stabilisation of earth worked areas, management of any sediment-laden runoff, and staging of earthworks and monitoring. Implementation of sediment and erosion controls will ensure that potential dust nuisance, sedimentation and water or wind erosion effects can be avoided or mitigated. General construction traffic will be generated which will not adversely impact the road network. We consider, fair and reasonable conditions on this basis would be acceptable to manage these works.

Overall, the proposal adequately manages site works around earthworks and any construction to the extent that adverse effects on the wider environment are less than minor and acceptable. In particular sediment and erosion control measures will ensure site works are managed and internal to the site.

7.1.2 Positive Effects

The proposal will result in positive effects including:

- Despite some removal of native vegetation overall the proposed activity provides for the retention and re-establishment of the native vegetation and appropriate management/maintenance.
- Significant road safety improvements, by provision of a safe place for people to stop while travelling between Queenstown and Glenorchy, to enjoy the iconic vistas achieved from this vantage point;
- Access to a formed walkway and scenic lookout, toilet facilities and picnic area.

7.1.3 Summary

The assessment above demonstrates that the development within this ONL can absorb the change. The proposed access road and carpark and facilities are contained within a confined topographical area and will not be prominent in the landscape beyond the immediate vicinity. The development is enveloped by indigenous vegetation which is in a strong recovery phase. Land disturbed by development works and immediately surrounding the site will be rehabilitated and the visual amenity and landscape effects mitigated with proposed native planting appropriate to the location.

7.2 Regional Policy Statements and Relevant Regional Plans

Sections 104(1)(b)(v)-(vi) of the Act states that consideration must be given to any relevant provisions of a regional policy statement, plan or proposed plan.

7.2.1 Otago Regional Policy Statement

The Otago Regional Policy Statement is most relevant to this proposal. Outstanding and wild environments, prosperity, abundant recreational opportunities, a sense of rich local history, and community pride are identified as important. The policy statement also seeks to provide for the values held by tangata whenua and the priorities expressed by the wider Otago community.

Three inter-related outcomes are sought in managing the region's resources:

- Otago has high quality natural resources and ecosystems
- Communities in Otago are resilient
- People are able to use and enjoy our natural and built environment

As demonstrated throughout this application, the proposal gives due consideration to the provisions and outcomes of the Otago Regional Policy Statement and is consistent with the anticipated outcomes for the Otago Region.

7.2.2 Regional Plan: Water for Otago

With particular regard to stormwater, when considering the avoidance, remedy or mitigation of the adverse effects of the discharge of contaminants to land or water under a resource consent, the Otago Regional Council will consider matters identified in (a) to (c) in policy 7.C.2.

- The nature of the discharge and the sensitivity of the receiving environment to adverse effects;
- The financial implications, and the effects on the environment of the proposed method of discharge when compared with alternative means; and
- The current state of technical knowledge and the likelihood that the proposed method of discharge can be successfully applied.

Consideration has been given to the most appropriate means for avoiding, remedying or mitigating the adverse effects of contaminants on water and land, to enable the most environmentally sound solution.

The stormwater runoff will be collected from a small area and treated through the first defense system and natural swales and planting prior to discharge via the existing natural channel. The proposed method will adequately address the stormwater runoff anticipated from the site and will not result in adverse effects on the receiving environment that are more than minor. The method of treatment and disposal is appropriate to the scale and location of the development.

7.2.3 Queenstown Lakes Operative District Plan

The proposal is consistent with the objectives and policies of the Queenstown Lakes Operative District Plan. Of particular relevance are those objectives and policies discussed below.

Table 7-1: Summary of objectives and policies

Section of District Plan	Assessment
<p>Section 5 – Rural</p> <p>Key resource management issues within the Rural General Zone relevant to the proposal include managing effects of rural activities on the environment and protecting rural amenity values.</p> <p>Objectives and policies seek to protect the character and landscape value of the rural area, retention of life-supporting capacity of soils and vegetation of the rural area and avoiding, remedying or mitigating adverse effects of activities on rural amenity.</p>	<p>Visual coherence of the landscape is preserved by ensuring that structures and the layout of the carpark are positioned in a manner that, along with the proposed landscape plan, will suitably mitigate the effects on the visual amenity and landscape values of the setting.</p> <p>The proposal will not detract from views as the carpark is relatively small and contained within the hollow topography and regenerating native shrubland. Mitigation planting as indicated on the landscape concept plan as well as measures to minimize the urban feel of the carpark will assist in the integration of the development into its backcountry environment. The development will not be visually prominent beyond the immediate area and will not dominate and detract from views otherwise characterized by natural landscapes.</p>
<p>Section 14 – Transport</p> <p>Key resource management issues relating to transport relevant to the proposal include the efficient use of the District's roads, safety and accessibility and environmental (amenity) effects of transport.</p> <p>Objectives and policies seek to promote the safety and efficiency of existing and future transport infrastructure and ensuring that the nature of activities alongside roads are compatible with road capacity and function.</p>	<p>The proposal provides for the safe and efficient provision and use of a rest point for travellers within the existing transportation network.</p> <p>The intersection and access road will safely connect to the existing road network and promotes safety for users of the wider network when travelling between recreation activities.</p> <p>The proposed access and carpark is designed to be accessible for a range of transport modes while the position, planting and layout maintains rural amenity and ONL character.</p>
<p>Section 22 – Earthworks</p> <p>Objectives and policies seek to enable earthworks as part of development provided that they are undertaken in a way that avoids, remedies or mitigates adverse effects on communities and the natural environment. With particular regard to this proposal, to avoid, remedy or mitigate the adverse effects of earthworks on rural landscapes and visual amenity areas.</p>	<p>The site of the proposed activity has been selected where it will not be visually prominent, where visibility is restricted due to the natural hollow within the topography. Minor earthworks are proposed to achieve a suitable grade for safety and ease of movement however, cuts and batters will be sympathetic to the line and form of the landscape. Re-vegetation mitigation will be effective and appropriate within the ONL context.</p> <p>The scale of the earthworks will not be significant, and the effects of the construction phase will be retained within the site by applying appropriate erosion, sediment, dust and stormwater management measures. All disturbed areas will be stabilised as soon as possible following active works, and erosion and sediment control measures will be retained as effective until such time as they are no longer needed.</p>

7.2.4 Queenstown Lakes Proposed District Plan

Stage 1 is now under appeal after the public notice of Decisions on 7 May 2018. Stage 2 was notified on 23 November 2017 and hearings are underway. Stages 3 and 4 are proposed to be notified in the first and second quarter of 2019. Outcomes under both plans relevant to this proposal are substantially similar in relation to visual amenity, landscape, transport and earthworks. Accordingly, no weighting assessment is required, and no further assessment is provided.

7.2.5 Summary

As demonstrated above, the proposal will be consistent with the relevant objectives and policies of the Queenstown Lakes (operative and proposed) District Plan and the Regional Plan: Water for Otago.

7.3 Other Matters

Section 104(1)(c) of the Act also states that consideration must be given to "any other matters that the consent authority considers relevant and reasonably necessary to determine the application." No other matters have been assessed as relevant.

8. Section 105

In addition to matters in section 104(1) of the Act an application for a discharge permit, as outlined in section 105 of the Act, shall have regard to:

- a) the nature of the discharge and the sensitivity of the receiving environment to adverse effects; and
- b) the applicant's reasons for the proposed choice; and
- c) any possible alternative methods of discharge, including discharge into any other receiving environment.

With regard to (a), the nature of discharge is stormwater runoff primarily from the paved areas which will be collected and will be sufficiently treated through the stormwater treatment system and vegetation, also providing some minor attenuation. The existing outlet comfortably caters for existing stormwater and given the nature of discharge the proposed stormwater discharge is not expected to significantly change this situation.

With regard to (b) and (c), there is no reticulated stormwater system or alternatives available. The proposed stormwater treatment system is appropriate for sites such as this that are constrained by space and topography. The effectiveness of removing sediment, total suspended solids (TSS), trash and hydrocarbons from stormwater runoff without washing out previously captured pollutants is also suitable with regard to the receiving environment. The proposed discharge is therefore considered acceptable under section 105 of the Act.

9. Section 107

Consent shall not be granted if, after reasonable mixing, the water discharged is likely to give rise to effects in the receiving waters as outlined in section 107(1)(c)-(g) of the Act.

- c) the production of any conspicuous oil or grease films, scums or foams, or floatable or suspended materials;
- d) any conspicuous change in the colour or visual clarity;
- e) any emission of objectionable odour;
- f) the rendering of fresh water unsuitable for consumption by farm animals;
- g) any significant adverse effects on aquatic life.

With reference to the assessment in section 6 of this report, the proposed discharge is acceptable under section 107(1)(c)-(g) of the Act as:

- The site and paved areas from which stormwater is collected is relatively small in area. Landscaping has been incorporated where practicable to reduce the amount of impervious surface;

- The stormwater treatment system efficiently removes sediment, total suspended solids (TSS), trash and hydrocarbons from stormwater runoff without washing out previously captured pollutants, prior to discharge;
- The pollutant storage volumes are isolated from the built-in bypass chamber to prevent washout during high-flow storm events. The sump of the treatment system retains a standing water level between storm events. This ensures a quiescent flow regime at the onset of a storm, preventing resuspension and washout of pollutants captured during previous events.
- Sediment is captured and retained in the base of the unit, while oil and floatables are stored on the water surface in the inner volume. This ensures that any conspicuous oil or grease films, scums of foams, or floatable or suspended materials are not discharged to the receiving environment.

10. Part 2 Resource Management Act 1991

With respect to the purpose and principles contained in sections 5 to 8 of the Act, the proposed carpark activity is consistent with the sustainable management approach of the Act by appropriately using an existing resource while avoiding, remedying and mitigating any adverse effects of the activities on the environment.

Section 6 of the RMA identifies matters of national importance that decision makers are required to recognise and provide for when making resource management decisions. The matters relevant to this proposal are:

- The preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development.
- The protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development.
- The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers.
- The relationship of Maori and their culture and traditions with their ancestral lands, water, sites, wahi tapu, and other taonga.

The proposed carpark due to its location and selection of surfacing, materials and landscape treatment will be sympathetic to the natural character of the surrounding area and is an appropriate use of a previously modified area which maintain the natural topography where practicable. The proposal formalises a track to the high point along the ridge enhancing public access to the view of Lake Wakatipu. With the addition of native planting, the proposed works will assist in the regeneration and rehabilitation of this landscape.

Section 7 identifies other matters to which regard must be had by decision makers when considering the appropriateness of resource use and development. The relevant matters are:

- Kaitiakitanga;
- The efficient use and development of natural and physical resources;
- The maintenance and enhancement of amenity values;
- Intrinsic values of ecosystems
- Maintenance and enhancement of the quality of the environment;
- Any finite natural and physical resources.

As stated above the natural character of the site and of the ONL will not be adversely compromised by the proposed development. The proposed cuts and batters are sympathetic to the line and form of the landscape. Re-vegetation mitigation will be effective and appropriate within the ONL context.

11. Consent Duration

With regard to the discharge of stormwater, and application to the Otago Regional Council, a consent duration of 35 years is requested.

A standard lapse period of 5 years will apply to the land use component from QLDC.

12. Conclusion

The applicant seeks a package of consents to construct a new access off the Glenorchy Queenstown Road and establish an 'at-grade' carpark to replace the existing nearby carpark at Bennett's Bluff.

The adverse effects of the proposal on the environment are less than minor, as discussed in Section 5.0 of this document.

In terms of section 104(1)(a), the actual and potential effects of the proposal will be adequately avoided, remedied and mitigated to be less than minor and acceptable and for those reasons is appropriate.

In terms of section 104(1)(b), the proposal is consistent with the relevant objectives and policies of the Queenstown Lakes (operative and proposed) District Plan and the Regional Plan: Water for Otago identified in this report. In terms of section 104(1)(c), no other matters are considered relevant to this assessment and may be subject to reasonable conditions.

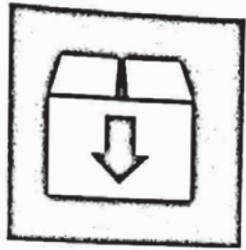
Therefore, in accordance with section 104B of the Act, it is appropriate for the discretionary activity consent to be granted by the Queenstown Lakes District Council as the consenting authority for the matters identified in sections 4.1 and 4.2 of this application.

In accordance with section 104C of the Act, it is also appropriate for the restricted discretionary activity consent to be granted by the Otago Regional Council as the consenting authority for the matters identified in section 4.3 of this application.

APPENDIX 2 – SUBMISSION

Sub #	Date Received	Name	Email Add	Support or Oppose	Wishes to speak @ Hearing	Late Submission
1	11.10.19	Glenorchy Community Association Inc	gycommunityassn@gmail.com	Support	No	

<u>POSITION:</u>	
Oppose	
Support	1
Seeks Changes	
Not Indicated	
	1
Late Submissions	0
<u>WISHES TO SPEAK AT HEARING:</u>	
Yes	
No	1
Not indicated	
	1



FORM 13: SUBMISSION

ON A RESOURCE CONSENT APPLICATION



Resource Management Act 1991 Section 96



TO // Queenstown Lakes District Council



YOUR DETAILS // Our preferred methods of corresponding with you are by email and phone.

Name: GLENORCHY COMMUNITY ASSOCIATION INC

Phone Numbers: Work:

Home:

Mobile: 0275861233

Email Address: gycommunityassn@gmail.com

Postal Address:

Po Box 37 Glenorchy

Post code:

9350



APPLICANT DETAILS

Applicant's Name: QLDC

Application Reference Number: RM 181945

Details of Application:

Bennetts Bluff viewing / parking area,

Location of Application:

Bennetts Bluff, Glenorchy - Queenstown Road,



SUBMISSION

☒ I Support / ☐ Oppose the application

☐ I Do / ☒ Do not wish to be heard in support of my submission



SIGNATURE

Signature (to be signed for or on behalf of submitter) **

Date

11/10/19

JOHN GOURR
CHAIRMAN,

** If this form is being completed on-line you may not be able, or required, to sign this form.



MY SUBMISSION IS



The particular parts of the application I support or object to are:

Submission # 1

The association Fully supports the application



THE REASONS FOR MY SUBMISSION ARE:

The proposal will provide a safe parking and viewing area at Bennetts Bluff with picnic, walking trails and toilet facilities.



MY SUBMISSION WOULD BE MET BY THE QUEENSTOWN LAKES DISTRICT COUNCIL MAKING THE FOLLOWING DECISION:

Approving the application as is.



QUEENSTOWN LAKES DISTRICT COUNCIL

Queenstown Lakes District Council
Private Bag 50072, Queenstown 9348
Civic Road, Queenstown 9300

P: 03 441 0499
E: rcsubmission@qldc.govt.nz
www.qldc.govt.nz

APPENDIX 3 – LANDSCAPE REPORT & ADDENDUM

Memo

FILE REF: RM181945 – Queenstown Lakes District Council

TO: **R Devlin** – Planner, Planning & Development, QLDC

FROM: Kris MacPherson – Registered NZILA Landscape Architect

DATE: 25 Feb 2019

SUBJECT: **Landscape assessment review**

INTRODUCTION

1. The Queenstown Lakes District Council (QLDC) has received an application for resource consent to construct a parking area, toilet block and lookout structure along the Queenstown-Glenorchy Rd (Q-G Rd), south of Bennetts Bluff, between the road and Lake Wakatipu.
2. The site is legally known as Section 4 SO471631. It is owned and administered by the Department of Conservation (DoC) and is designated as a Recreation Reserve. QLDC is negotiating use of the site with DoC.
3. The application is discretionary under the Operative District Plan (ODP) because it proposes to construct buildings and a vehicle parking area, clear indigenous vegetation, undertake earthworks and discharge stormwater within the Rural General Zone. The area is generally agreed to have an underlying classification of Outstanding Natural Landscape - District Wide (ONL-DW).
4. Under the Proposed District Plan (PDP) the site is zoned Rural with an underlying classification of ONL. Consent is sought under the PDP earthworks rules, which have immediate effect. Notified PDP provisions relevant to this application include discretionary construction of the toilet block building and the vegetation clearance which I understand have lesser weight.
5. This memo provides a review of the landscape and visual effects assessment of the proposal as described in applicant's Landscape and Visual Effects Assessment report (dated December 2018) written by Mr P. Blakely from Blakely Wallace Associates Ltd and other supplied documentation.
6. I will evaluate the adequacy of the submitted assessment and specifically addresses the following aspects:
 - i. Whether the assessment methodology is appropriate and robust. If the report is clear and follows accepted professional practice.
 - ii. Whether the analysis and classification of the landscape context of the site is robust and corresponds to the landscape attributes and values;

- iii. Whether the key issues or considerations have been missed and if the assessment has correctly interpreted the nature and magnitude of the visual and landscape effects;
 - iv. Whether the conclusions of the assessment are credible and justifiable;
7. Within this report the magnitude of landscape and visual effects, based on my professional judgement, is rated as very high, high, moderate-high, moderate, moderate-low, low, and very low (refer Table 1 in Appendix 1). An effect which is determined to be low or very low could be considered to be less than minor in extent.

ASSESSMENT REVIEW

8. *Assessment Methodology* - the assessment methodology provided is adequate for the proposal. The report is clear and follows accepted professional practice.
9. *Analysis and Classification of the Landscape context of the site* - the subject site and context are concisely and adequately described. I agree with Mr Blakely that the vicinity's underlying classification as ONL-DW.
10. *Key Issues and Assessment Interpretations* - I consider that to define this proposal as carparking is not accurate. This proposal includes vehicle parking for campervans, buses and cars. It also includes tourist information, a walking track, a lookout destination structure, a toilet block and a picnic area. In my opinion, this proposal constitutes a visitor facility within a natural character area where there is currently no such facility. The visitor facility will have the capacity for more than 276 people at any given time (based on two persons per car and campervan and 50 per bus). There appears to be the intention to increase this capacity further in the future. (Stantec Overall Plan - 17/12/2018)
11. The ODP assessment matters for ONL-DW landscapes (5.4.2.2(2)) will be reviewed first and then I will make comments regarding PDP matters that are not covered by that review.

Potential of landscape to absorb development

12. *Natural Character* - I agree that with Mr Blakley that the landscape, within which the site is located, is more open than might be expected because of the recent fires. In my opinion this has reduced the site's current ability to absorb development. I consider this a temporary reduction in absorption capacity. In my opinion, the duration of this reduction is dependent on the amount of revegetation, other planting and maintenance that is part of the proposal.
13. An aspect of the proposal not considered in the LV report is the overall scale. Currently the existing parking layby probably has the capacity for one bus or about 4 cars. Clearly a need to increase in the capacity has been identified. The degree of increase proposed is not justified in the documentation. However the change to the extent of paving proposed in this design is substantial.
14. When considered alongside the issues discussed in Para 15 - 18 and 26; the proposal constitutes a high degree of change to the landscape character and its values. In my opinion, the colours of the vehicles, additional signage and the potential numbers and scale of the vehicles is beyond the absorption capacity of this site.

15. There are currently virtually no constructed elements between the road and the lake edge along this stretch of Q-G Rd. The area is almost completely vegetated. The colours and textures both now, and as the area slowly re-vegetates, are not part of the proposal. The subject area is confined to the north and west by hummocky land but open to the road. The area for which the parking area, toilet block, picnic area and track are proposed will be covered with human based activities.
16. The actual parking area is roughly rectangular with black asphalt, gravel parking bays, white painted traffic symbols and light grey kerbing. There will signage along the Q-G Rd, at the entrance and throughout the development. The applicant has confirmed that the underside of the signage in the carpark will be 2m to the underside of the signs and 1.5m to the underside of signs along the road.
17. I consider these elements to be urban in character and to have the potential to be anomalous and intrusive when placed in the natural landscape. I recommend that signage at the entry and on the site is kept to a minimum in colour, number and size.
18. The parking area shape could be softened such that it had a more curvaceous form, to fit with the bowl shape of the land. There is no necessity for the kerbing to be standard concrete and perhaps with design refinement it may not be required at all. I note that many rural roads and DoC parking areas do not incorporate this element or asphaltic paving in order to maintain a rural character. This design represents land use patterns unrelated to the natural lines and forms of the existing landscape. I recommend that the design of the parking area is re-assessed in light of the ONL character of the vicinity.
19. I support the toilet block design - it is small and is an architectural form sympathetic to natural landscapes. The proposed planting adjacent to it will soften its built form successfully.
20. The track and lookout are forms and have finishes expected in natural landscapes. The track is proposed to be 2m wide which is wide for a wilderness short walking track when the usual would be more like 1.2m. I recommended additional planting adjacent to the track to embed it into the landscape more quickly. This would support the natural character of the area and increase its ability to absorb the wide track element.
21. The planting proposals are not of a similar scale to the hard features proposed and this limits the landscape's ability to absorb the proposed changes. I consider too much is left to natural regeneration. Additional planted areas and a comprehensive species list are necessary to achieve adequate mitigation for the scale of the proposal in an ONL landscape.
22. I recommend that the facility is reduced in size and the style of the parking area is modified to be less urban in character. I recommend that greater areas of planting are incorporated into the design to restore the openspace values of the site.
23. The land between Q-G Rd and Lake Wakatipu forms the foreground to the magnificent views of the mountains. The development is proposed for part of this foreground. When operating, full of buses, people and other vehicles, I consider the vegetated naturalness of the area will be adversely affected to a moderate-high level within the vicinity.
24. Visibility from Public Places - From a visibility point of view, topography and previous modifications have scalloped the site such that the development will be central in the view for some distance when travelling from the north on Q-G Rd. These views will be intermittent because of the maturing vegetation further from the site and because of the twists and turns of the road. On occasions the elevation of the road exposes more of the development area to views than at other times.

25. When approaching the site from the south along the Q-G Rd, visibility of the facility is precluded by topography until quite close to it. Once through the high cutting west of the road, the subject area is exposed to the audiences. The track and lookout will not be very visible because of the orientation of the view. Audiences will look past signage, buses and parked vehicles to the toilet block and picnic area. This will constitute a dramatic change to the natural visions of the previous part of the journey.
26. Two visibility scenarios require analysis here: the first is the elements of the visitor facility, the second is of activity generated on the site by the existence of the facility.
27. The parking area will be evident because of its road signage initially, then more signage and earthworks at the entry and the white paint on the black asphalt. I consider that the parking area itself will have only temporary (2 years) adverse visual effects for those using Q-G Rd. The exact amount of signage proposed is not clear - cognisance of the areas status as an ONL should drive decisions - such that only signage required for safety should be installed so that the ONL character and visual adverse effects are limited. (ref Para. 20)
28. I agree that the toilet block will be adequately mitigated in public views by its scale, colour and the arrangement of planting adjacent to it.
29. At 2m wide the track surface will be exposed especially as it climbs up the face of the slope. Audiences whose views will be adversely affected are the public within the visitor facility area and on Q-G Rd when travelling north. I recommend additional revegetation planting along the track edges and in the switchbacks to reduce this exposure.
30. The existing informal walking track is to be planted out at the southeastern end to prevent access and remediate the area. However the western end, from the proposed lookout, has no remediation proposed. I recommend that this end is also planted out for some distance to reduce potential public access along the crest of the hill and egress onto the Q-G Rd to the east.
31. The LV Report did not consider the proposal as an *operating* visitor facility with the presence of the buses, campervans, cars and potentially over 276 people on the site. The statement within the LV report is: "...vehicles will have a transitory effect..." I consider that this is a very limited assessment.
32. In my opinion the presence of these elements - still and in motion - will detract from public views currently characterised by the natural landscapes. The visitor facility will introduce human activity, vehicles and colours at a large scale. These will be visually prominent and anomalous to people travelling both north and south on the Q-G Rd.
33. The amount of park furniture, bike stands and other elements have not been described in the proposal.
34. It is unclear what the carrying capacity of the lookout is, but I doubt it is 276 people. This means that at times there may be queues of people waiting to take in the lookout view as 4 buses are catered for in phase one of the facility development. I consider that the potential number of people on the track and lookout, and in the picnic area, will also have adverse visual effects from the public using the Q-G Rd in both directions.
35. In my opinion, the experience of the public within this visitor facility, in the picnic area, and when on the track to and from the lookout itself, will also be adversely visually affected by the numbers of people and vehicles present.
36. It is unclear whether it is intended that the visitor facility provide for freedom camping. I am not able to evaluate the adverse effects of this potential activity because the numbers of overnight stayers

that the facility will accommodate is also unknown. However there is the potential for freedom camping and the potential visual adverse effects for the public using the Q-G Rd would then include the light spill and use of the visitor facility into the night particularly in the summer months. This activity would mean the larger vehicles could be a near permanent element in the landscape.

37. I reference the parking area at the base of Roys Peak and the line of visitors using that track. In my opinion, the overall scale of this proposal is beyond the capacity of this landscape to absorb and inconsistent with retaining natural character of the ONL.
38. The views from Lake Wakatipu to the parking area are prevented by topography. I consider the lookout too small in scale and the distance too great for the structure to be adversely impactful for the public audiences on the lake or on the other side of the lake.
39. Effects on openness of landscape. I agree with Mr Blakely that when considered as part of the broader ONL, the proposal is confined to a small area. I consider the open space values of this site to be the cloak of indigenous vegetation. I agree these values are currently reduced. I consider that within the visual catchment, the open space values of the site and surrounding landscape will be affected to a high degree in the first instance by excavation, construction and the facilities built elements in place.
40. Over time the adverse effects will reduce somewhat with the growth of vegetation. However I consider that with the anticipated activity within the visitor facility and the limited planting proposed there will remain a moderate adverse effect to the natural values of the site.
41. Cumulative Effects on Landscape Values - There are currently no such large scale visitor facilities provided on the lake side of the Q-G Road between Queenstown and Glenorchy. This proposal will result in the introduction of elements inconsistent with natural character of the site and surrounding ONL and may influence the treatment of future visitor facilities along the Q-G Rd.
42. I consider that the proposal will exacerbate the existing effects of the road, rough track and informal parking areas. While this existing level of development doesn't represent a threshold for absorption within the ONL; I consider that the proposal exceeds the threshold and that modifications are required to its scale and character to ensure that proposal can be absorbed.
43. In my opinion its scale is too great and its finishes are too urban. Further I consider the carrying capacity proposed too great for the site to absorb the for the parking development and the future extension to it.
44. I also consider that this development may potentially influence the future treatment of other small niches within this ONL, along Q-G Rd, such that degradation of the natural values of the wider ONL will be adversely affected.
45. Positive Effects I consider that if the visitors facility was reduced in scale and additional, strategically placed, planting was undertaken as part of the proposal; then it would enable public access to the natural environment in an appropriate way - that is - it would seem natural.
46. Again if smaller in scale and with additional re-establishment of native vegetation, together with appropriate maintenance, the facility could protect open space from further inappropriate development. There is the opportunity for broader tree planting swathes between the entrance off Q-G Rd and within the parking area to reduce its visibility from views from Q-G Rd.
47. Also additional tree planting in the switchbacks of the track to the lookout, so that people and the track were not visible from the Q-G Rd and within the facility, would mitigate the adverse effects of a

smaller parking area and that facility's active use. Such positive effects would ensure that the potential for future adverse precedent effects were avoided.

48. PDP - The ODP assessment covers many of these matters are in PDP ONL (21.21.1) Decisions Version Stage 1. Only matters not covered will be discussed below.
49. Of note is a change to philosophy from ODP to PDP. The PDP states that development in ONL landscapes will be the exception and will be presumed inappropriate in most locations. This puts the onus on the applicant to justify the proposal. I don't consider that the scale of the visitor proposal or the parking urban style treatments are adequately justified in either the AEE or the LV Report.
50. Chapter 6 (6.2.12) of the PDP is referenced in the LV Report. However I have a contrary view to Mr Blakely. I don't consider this proposal to be exceptional in design or sensitive enough in treatment and scale for the ONL into which it is proposed to be located.
51. Earthworks - In the ODP earthworks feature in both the ONL-DW assessment matters (5.4.2.2(2)) and in Chapter 22. I consider that the extent and scale of earthworks will adversely affect the visual quality and amenity values of the landscape temporarily, during construction.
52. The area directly adjacent to the road, where the levels are to be lowered to achieve the accessway and visibility suited to buses is of concern. I do not consider the detail regarding slope remediation, planting and maintenance adequate for the location within the ONL. I recommend further detail is provided. Although some rules in the PDP Earthworks Chapter 25 now have legal effect, these do not affect this review.
53. Removal of Indigenous Vegetation - The removal of indigenous vegetation in this location, within the ONL, is reasonable because the current state of the vegetation is poor after the fire. Proposed re-vegetation can contribute to the restoration of the area and therefore enhance the biodiversity values. The current proposal has a limited contribution because of the limited active revegetation proposed. My previous comments regarding the other benefits to extending the areas of vegetation would mean the ODP assessment matters in 5.4.2.2(2) and the PDP objectives 33.2.1.6a-c were also achieved.

RECOMMENDATIONS

Prior to consent being granted I recommend that:

1. That the size and capacity of the parking area is reduced.
2. That the shape and design of the overall shape of the parking area is 'softened' so that it fits more with the wilderness aesthetic and the shape of the land;
3. That the amount of planting and the number of tree species, as opposed to low shrubbery, is increased in key locations so that the adverse visual effects of the facility are reduced from public views on the track, in the picnic area and on the public road;
4. That additional vegetation is planted on the existing track to the east of the proposed lookout to discourage use of the track and assist natural revegetation processes;
5. That further detail regarding remediation of slopes adjacent to the Q-G Rd is provided;
6. That the size at time of planting and a maintenance programme are submitted with the application so that the temporary adverse effects of the facility are reduced;
7. That the amount of signage is minimised in keeping with the wilderness and natural character values of the ONL.

Prepared by:

Kris MacPherson

BLA

Registered NZILA Landscape Architect

Reviewed by:



Helen Mellsop

BLA, BHB, Dip Hort (Distinction)

Registered NZILA Landscape Architect

Appendix 1

Table 1: Definitions of effect ratings used in this assessment

Based upon the Guidelines for Landscape and Visual Impact Assessment produced by the UK's Landscape Institute and Institute of Environmental Management and Assessment and by the New Zealand Institute of Landscape Architects "Landscape Assessment and Sustainable Management" Practice Note 10.

Effect rating	Definition
Very high	Total loss of the characteristics, key attributes or quality of the landscape, leading to a complete change in landscape character, views or perceived visual amenity
High	Major change in the characteristics, key attributes or quality of the landscape and/or a major change in views or perceived visual amenity
Moderate-high	Very noticeable change in the characteristics, key attributes or quality of the landscape and/or a very noticeable change in views or perceived visual amenity
Moderate	Moderate and noticeable change in the characteristics, key attributes or quality of the landscape and/or a moderate and noticeable change in views or perceived visual amenity
Moderate-low	Moderate to low but still noticeable change in the characteristics, key attributes or quality of the landscape and/or a moderate-low but still noticeable change in views or perceived visual amenity
Low	Barely noticeable and low level of change in the characteristics, key attributes or quality of the landscape and/or a low and barely noticeable change in views or perceived visual amenity
Very low	Very low or no modification to the characteristics, key attributes or quality of the landscape or available views

Addendum

FILE REF: RM181945 – Queenstown Lakes District Council

TO: R Devlin – Planner, Planning & Development, QLDC

FROM: Kris MacPherson – Registered NZILA Landscape Architect

DATE: 10 September 2019

SUBJECT: Landscape Review Addendum after Applicant's Response

INTRODUCTION

1. The Queenstown Lakes District Council (QLDC) has received written responses from the applicant planner regarding the Landscape Assessment Review Memo which I write on 25 Feb 2019.
2. My memo provided a review of the landscape and visual effects assessment of the proposal as described in applicant's Landscape and Visual Effects Assessment report (dated December 2018) written by Mr P. Blakely from Blakely Wallace Associates Ltd and other supplied documentation.
3. In this addendum I will respond to the written responses and amendments proposed by the applicant subsequently. I will comment on how these affect my previous assessment and recommendations.

My previous recommendations were:

1. That the shape and design of the overall shape of the parking area is 'softened' so that it fits more with the wilderness aesthetic and the shape of the land form;

Response: Revised landscape and civil plans have been received which show a smaller scaled development with no extension proposed for the future. The character of the proposal is less urban in style. Although I have never been furnished with any justification for the number of bus and vehicle parks proposed, I am satisfied that the overall character of the proposal is such that it will now fit into the surrounding landscape more sympathetically than the previous design.

2. That the amount of planting and the number of tree species, as opposed to low shrubbery, is increased in key locations so that the adverse visual effects of the facility are reduced from public views on the track, in the picnic area and on the public road;

Response: Revised landscape plans show additional beech and other tree species at varying sizes at time of planting which will screen the public views of the bus park, from the road. I consider that the proposed planting mitigation is now of species, sizes and placement that will successfully mitigate

most of the visual effects of the proposal. The open space and natural character values will be restored to the site to a higher degree than in the initial proposal.

3. That additional vegetation is planted on the existing track to the east of the proposed lookout to discourage use of the track and assist natural revegetation processes;

Response: Revised landscape plans show planting at the bus parking connection with the existing track which will successfully discourage use of the track at that end. However the existing track terminus at the proposed lookout has not had the same treatment. I consider CPTED and regeneration of native bush would be well served if this treatment was undertaken.

4. That further detail regarding remediation of slopes adjacent to the Q-G Rd is provided;

Response: Revised landscape plans show planting in this vicinity which will successfully achieve the outcomes sought.

5. That the size at time of planting and a maintenance programme are submitted with the application so that the temporary adverse effects of the facility are reduced;

Response: Revised landscape plans now show planting schedules which successfully describe the size and species at time of planting. However the density of planting is not set down. I recommend that the centres are scheduled on the landscape plan so that all relevant information is gathered in one document for reference should consent be granted.

A maintenance programme has not yet been submitted. Current communication states that the applicant assumes DoC will provide this. I recommend the document is received and reviewed prior to consent being granted or as a condition to that consent.

6. That the amount of signage is minimised in keeping with the wilderness and natural character values of the ONL;

Response: Email from the applicant's traffic engineer advises there will be 4 signs in each direction on the road, as well as a stop sign at the visitor facility entrance. There is also mention of signage within the facility.

From a landscape character point of view, an increase in signage along the road adds more man-made elements and complexity that is at odds with the wildness of the surrounding environment. This therefore has adverse effects on natural character and visual amenity. I accept that a balance between safety and landscape values must be found.

This signage effect will also affect the natural values of the site. The introduction of the facility and lookout will introduce many man-made elements into an environment where there are very few at present. I recommend that a minimal number of colours and signs are placed around the facility in order that their adverse effects are minimised and that this is a condition to consent so that DoC are aware of it as well.

CONCLUSIONS

1. The proposal will completely change the character of a location where the wildness, rawness and sublimness of the QLD can be experienced. The civilising effects of the proposed visitors facility have been amended such that the facility is now smaller and 'softer' in character. There remain moderate adverse landscape character adverse effects from the proposal.
2. I remain concerned regarding the scale of the facility and the number of people it is to accommodate - two bus loads of people - plus those in other vehicles as well. There is as yet, no justification for this capacity stress on the landscape. The grandeur of the experience from the lookout and the wildness of the surroundings will be diminished by potential numbers experiencing the site at the same time.
This diminishment is not to be underestimated and are directly attributable to human and vehicle population numbers proposed. In my opinion, the current diminished experiences of tourists at Roys Peak should be a lesson in how over-provision can degrade an experience for those for whom it is supposedly being provided.
3. I recommend that justification for the facility's size is supplied;
4. I recommend that planting is located at the lookout end of the existing track as per section 5 above;
5. I recommend that prior to consent that planting centres and maintenance programme are supplied to QLDC for review;

Prepared by:

Kris MacPherson

BLA

Registered NZILA Landscape Architect

APPENDIX 4 – ENGINEERING REPORT



ENGINEERING REPORT

TO: Rosalind Devlin
FROM: Steve Hewland
DATE: 05/04/2018

APPLICATION DETAILS	
REFERENCE	RM181945
APPLICANT	Queenstown Lakes District Council
APPLICATION TYPE & DESCRIPTION	Land use consent for earthworks, vegetation clearance, construction of buildings, and breach of transport standards associated with establishing a carpark near Bennetts Bluff
ADDRESS	Bennetts Bluff, Glenorchy-Queenstown Road, Glenorchy Rural
ZONING	Rural
ACTIVITY STATUS	Discretionary

Application	Reference Documents	Documents submitted with the application
	Previous Consents	Nil
	Date of site visit	01/02/18

Location Diagram



Comments		
	Existing Use	Native scrubland
	Neighbours	Farmland
	Topography	Flat/rolling
	Water Bodies	Lake Wakatipu 375m to the west, ephemeral watercourses within the site.

ENGINEERING			COMMENTS	Condition
		Access and Parking	<p>The proposal, from the AEE;</p> <p><i>The applicant proposes to construct a new access off the southern side of Glenorchy Queenstown Road and establish an 'at-grade' carpark. The intention is to provide a formed carparking area and safe alternative to the existing Bennett's Bluff lookout for people to use when viewing the iconic scenery across Lake Wakatipu toward Glenorchy to the north. Other key elements of the proposal include:</i></p> <ul style="list-style-type: none"> • Closing the existing informal vehicle layby due to traffic safety issues identified in previous Road Safety Audit and risks associated with the identified rock fall hazard; • Providing 40 car park spaces (two accessible), 12 campervan spaces, and an area for buses to pull in and turn around (with parking for four buses); • Providing a toilet (standard design by DoC) and picnic area (no onsite rubbish disposal); • A formed walkway and formalised scenic lookout; • No lighting will be provided at the site; • Discharges of stormwater from the formed surfaces of the site will be managed; • Earthworks and vegetation clearance will occur over an area of approximately 2000 m². <p>Concept Design Safety Audit</p> <p>The design plans have been formally reviewed by WPS Opus in accordance with the "NZTA Road Safety Audit Procedure for Projects Guidelines - Interim release May 2013".</p> <p>Opus provides a range of recommendations which have been addressed by the applicant and incorporated into the submitted design. I accept these expert opinions.</p>	
TRANSPORT	Access	Access and Parking	<p>Access</p> <p>Access to the car and bus park will be from a new intersection off the Queenstown-Glenorchy Road. This intersection will be located within a section of road that is currently a south bound slow vehicle bay, as a result the slow vehicle bay will be removed to allow for the safe turning provision into the site from the southbound lane. The applicant notes that a replacement slow vehicle bay will be provided however that is outside the scope of this assessment. Opus have assessed the intersection design including turning provision, safe stopping distances, signage, and marking as appropriate.</p> <p>The current 4WD track that runs along the ridge to the proposed lookout location will be left as is to allow for maintenance/emergency access to the viewing platform and it will have a gate installed at the entrance.</p>	

			<p>Sight Distance</p> <p>Sight distances have been measured by the applicant to be approximately 180m to the south and 225m to the north. The minimum sight distance for this 100km/hr speed zone is 250m (for non-residential activities). Opus comment that <i>"It was noted during the site inspection that south vertical curve restricts visibility to the south. The access, however, has been placed in the best position where the maximum visibility is achieved for both directions."</i> I accept this expert opinion.</p>	
			<p>Number of parks</p> <p>40 car parks (two accessible), 12 campervan parks, and 4 bus parks are proposed. Given the nature of the car park there is no relevant standard for the minimum number of parks to be provided. The number of parks proposed has been based on anecdotal evidence of existing usage of the current lookout and assumptions around additional timeframes people will stop at the new lookout. Provision is shown on the plans for any future extension of the carpark in a westerly direction should this be necessary in the future.</p>	
			<p>Gradient</p> <p>The parking area is being regraded to be relatively flat whilst allowing fall to the stormwater sump in the south east corner.</p>	
			<p>Manoeuvring</p> <p>Tracking curves have been provided that demonstrate a campervan can manoeuvre within the main parking area, and that a large bus can manoeuvre in the bus parking and turning area. I am satisfied that sufficient manoeuvring space is provided and that no vehicles will need to reverse out of the facility.</p>	
			<p>Parking layout dimensional standards</p> <p>The parking spaces have been designed with the proposed aisle widths to accommodate cars (2.7m x 5m, and for the 2 accessible parks 3.6m x 5m), campervans (3m x 8m) and large passenger buses. I am satisfied that the proposed car park and aisle dimensions meet Councils standards.</p>	
			<p>Queuing</p> <p>For a car park with 50 spaces a minimum of 12m off queuing space is required, at least 80m is proposed.</p>	
			<p>Surface</p> <p>The entrance and associated tapers will be sealed, the parking and manoeuvring area will be surfaced with permeable paving stones, and the walking track with a gravel surface. I am satisfied that these surfaces are appropriate.</p>	

			<p>Signage and Marking</p> <p>From the application: <i>"Preliminary signage is indicated on the plans attached as Appendix B.1. Bus parking signs have been included to ensure no buses enter the car and campervan parking area of the carpark. No provision has been made for the brown tourist signs and/or further destination signage at this stage, however these are proposed to be included in the detailed design. Road marking for the intersection and parking area is indicated on the Landscape Plan at Appendix B.2. RG17 signs will be installed at the entrance to car/campervan parking area as well as direction arrows in the carpark to direct traffic flow."</i></p> <p>I recommend a condition that all signage and marking is installed in accordance with MOTSAM and generally as shown on the application plans, as well as destination signage to advise tourists of the facility ahead of their arrival.</p>	X
			<p>Pedestrian facilities</p> <p>From the application; <i>"Pedestrian tracks are provided along the northern boundary of the carpark area, connecting to a gravel track to the lookout. The concept walking track has been designed as per 2.4 Short Walks - SNZ HB 8630:20041 which requires a maximum grade of 1 in 5.7. The aim in detailed design is to achieve a maximum grade of 1 in 11.4 as per section 2.4.8 (Short Walks - SNZ HB 8630:2004) 2 .</i></p> <p>In addition the lookout will have an area of approximately 72m² of compacted gravel and a platform with an aluminium balustrade and timber handrail.</p> <p>I am satisfied that the trails and lookout have been designed to an appropriate standard and I recommend a condition that all pedestrian facilities are constructed as shown on the application plans.</p>	X
			<p>Offsite Works</p> <p>The main purpose of the project is to improve safety at the current pull over locations at Bennets Bluff which are restricted in parking space, have poor sight distances, and are subject to a rock fall hazard. With the new park and lookout proposed the existing 3 pullover areas (at RP's 22.83, 23.26 and 23.15) are to be closed off by moving the guardrail to be adjacent to the carriageway. I agree with this and recommend these works are completed immediately following the opening of the new facility.</p>	X
			<p>Overall I accept the expert traffic opinions and am satisfied that Councils standards are being met. I recommend a condition requiring details to be provided for review and acceptance. I also recommend that design and completion certificates are provided for the works.</p>	X

ENGINEERING			COMMENTS	Condition
EARTHWORKS	Extent	Description	<p>Earthworks are required to construct the access (including sight line improvements within road reserve), parking/manoeuvring area, walking trail to the lookout and associated stormwater management and landscaping.</p> <p>An estimated volume of 1,755 m³ cut and 8,512 m³ fill is proposed.</p>	
		Prox. to Boundary	As shown on the earthworks plan submitted with the application there will be earthworks within road reserve that are adjacent to the property boundaries. I am satisfied these works can be carried out without generating instability of neighbouring land.	
		Prox. to Water	Earthworks will not occur within 7m of a water body.	

	Site Management	Site management report reference	Appropriate conditions are recommended to ensure that the site management is undertaken in accordance with the 'Guide to Earthworks in the Queenstown Lakes District' brochure.	x
		Neighbours	I am satisfied that the earthworks are feasible and that there will be no adverse effects will result on neighbouring sites.	
		Revegetation	A condition is recommended requiring earth worked areas to be revegetated prior to use of the facility.	x

SERVICES	Existing Services		There are no existing services to the site.	
	Water	Potable	No potable water supply is proposed. Hand sanitisers will be provided in the toilet facility in place of hand basins. Also, the proposed toilets do not require a cistern/flushing. I am satisfied that a potable water connection does not have to be provided and do not recommend any related conditions.	
		Fire-fighting	Not required for a car park.	
	Effluent Disposal		The proposed Department of Conservation double toilet is a waterless vault system with no associated onsite effluent disposal, rather it is collected by a "sucker truck" and transported to the Shotover treatment facility. I am satisfied that this is appropriate and do not recommend any related conditions.	
	Stormwater		From the application; <i>"The carpark has been designed with single cross-fall to drain towards a kerb and channel, discharging to a sump in the south corner of the carpark. Stormwater from the sump will then be treated in a Hynds First Defence (or equivalent) stormwater treatment system to remove contaminants and suspended solids prior to discharging to land via a natural ephemeral channel and outlet point within the rock fissure where ponded stormwater at the site currently flows. Preliminary calculations anticipate runoff from the carpark to be approximately 61.2L/s for a 20-year ARI event in which a 1.8 m diameter Hynds First Defence treatment system would be appropriate to treat the volume of stormwater generated by the carpark. Calculations and specifications for the treatment system are provided at Appendix E. All other stormwater runoff from the site will be directed to the ephemeral channel, including runoff from the paths and open ground on the western of the car park, and the roof runoff from the toilet block."</i> I am satisfied that this is feasible and appropriate and recommend stormwater provision is provided in accordance with the plans submitted with the application.	x

Natural Hazards on or near the site	Nil hazards are noted on Councils hazard register for this site.	
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PROJECT INFORMATION	Developers Engineering Representative	Required	x
	Traffic Management Plan	Required	x
	Design Certificates	Required	x
	Completion Certificates	Required	x

1.0 **RECOMMENDED CONDITIONS**

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

General

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 May 2018 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. 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.
3. The consent holder shall obtain and implement a traffic management plan approved by Council prior to undertaking any works within or adjacent to Council's road reserve that affects the normal operating conditions of the road reserve through disruption, inconvenience or delay. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor (STMS). All contractors obligated to implement temporary traffic management plans shall employ a qualified STMS to manage the site in accordance with the requirements of the NZTA's "*Traffic Control Devices Manual Part 8: Code of practice for temporary traffic management*". 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.
4. Prior to commencing works on the site, the consent holder shall obtain 'Engineering Review and Acceptance' from the Queenstown Lakes District Council for development works to be undertaken and information requirements specified below. The application shall include all development items listed below unless a 'partial' review approach has been approved in writing by the Manager of Resource Management Engineering at Council. The 'Engineering Review and Acceptance' application(s) shall be submitted to the Manager of Resource Management Engineering at Council for review, prior to acceptance being issued. At Council's discretion, specific designs may be subject to a Peer Review, organised by the Council at the applicant's cost. The 'Engineering Review and Acceptance' application(s) 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:
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 to ensure that neighbouring sites remain unaffected from earthworks. 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 permanent batter slope within the site shall be formed at a gradient that exceeds 1(V):2(H).
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.

8. No earthworks, temporary or permanent, are to breach the boundaries of the site with the exception of accepted works within the Queenstown-Glenorchy road reserve.

To be completed prior to use of the car park facility

9. Prior to the public use of the car park facility the consent holder shall :
- a) Construct a car park with access and associated works on the Queenstown-Glenorchy road in the location and in accordance with the design submitted with the application.
 - b) Install signage and marking as per drawings submitted with the application, and add signage to advise approaching drivers of the lookout and scenic viewing opportunity. All signage and marking shall be in accordance with MOTSAM and the TCD Manual.
 - c) Construct pedestrian trails and lookout in accordance with the design submitted with the application.
 - d) Install stormwater management and treatment for the interception of settle-able solids, hydrocarbons and floatable debris prior to discharge from the site.


To be completed following the opening of the completed car park

10. Following the opening of the completed car park the consent holder shall close vehicle access to Bennetts Bluff pull over areas at RP's 22.83, 23.26 and 23.15.

To be completed following all works

11. Upon completion of all works the consent holder shall provide Completion Certificates from both the Contractor and Engineer advised in Condition (2) for all engineering works completed in relation to or in association with this subdivision/development (for clarification this shall include all Roads and Stormwater infrastructure). The certificates shall be in the format of a Producer Statement, or the QLDC's Land Development and Subdivision Code of Practice Schedule 1B and 1C Certificate.
12. The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.
13. All earthworked areas shall be top-soiled and revegetated or otherwise permanently stabilised.

Prepared by:



Steve Hewland
LAND DEVELOPMENT ENGINEER

Reviewed by:



Mike Wardill
Team Leader RM ENGINEERING

APPENDIX 5 – ECOLOGY REPORT

Memorandum

To: Rosalind Devlin, Consultant Planner, Queenstown Lakes District Council
From: Keren Bennett, Principal Ecology Consultant, 4 Sight Consulting
Date: 18 August 2019
Subject: RM181945 – Bennett’s Bluff Car Park – Ecological Peer Review

INTRODUCTION

1. An application from Stantec, on behalf of Queenstown Lakes District Council (**QLDC**) has been received to develop a car park near Bennett’s Bluff, to the west of the Glenorchy Queenstown Road. The site of the proposed car park is land identified as a recreational reserve under the ownership of the Department of Conservation (**DoC**). The site is legally described as Section 4 SO471631.
2. The car park will be augmented by walking tracks that allow access to a lookout platform providing sweeping views of Lake Wakatipu. A toilet block will also be built and stormwater from the formed access and car parking areas will be managed. A separate application has been made to Otago Regional Council regarding the proposed stormwater discharge.
3. The application is discretionary under the Queenstown Lakes Operative District Plan (**ODP**) because it proposes to construct a building and a vehicle parking area, clear indigenous vegetation and undertake earthworks within the Rural General Zone. The site is part of a wider area identified as an Outstanding Natural Landscape (ONL).
4. The land is zoned rural under the Proposed District Plan (**PDP**), with an underlying classification of ONL. The application is discretionary for similar reasons under the PDP, with the earthworks rules having immediate legal effect.
5. The site is described in the application material. In summary, the site is located approximately 26 km west of Queenstown and west of the Glenorchy Queenstown Road. There is an existing gravel track that leads to the low-lying hollow or basin that would contain the proposed car park. The area has been subject to previous vegetation clearance and current vegetation is predominantly pasture grasses, and occasional scattered short tussock surrounded by bracken and regenerating shrubland vegetation. The site and wider area was affected by a fire some years previous.
6. The below assessment is based on a desktop review of the application material submitted to QLDC. A brief walkover of the main car park locality was completed on 27 February 2019 to review the vegetation cover and features of the site.
7. A full description of the proposal is provided in the application document and associated appendices:
 - Stantec (2018) Resource Consent Application and Assessment of Environmental Effects. Bennett’s Bluff Carpark. Prepared for Queenstown Lakes District Council, dated December 2018 (the **AEE**).
8. In summary, the development proposal includes the following aspects of interest to this review:
 - Earthworks associated with formation of the road access and car park development, including earthworks to construct the pedestrian access tracks. Earthworks volume is estimated at 1,755 m³ cut and 8,512 m³ fill; and
 - Indigenous vegetation clearance to facilitate earthworks and allow construction of the car park and associated tracks.
9. This memo provides specialist review and comment in response to the submitted application, specifically regarding the potential ecological effects of the application.

ECOLOGICAL FEATURES OF THE SITE

10. No ecological assessment of the site and surrounds was provided as a component of the application. The AEE and associated landscape assessment¹ describe the site as being modified as a result of past use, especially vegetation patterns which have been modified by grazing and burning. The landscape assessment describes vegetation within the basin as “a mix of pasture, scattered short tussock, extensive bracken and scattered remnant and emerging shrubland. Small patches of broom and Spanish heath are also present”².
11. I completed a walkover of the car park location to review the key vegetation types and features of the site. It was not intended as a full ecological assessment. Due to time constraints the walkover focussed on the car park locality and the ecological features surrounding the proposed viewing platform were not assessed.
12. From observations made onsite, much of the central depression that would contain the proposed car park development has been heavily modified. The low-lying area is dominated by rank pasture grasses and scattered small tussock, in some places growing as a thin layer over compacted gravel. However native regenerating vegetation is present on the margins of this area, extending up the elevated banks towards the road, and the track alignment towards the lookout position. Weed species are relatively rare within the regenerating shrublands.
13. Bracken (*Pteridium esculentum*) comprises the dominant species colonising the immediate margins of the car park ‘bowl’, with scattered tutu (*Coriaria arborea* var. *arborea*) also present. Beyond and amongst the bracken the vegetation comprises regenerating native shrubland vegetation, interspersed by rocky outcrops. Vegetation growth is variable across the area surrounding the proposed car park, likely as a result of the previous fire disturbance and localised shelter. Dominant species include young manuka (*Leptospermum scoparium*), mingimingi (*Coprosma propinqua*), koromiko (*Veronica salicifolia*), flax (*Phormium tenax*), with scattered cabbage trees (*Cordyline australis*) and occasional matagouri shrubs (*Discaria toumatou*). Both manuka and matagouri are listed as ‘At Risk – declining’ in the most recent threat classification lists³. For manuka, this is a precautionary approach as a result of the threat posed by Myrtle rust.
14. Aerial photographs and onsite observations indicate that the regenerating shrubland vegetation is a locally common feature of the elevated bluffs in the area surrounding the proposed car park, on the land to the west of the Glenorchy Queenstown Road.
15. The regenerating shrubland and rock outcrops provides potential high quality habitat for native lizards. A small range of native skinks and geckos may be present in the area, utilising the shrubland vegetation and rock outcrops for cover, including species listed on the threat classification lists⁴. The mingimingi were fruiting at the time of my site visit and provide a seasonal food source for lizards and birds.

POTENTIAL EFFECTS OF DEVELOPMENT

16. The proposed development requires the clearance of vegetation for both the car and bus parking areas and for construction of the access tracks to the proposed lookout point. While the car park area largely encompasses an area of rank exotic grass, the entryway, bus parking area and the car park margins will

¹ AEE, Appendix D: Blakely Wallace Associates (2018) Bennetts Bluff Carpark Landscape and Visual Assessment.

² Blakely Wallace Associates (2018), page 2.

³ de Lange, P.J.; Rolfe, J.R.; Barkla, J.W.; Courtney, S.P.; Champion, P.D.; Perrie, L.R.; Beadel, S.M.; Ford, K.A.; Breitwieser, I.; Schonberger, I.; Hindmarsh-Walls, R.; Heenan, P.B.; Ladley, K. 2018: Conservation status of New Zealand indigenous vascular plants, 2017. New Zealand Threat Classification Series 22. Department of Conservation, Wellington. 82 p.

⁴ Hitchmough, R.; Barr, B.; Lettink, M.; Monks, J.; Reardon, J.; Tocher, M.; van Winkel, D.; Rolfe, J. 2016: Conservation status of New Zealand reptiles, 2015. New Zealand Threat Classification Series 17. Department of Conservation, Wellington. 14 p.

encroach into the surrounding area of regenerating native shrubland. Similarly, the access tracks, and associated earthworks extend through the native shrubland. In total the AEE⁵ states that earthworks and vegetation removal will occur over approximate 2,000m². However, this is inconsistent with the landscape assessment⁶ which indicates that the total modified area, including the track corridor, is approximately 11,660m², of which 2,820m² is modified exotic and tussock grassland.

17. As such, it is unclear from the application what the total extent of native vegetation clearance will be. Conservatively, based on areas provided in the landscape assessment, native vegetation clearance may be in the order of 8,800m².
18. The AEE⁷, admittedly with a focus on landscape impacts, is somewhat dismissive of the effects of the proposed vegetation removal, stating:

"This area of the reserve is fire affected and in a natural revegetation recovery phase. It is important to note that indigenous ecosystems within the proposed disturbed zone area have been already disturbed as a result of the recent fire (and from historical grazing and burning) therefore the area will not be directly affected as a result of the development. In fact, contouring and planting will assist in the rehabilitation and drainage of this area. For these reasons, the effects of the proposal on landscape values have been assessed as less than minor."
19. The planting plan prepared by Blakely Wallace Associates (May 2019) indicates that revegetation planting on earthworked areas will occur across 1,512m², and infill planting within existing shrubland vegetation close to the road of 832m². A number of larger grade specimen trees (mountain beech) will also be planted in that area, and through the car park area for landscape/screening purposes. While the concept plan illustrates further revegetation planting along the walkways, this is not defined in the planting plan, and as such may not be included in the revegetation planting total provided above.
20. Even accounting for additional revegetation planting alongside the walkways, there will be an overall loss of regenerating native shrubland within the site as a result of the works proposed. This vegetation has the potential to provide habitat for a small range of native lizards and food resources for native birds. The potential habitat values of the native shrubland vegetation have not been acknowledged in the application, nor have any measure to mitigate potential effects been proposed.
21. The earthworks proposed are required to form safe vehicle entry and exit to the site, to recontour the bus turning and car parking areas at an appropriate gradient and develop the access tracks to the lookout.
22. An intermittently flowing drainage channel bisects the proposed bus turning area and follows the south eastern boundary of the proposed car park area. The AEE describes this as an ephemeral channel. Plans indicate that a portion of this flowpath will be piped beneath the bus turning/parking area. During my site visit, undertaken following recent rain, this watercourse was clearly defined and flowing well following rainfall. The close positioning of this flowpath channel to the proposed works footprint therefore increases the risk of unintended sediment discharges to receiving streams and ultimately the nearby Lake Wakatipu.
23. Mitigating measures are proposed during earthworks to minimise the likelihood and scale of these potential effects. The AEE indicates that erosion and sediment control measures will be employed during the earthwork construction period in accordance with QLDC guidance documents. No details as to the site-specific control and management measures to be used during construction are provided. Given the proposed 'in channel' piping works and close proximity, care will be needed to prevent sediment discharge from the site via this flow path.

⁵ AEE, Section 3.2, page 4

⁶ Blakely Wallace Associates (2018), page 6

⁷ AEE, page 11

24. In my opinion, the application has not fully assessed the actual and potential impacts of the proposed development on the ecological values of the site. Several mitigating measures and recommendations are discussed below, intended to address the outstanding effects of the development proposed.

DISCUSSION & RECOMMENDATIONS

25. The key ecological impact of the proposed Bennett's Bluff carpark and walkway development is the net loss of native regenerating shrubland vegetation. Although this vegetation has been impacted by former land use practices and a relatively recent fire, the shrubland appears to be regenerating well, particularly on the northern 'basin' slopes, and may provide habitat and food resources for native fauna such as lizards, insects and birds.
26. While the application indicates an overall loss in shrubland vegetation as a result of the proposed development, it is acknowledged that this habitat type is common on the elevated bluffs immediately surrounding the works site. As such, the relatively small-scale loss is not considered ecologically significant in terms of vegetation cover. Potential direct effects on fauna that may be utilising this vegetation are discussed below.
27. The planting plans indicate that revegetation of earthworked areas at the margins of the car park will occur, utilising a range of shrubland species known from the site or the surrounding area. The inclusion of red and mountain beech trees is proposed and will result in the introduction of these species to the site earlier than would have occurred naturally. The proposed suite of plants is considered appropriate to the site and is supported.
28. While the landscape concept plan (Blakely Wallace Associates, May 2019) illustrates revegetation of the earthworked surfaces along the pedestrian access tracks to the lookout, these are not included in the subsequent planting plan. For clarity, revegetation of all earthworked areas with appropriate plant species should be undertaken and, if approved, required as a condition of consent.
29. It is unclear from the application whether the walkway construction will impact or require the removal of any of the rock outcroppings at the margins of the basin. These, as well as the surrounding vegetation, provide potential cover and basking areas for native lizards. Rock outcrops should therefore be avoided by works, to the extent practical.
30. Regardless of any threat status, all native lizards are 'absolutely protected' under the Wildlife Act (1953, s63 (1) (c)) administered by the Department of Conservation (DOC). Vegetation removal should therefore be preceded by a survey for the presence of native lizards within the works footprint. Alternatively, a vegetation management approach that assumes the presence of native lizards should be applied. Development of a lizard survey and/or lizard management plan is recommended as a condition of consent. The plan should address lizard management across all affected habitat types (grassland, shrublands and rock outcrops) prior to and during works. The plan should be developed by an experienced herpetologist and implemented under an appropriate permit granted under the Wildlife Act.
31. The design plans indicate a walkway extending from the bus parking area to join with the 'switchback' walkway that starts near the toilet block. The earthworks plan⁸ and the Blakely Wallace Associates 3D models indicate that this section of walkway will be constructed largely through the use of fill material, to at least 2m in depth. Given the earthworks cut/fill imbalance within the site, it is likely this walkway would be constructed from imported fill material. Removing this walkway linkage and instead directing bus passengers along a footpath that joins with that at the northern edge of the car park, then to the 'switchback' path is recommended as it would reduce the extent of earthworks required and minimise the extent of native vegetation loss from the site.

⁸ AEE, Appendix B4

32. The application provides no detail on the methodology and type of machinery that will be used for construction, particularly for construction of the walkways. Given the walkways are being constructed through regenerating indigenous vegetation that provide potential habitat for threatened native wildlife, a high degree of care will be required during construction works. It is recommended that measures intended to limit native vegetation removal and unintended encroachment of works into surrounding vegetation be developed and implemented as part of any site works plan.
33. Similarly, machinery can introduce unwanted organisms including weed species. While the landscape assessment⁹ indicates an expectation that machinery will be cleaned to avoid the introduction of weeds, a specific condition specifying this is recommended, should consent be granted.
34. There is the potential to introduce weed species along with imported fill material. It is unclear where the necessary fill material will be obtained or what measures are possible to ensure it has a low risk of weed introduction. Weed management should therefore be a requirement of the revegetation maintenance plan, and be ongoing for at least five years, while the native plants establish to a level sufficient to shade out weed growth.
35. The development, once implemented, will increase visitor numbers in an area where they are currently low. The grassed margins to the west are intended as a picnic area. People will discard food waste, which can attract mammalian predators such as rats in increased numbers. Predator control measures, if not already being undertaken through this area, are therefore recommended. Predator control should be implemented with the intent to offset the impact of increased human presence, and to enhance surrounding habitats for native wildlife.
36. In summary, consideration should be given to removing/rerouting the walkway from the bus parking area to minimise the extent of earthworks and native vegetation removal. Additionally, if the application is approved, the following are recommended as conditions of consent:
 - a. A lizard management plan (LMP) is to be developed for the site. The LMP should detail methods for any pre-clearance lizard surveys and/or information on how adverse effects to lizards will be appropriately avoided, minimised, mitigated and/or offset prior to and during vegetation removal and earthworks. Lizard surveys and management should be undertaken by an experienced herpetologist permitted by the Department of Conservation (DOC) to capture and handle lizards.
 - b. Predator control measures, at a minimum for rats, should be implemented with the intent to offset the impact of increased human presence, and to enhance surrounding habitats for native wildlife.
 - c. All earthworked surfaces shall be topsoiled and revegetated with appropriate plant species. Native revegetation and infill planting should be in accordance with the landscape concept and planting plan prepared by Blakely Wallace Associates (May 2019) and undertaken in the first planting season following the completion of works.
 - d. Preventing the introduction and establishment of pest weed species to the area by:
 - Ensuring that the wheel arches / tracks of construction vehicles are clean prior to entering the construction site;
 - Ensuring that revegetation of bare soil takes place as quickly as possible following the construction phase;
 - Undertaking regular weed surveillance and weed control, for a minimum of five-years.
37. I would recommend the removal of the elevated walkway from the bus parking area as a means of minimising the scale of native vegetation removal and earthworks extent within the site. Overall, that measure, in conjunction with the above recommended mitigation and ecological management measures,

⁹ Blakely Wallace Associates (2018), page 6



will ensure that the adverse ecological effects of the proposed car park and walkway construction can be adequately minimised and mitigated.

A handwritten signature in black ink that reads 'Keren Bennett'.

Keren Bennett

Principal Ecology Consultant
4Sight Consulting Ltd

APPENDIX 6 – RECOMMENDED CONDITIONS

CONSENT CONDITIONS

General Conditions

1. That the development must be undertaken/carried out in accordance with the plans:

Blakely Wallace:

- 'Landscape Concept Plan L01 of 4 Rev 7' dated 2/09/19
- 'Details L02 of 4 Rev 7' dated 2/09/19
- 'Planting Plan L03 of 4 Rev 7' dated 2/09/19
- 'Vehicle Barrier Details L04 of 4 Rev 7' dated 2/09/19

Stantec:

- 'Overall Layout Plan 80508724 - 0574 - C001 Rev 0' dated 10/01/2019
- 'Parking Layout 40 Car Spaces & 12 Campervan Spaces 80508724 - 0574 - C002 Rev 0' dated 10/01/2019
- 'Bus Parking Layout Plan 80508724 - 0574 - C003 Rev 0' dated 10/01/2019
- 'Earthworks Cut and Fill Plan 80508724 - 0574 - C005 Rev 0' dated 10/01/2019
- 'Closure of Existing Pull in Bay Plan 80508724 - 0574 - C006 Rev 0' dated 10/01/2019
- 'Typical Cross-Sections 80508724 - 0574 - C009 Rev 0' dated 10/01/2019
- 'Carpark Longitudinal Section and Cross-Sections CH 20 TO CH 40 80508724 - 0574 - C010 Rev 0' dated 10/01/2019
- 'Carpark Cross-Sections CH 60 TO CH 100 80508724 - 0574 - C011 Rev 0' dated 10/01/2019
- 'Carpark Cross-Sections CH 120 TO CH 170 80508724 - 0574 - C012 Rev 0' dated 10/01/2019
- 'Glenorchy Road Widening Cross-Sections 80508724 - 0574 - C013 Rev 0' dated 10/01/2019
- 'Left Turn Bay Cross-Sections 80508724 - 0574 - C014 Rev 0' dated 10/01/2019
- 'Typical Details 80508724 - 0574 - C015 Rev 0' dated 10/01/2019

NZCAD:

- 'Double Toilet Facility L01' dated 11.05.10

stamped as approved on XXXX

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

2. 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.
3. The consent holder is liable for costs associated with the monitoring of this resource consent under Section 35 of the Resource Management Act 1991.

Environmental Management

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

4. At least 15 working days prior to any works commencing on site the Consent Holder shall submit an Environmental Management Plan (EMP) to Council's Monitoring and Enforcement Team for review and acceptance **HOLD POINT 1**. This document must be prepared by a Suitably Qualified and Experienced Person. The EMP shall be in accordance with the principles and requirements of the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans* and specifically shall address the following environmental elements as specified in the guidelines:
 - a) Administrative Requirements
 - (i) Weekly site inspections
 - (ii) Notification and management of environmental incidents
 - (iii) Records and registers
 - (iv) Environmental roles and responsibilities of personnel (including nomination of Principal Contractor)
 - (v) Site induction
 - b) Operational Requirements
 - (i) Erosion and sedimentation (including Erosion and Sediment Control Plan) (to be prepared by a Suitably Qualified and Experienced Person)
 - (ii) Water quality
 - (iii) Dust
 - (iv) Cultural heritage
 - (v) Indigenous vegetation clearance
 - (vi) Chemical and fuel management
 - (vii) Waste management
5. Prior to ground-disturbing activities on the initial stage of works or any subsequent new stage of works, the Consent Holder shall engage an Appropriately Qualified Person to prepare and submit an Erosion and Sediment Control Plan (ESCP) to Council's Monitoring and Enforcement Team for review and acceptance. This plan shall be a sub-plan of the overarching EMP and must be prepared in accordance with the requirements outlined on pages 13 – 18 in *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*. These plans must be updated when:
 - a) The construction program moves from one Stage to another; or
 - b) Any significant changes have been made to the construction methodology since the original plan was accepted for that Stage; or
 - c) There has been an Environmental Incident and investigations have found that the management measures are inadequate.
6. Prior to commencing ground-disturbing activities, the Consent Holder shall nominate an Environmental Representative for the works program in accordance with the requirements detailed on pages 9 and 10 of the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*.
7. Prior to commencing ground disturbing activities, the Consent Holder shall ensure that all staff (including all sub-contractors) involved in, or supervising, works onsite have attended an Environmental Site Induction in accordance with the requirements detailed on page 8 of the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*.

During construction:

8. All works shall be undertaken in accordance with the most current version of the EMP as accepted as suitable by Council.
9. The EMP shall be accessible on site at all times during work under this consent.
10. The Consent Holder shall establish and implement document version control. Council shall be provided with an electronic copy of the most current and complete version of the EMP at all times.
11. The Consent Holder shall develop and document a process of periodically reviewing the EMP as outlined on page 6 of the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*. No ground disturbing activities shall commence in any subsequent stage of development until an EMP has been submitted and deemed suitable by Council's Monitoring and Enforcement Team.
12. The Consent Holder shall undertake and document weekly any Pre and Post-Rain Event site inspections as detailed on pages 10 and 11 of the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*.
13. In accordance with page 9 of the Queenstown Lakes District Council's Guidelines for Environmental Management Plans, where any Environmental Incident where the EMP has failed leading to any adverse environmental effects offsite occurs the Consent Holder shall:
 - a) Report to QLDC details of any Environmental Incident within 12 hours of becoming aware of the incident.
 - b) Provide an Environmental Incident Report to QLDC within 10 working days of the incident occurring as per the requirements outlined on page 9 of *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*.
14. Environmental records are to be collated onsite and shall be made available to QLDC upon request; immediately if the request is made by a QLDC official onsite and within 24 hours if requested by a QLDC officer offsite. Records and registers to be managed onsite shall be in accordance with the requirements outlined on page 9 of the Queenstown Lakes District Council's Guidelines for Environmental Management Plans.

Landscape and Ecology

15. At least 15 working days prior to any works commencing on site, planting plans shall be submitted to Council's Monitoring Officer for approval/certification. Council may appoint a landscape specialist to certify the plans. The plans shall be consistent with the approved landscape plans, and shall include details of plantings around the public walkway and lookout, planting density details (planting centres) and a maintenance programme for all plantings within the site, and shall take into account Crime Prevention Through Environmental Design (CPTED) and regeneration of indigenous vegetation.
16. The approved landscape and planting plans shall be implemented within the first planting season following completion of the works, and the plants shall thereafter be maintained and irrigated in accordance with the approved plans and maintenance programme. If any plant or tree should die or become diseased it shall be replaced.
17. The approved landscape and planting plans shall include regular weed surveillance and weed control, for a minimum of five years following completion of plantings.
18. Predator control measures, at a minimum for rats, shall be implemented with the intent to offset the impact of increased human presence, and to enhance surrounding habitats for native wildlife.

19. At least 20 working days prior to any works commencing on site, a lizard management plan (LMP) shall be submitted to Council's Monitoring Officer for certification. Council may appoint a specialist to certify the LMP. The LMP shall detail methods for any pre-clearance lizard surveys and/or information on how adverse effects to lizards will be appropriately avoided, minimised, mitigated and/or offset prior to and during vegetation removal and earthworks. Lizard surveys and management shall be undertaken by an experienced herpetologist permitted by the Department of Conservation (DOC) to capture and handle lizards.

Interpretation Panels (Signs)

20. The interpretation panels shall be located within the lookout and secured to the balustrade as indicated on the approved plans.
21. Prior to installation of the interpretation panels, the consent holder shall submit plans and specifications to Council's Monitoring Officer for approval. Council may appoint a cultural specialist or locally appropriate Rūnaka and/or whānau to certify the plans. The panels shall provide culturally appropriate interpretation of the wāhi tupuna (cultural or ancestral landscape) of Whakatipu-Wai-Māori (Lake Wakatipu).

Operational

22. No freedom camping is authorised by this consent. Measures such as signage (one by the road and one by the car park, approx. 0.5m x 0.3m in area) and intermittent checks and fines shall be undertaken to deter the occurrence of freedom camping.
23. No commercial activities are authorised by this consent.
24. The consent holder shall undertake regular servicing inspections and removal of rubbish, and ensure that the toilets are monitored and serviced.

Engineering

General conditions

25. 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 May 2018 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

26. The consent holder 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.
27. The consent holder shall obtain and implement a traffic management plan approved by Council prior to undertaking any works within or adjacent to Council's road reserve that affects the normal operating conditions of the road reserve through disruption, inconvenience or delay. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor (STMS). All contractors obligated to implement temporary traffic management plans shall employ a qualified STMS to manage the site in accordance with the requirements of the NZTA's "*Traffic Control Devices Manual Part 8: Code of practice for temporary traffic management*". 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.

28. Prior to commencing works on the site, the consent holder shall obtain 'Engineering Review and Acceptance' from the Queenstown Lakes District Council for development works to be undertaken and information requirements specified below. The application shall include all development items listed below unless a 'partial' review approach has been approved in writing by the Manager of Resource Management Engineering at Council. The 'Engineering Review and Acceptance' application(s) shall be submitted to the Manager of Resource Management Engineering at Council for review, prior to acceptance being issued. At Council's discretion, specific designs may be subject to a Peer Review, organised by the Council at the applicant's cost. The 'Engineering Review and Acceptance' application(s) 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 (25), to detail the following requirements:
29. 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 to ensure that neighbouring sites remain unaffected from earthworks. 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

30. No permanent batter slope within the site shall be formed at a gradient that exceeds 1(V):2(H) unless as otherwise specified on the approved plans.
31. 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.
32. The consent holder shall prevent the introduction and establishment of pest weed species to the area during works by:
- a) Ensuring that the wheel arches / tracks of construction vehicles are clean prior to entering the works site; and
 - b) Ensuring that revegetation of bare soil takes place as quickly as possible following completion of works.
33. No earthworks, temporary or permanent, are to breach the boundaries of the site with the exception of accepted works within the Queenstown-Glenorchy road reserve.

To be completed prior to use of the car and bus park

34. Prior to the public use of the car and bus park the consent holder shall:
- a) Construct a car and bus park with access and associated works on the Queenstown-Glenorchy road in the location and in accordance with the design submitted with the application.
 - b) Install signage and marking as per drawings submitted with the application, and add signage to advise approaching drivers of the lookout and scenic viewing opportunity. All signage and marking shall be in accordance with MOTSAM and the TCD Manual.
 - c) Construct pedestrian trails and lookout in accordance with the design submitted with the application.
 - d) Install stormwater management and treatment for the interception of settle-able solids, hydrocarbons and floatable debris prior to discharge from the site.

To be completed following the opening of the completed car and bus park

35. Following the public opening of the completed car park the consent holder shall close vehicle access to Bennetts Bluff pullover areas at RP's 22.83, 23.26 and 23.15.

To be completed following all works

36. Upon completion of all works the consent holder shall provide Completion Certificates from both the Contractor and Engineer advised in Condition (26) for all engineering works completed in relation to or in association with this subdivision/development (for clarification this shall include all Roads and Stormwater infrastructure). The certificates shall be in the format of a Producer Statement, or the QLDC's Land Development and Subdivision Code of Practice Schedule 1B and 1C Certificate.
37. The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.
38. All earthworked areas shall be top-soiled and revegetated or otherwise permanently stabilised.

Accidental Discovery Protocol

39. If the consent holder:

- a) does not have an archaeological authority from Heritage New Zealand Pouhere Taonga *and* discovers koiwi tangata (human skeletal remains), waahi taoka (resources of importance), waahi tapu (places or features of special significance) or other Maori artefact material, the consent holder shall without delay:

- (i) notify Council, Tangata whenua and Heritage New Zealand Pouhere Taonga and in the case of skeletal remains, the New Zealand Police.
- (ii) stop work within the immediate vicinity of the discovery to allow a site inspection by the Heritage New Zealand Pouhere Taonga and the appropriate runanga and their advisors, who shall determine whether the discovery is likely to be extensive, if a thorough site investigation is required, and whether an Archaeological Authority is required.

Any koiwi tangata discovered shall be handled and removed by tribal elders responsible for the tikanga (custom) appropriate to its removal or preservation. Site work shall recommence following consultation with Council, the New Zealand Pouhere Taonga, Tangata whenua, and in the case of skeletal remains, the New Zealand Police, provided that any relevant statutory permissions have been obtained.

- b) discovers any feature or archaeological material that predates 1900, or heritage material, or disturbs a previously unidentified archaeological or heritage site, the consent holder shall without delay:
- (i) stop work within the immediate vicinity of the discovery or disturbance and;
 - (ii) advise Council, the Heritage New Zealand Pouhere Taonga and in the case of Maori features or materials, the Tangata whenua and if required, shall make an application for an Archaeological Authority pursuant to the New Zealand Pouhere Taonga Act 2014 and;
 - (iii) arrange for a suitably qualified archaeologist to undertake a survey of the site.

Site work may only recommence following consultation with Council.

Review

40. At any time, within ten working days 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 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 adverse effects on the environment which may arise from the exercise of the consent and which could not be properly assessed at the time the application was considered.
 - c) To avoid, remedy and mitigate any adverse effects on the environment which may arise from the exercise of the consent and which have been caused by a change in circumstances or which may be more appropriately addressed as a result of a change in circumstances, such that the conditions of this resource consent are no longer appropriate in terms of the purpose of the Resource Management Act 1991.
 - d) The purpose of this review is in relation to effects on any person in relation to nuisance (including but not limited to rubbish/recycling and freedom camping).
41. As part of the review clause stated in Condition (40) of this consent, the Council may have the application audited at the consent holder's expense.

Advice Notes

1. No further signs are permitted by this resource consent.
2. This site may contain archaeological material. Under the Heritage New Zealand Pouhere Taonga Act 2014, the permission of the Heritage New Zealand Pouhere Taonga must be sought prior to the modification, damage or destruction of any archaeological site, whether the site is unrecorded or has been previously recorded. An archaeological site is described in the Act as a place associated with pre-1900 human activity, which may provide evidence relating to the history of New Zealand. These provisions apply regardless of whether a resource consent or building consent has been granted by Council. Should archaeological material be discovered during site works, any work affecting the material must cease and the Heritage New Zealand Pouhere Taonga must be contacted (Dunedin office phone 03 477 9871).

For Your Information

If your decision requires monitoring, we will be sending an invoice in due course for the deposit referred to in your consent condition. To assist with compliance of your resource consent and to avoid your monitoring deposit being used before your development starts, please complete the "[Notice of Works Starting Form](#)" and email to the Monitoring Planner at RCMonitoring@qldc.govt.nz prior to works commencing.

You may also have conditions that require you to apply for Engineering Acceptance. To apply for Engineering Acceptance, please complete the [Engineering Acceptance Application form](#) and submit this completed form and an electronic set of documents to engineeringacceptance@qldc.govt.nz with our monitoring planner added to the email at RCMonitoring@qldc.govt.nz.

If your decision requires a development contribution (DC) charge, we will be sending a notice in due course. To answer questions such as what is a DC charge, when a DC charge is triggered and timing of payments, please refer to this link. <http://www.qldc.govt.nz/planning/development-contributions/> If you wish to make a DC estimate calculation yourself, please use this link: <http://www.qldc.govt.nz/planning/development-contributions/development-contributions-estimate-calculator/> And for full details on current and past policies, please use this link: <http://www.qldc.govt.nz/council-online/council-documents/policies/policy-on-development-contributions-and-financial-contributions/>