

## **APPENDIX 7**

RM150040 Glencoe Station Ltd – Soho access  
track



**DECISIONS OF THE QUEENSTOWN LAKES DISTRICT COUNCIL**

**NOTIFICATION UNDER s95 AND DETERMINATION UNDER s104**

**RESOURCE MANAGEMENT ACT 1991**

<b>Applicant:</b>	Glencoe Station Limited
<b>RM reference:</b>	RM150040
<b>Application:</b>	Application under Section 88 of the Resource Management Act 1991 (RMA) for a land use consent to install a vehicle crossing that breaches the minimum sight distance, to undertake earthworks and the clearance of indigenous vegetation associated with the upgrade and realignment of a farm track to provide all weather vehicle access for property management, environmental monitoring, maintenance, and emergency access for farm related purposes.
<b>Location:</b>	Cardrona Valley Road, Cardrona
<b>Legal Description:</b>	Lot 1 Deposited Plan 475309 and Section 5 Block I Knuckle Peak Survey District held in Computer Freehold Register 654603; and  Section 1, Section 3, Section 6, Section 8-9, Section 11-17 and Section 19 Block VII Kawarau Survey District, Run 25, Run 39, Section 29-30 and Section 7 Block X Shotover Survey District and Run 37 held in Computer Interest Register OT386/62
<b>Zoning:</b>	Rural General and Ski Area Sub-Zone (Cardrona Skifield Policy Area)
<b>Activity Status:</b>	<b>Restricted Discretionary</b>
<b>Decision Date</b>	<b>29 April 2015</b>

**SUMMARY OF DECISIONS**

1. Pursuant to sections 95A-95F of the RMA the application will be processed on a **non-notified** basis given the findings of Section 6.0 of this report. This decision is made by Blair Devlin, Manager Resource Consenting, on 29 April 2015 under delegated authority pursuant to Section 34A of the RMA.
2. Pursuant to Section 104 of the RMA, consent is **GRANTED SUBJECT TO CONDITIONS** outlined in **Appendix 1** of this decision imposed pursuant to Section 108 of the RMA. The consent only applies if the conditions outlined are met. To reach the decision to grant consent the application was considered (including the full and complete records available in Council's electronic file and responses to any queries) by Blair Devlin, Manager Resource Consenting, as delegate for the Council.

## 1. PROPOSAL AND SITE DESCRIPTION

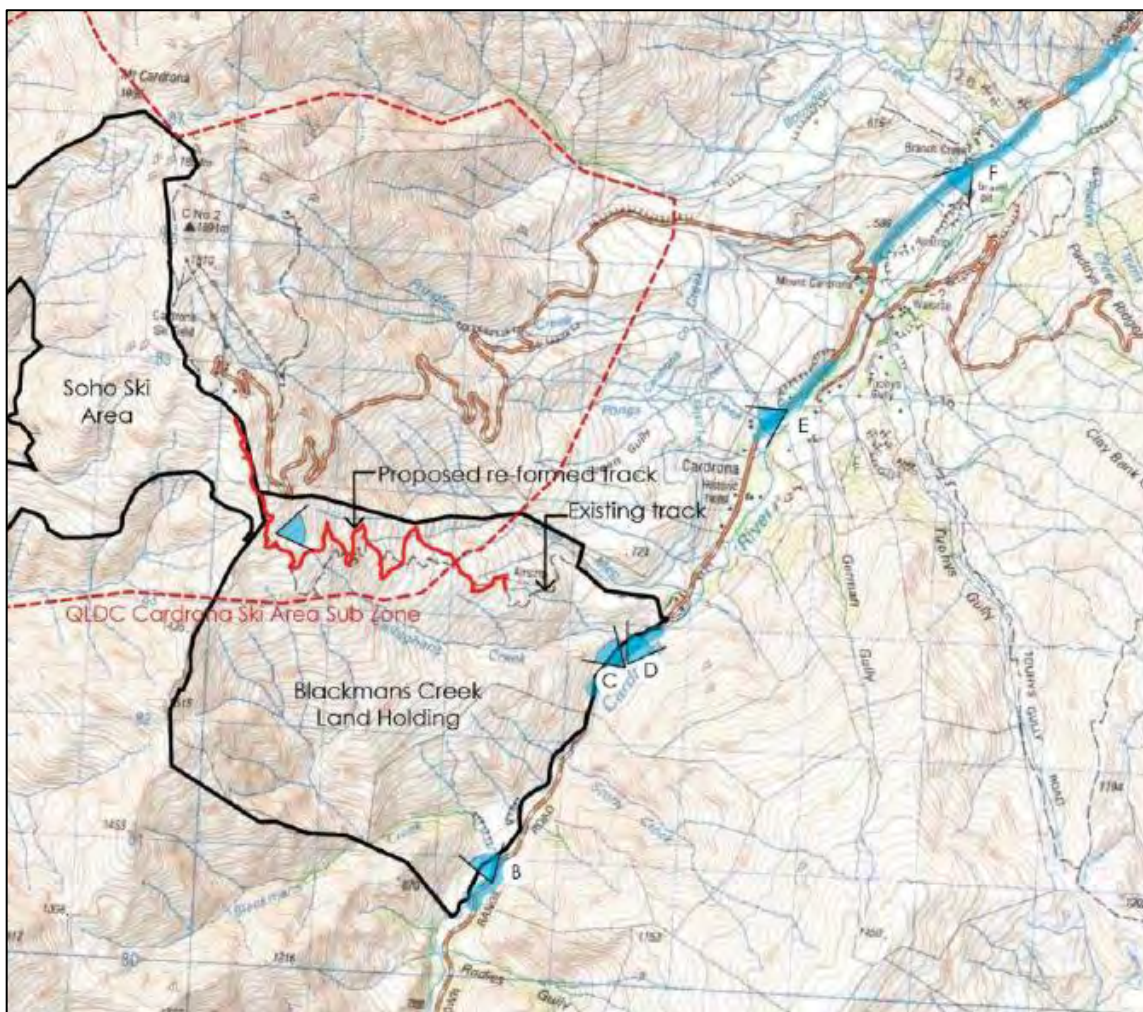
### Introduction

Consent is sought to install a vehicle crossing that breaches the minimum sight distance, to undertake earthworks and the clearance of indigenous vegetation associated with the upgrade and realignment of a farm track. The applicant has advised the purpose of the upgraded and re-aligned farm track is:

- to provide all weather vehicle access for property management, environmental monitoring of consented activities, maintenance, and emergency access for farm related purposes only; and
- to provide occasional access to the groomer shed only when access via the Cardrona Ski Field Road is unavailable.

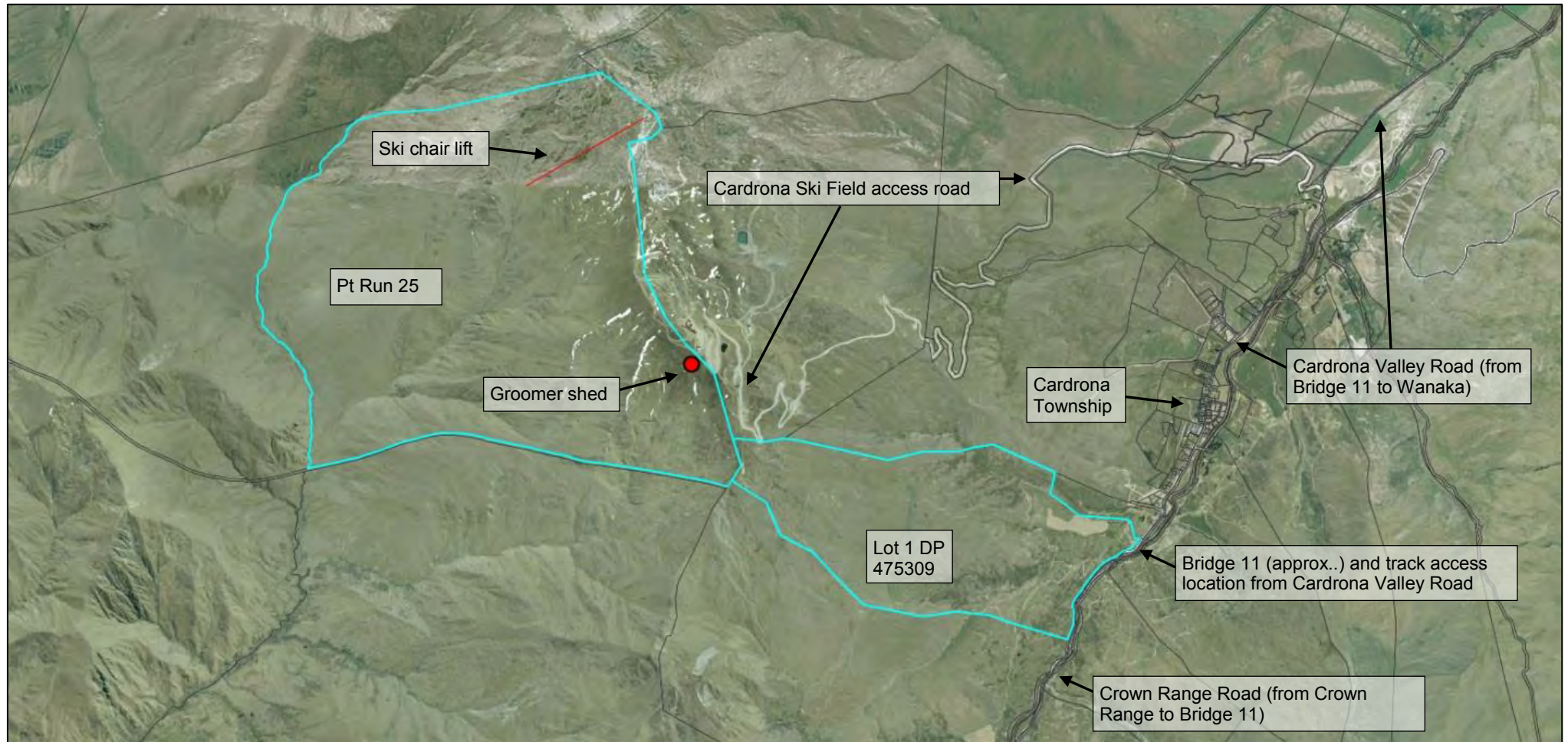
### Site and Locality Description

The applicant has provided a detailed description of the site in section 2.0 of the report entitled “*Blackmans Creek Farm Track Upgrade: Assessment of Environmental Effects*”, prepared by Chris Ferguson of AECOM New Zealand Limited. This description is adopted for the purpose of this report. Further to this, Figure 1 (derived from the Applicant’s Landscape Assessment Report) and Figure 2 below provide a plan of the application site location, proposed track, and surrounding area. Refer to the approved Darby Partners plan “*Blackmans Creek Farm Track: Master Plan, RC-001 Rev A*” for a detailed overview plan of the proposed track upgrade in relation to the groomer shed location, and the approved plan “*Blackmans Creek Farm Track: Cardrona Valley Entry*” for a detailed plan of the access location to Cardrona Valley Road.



**Figure 1:** Application site locations (black outline), and the existing and proposed (red line) track route (also see the Darby Partners Plan ‘*Blackmans Creek Farm Track Master Plan, RC-001 A, dated 20.02.15*’)





**Figure 2:** Application site and surrounding area, including the approximate locations of the groomer shed approved under resource consent RM140886 and the ski chair lift approved by resource consent RM140926.



### *Relevant Site History*

Resource consent RM140886 (granted 8 December 2014) approved the removal of indigenous vegetation, to undertake associated earthworks, erect two buildings (ski-cat groomer shed and portacom), and install two above ground fuel storage tanks. The activity consented is located entirely within the SASZ and was in relation to ski area activities undertaken onsite within the proposed Soho Ski Area. Access was a matter of control and the consent holder advised that the buildings could be accessed within the site via the existing farm track, or the proposed alternate access from the Cardrona Ski Field road. The consent holder did not provide an affected persons approval with respect to access from the Cardrona Ski Field road and so it was noted that this alternate access could only be used if the land owner approval was sought, and that this was not considered within the assessment.

Resource consent RM140926 (granted 22 December 2014) approved consents to construct a ski chair lift and associated indigenous vegetation clearance. This consent only relates to land within the Soho Ski Area which is within the Ski Area Subzone (SASZ). Access to the ski lift was not considered as this did not form a matter over which Council had reserved control or discretion in the District Plan.

Also of relevance, the applicant (and consent holder for the above two consents) has obtained an agreed 'Construction Access Protocol' with Cardrona Ski Field to use the existing ski field access road for construction and operational access in relation to construction of the groomer shed and chair lift (email from C. Ferguson dated 16.04.15).

### *Proposal*

The applicant has provided a detailed description of the proposal in Section 3.0 of the report entitled "*Blackmans Creek Farm Track Upgrade: Assessment of Environmental Effects*", prepared by Chris Ferguson of AECOM New Zealand Limited, submitted as part of the application (as re-submitted on 27 March 2015, hereon referred to as the applicant's AEE and attached as **Appendix 2**), and the associated attachments and supporting documents including the further information email from C. Ferguson dated 16.04.15, which are available in Council's electronic file. The description of the proposal provided in the applicant's AEE is adopted for the purpose of this report with the clarification that the reference to 'emergency access' in the applicant's AEE is limited to farm related emergency access activities only (it would not include emergency access related to operation of the ski area).

Further information provided by the applicant in response to requests by the Council confirms the upgraded and realigned farm track is not for use by the general public or their vehicles or by customers accessing the ski areas or any other part of the land.

### *Summary of the proposal*

The following bullet points summarise the proposal in the applicant's AEE (as further clarified in the email from C. Ferguson dated 16.04.15), further detail is provided below in relation to some aspects of the proposal:

- Resource consent is sought to upgrade, realign and extend an existing farm track that will extend from Cardrona Valley Road through Glencoe Station to a consented groomer shed located within the SASZ.
- The approximate total track length is 8,000 metres (8km), the establishment of which is described in Table 1 below. For visual representation of each area described below refer to the approved plans from Darby Partners entitled "*Blackmans Creek Farm Track*" and those by Southern Land (including cross sections) entitled "*Blackmans Creek 3m Wide Farm Access Track*".

Length of track (m) corresponding ground level	QLDC District Plan Zone	Proposed Works
A. 0m – 2,344m 592.86 – 854.08 masl <sup>1</sup>	Rural General	Upgrade and maintenance of existing farm track to eastern end of the airstrip.
B. 2,344m - 3,800m 854.08 – 1,040 masl	Rural General	Upgrade and realign existing farm track from airstrip to Blackmans Creek property boundary.
C. 3,800m - 7,000m 1,040 – 1,510 masl	SASZ	
D. 7,000m – 7,745m 1,510 – 1,615 masl	SASZ	Establish a new farm section track within Willow basin from Blackmans Creek boundary to consented groomer shed

**Table 1: Breakdown of chainage length (m) within the relevant zoning and type of work proposed on the farm track**

- A 4.5m track width consisting of a 3m formed width, 0.5m wide shoulder to both sides, and 0.5m for drainage and will largely be to a grade of 1:7 however will not exceed a maximum track grade of 1:6.
- The purpose of the track is to “provide all weather vehicle access from the Cardrona Valley Road through to the groomer shed and wider property accessed from the track to enable the consent holder and its contractor’s safe farm and property management, environmental monitoring, maintenance and emergency access [for farming purposes only]”.
- The track will be used for continued farm and property management and maintenance for ongoing farming / pastoral and general property management (e.g. fencing and all the other usual things associated with property management and maintenance), monitoring required by existing granted consents (RM140886 and RM140926) and associated management plans, and for example to ‘bring small supplies/equipment to the groomer shed’ in cases where the Cardrona ski field road is not accessible e.g. during inclement weather the affects the ski field road or road maintenance periods(email from C. Ferguson dated 16.04.15).
- The applicant seeks consent to upgrade and realign the farm track as the existing farm track formation is at times impassable even during summer months, and that in light of changes to health and safety regulations, the existing formation is no longer acceptable either for farming purposes or general access across the site (email from C. Ferguson dated 16.04.15).

#### Proposed Earthworks

A balanced cut to fill operation of earthworks will see the total volume of earth moved within the site as approximately 88,720m<sup>3</sup>. The construction of the proposed farm track will primarily consist of cut and will involve the following:

Earthworks:				
Length of Track (Chainage)	QLDC District Plan Zone	Volume		Area of Disturbance
2,344m - 3,800m	Rural General	8,260m <sup>3</sup> cut 5,620m <sup>3</sup> fill	13,880m <sup>3</sup>	16,100m <sup>2</sup>
3,800m - 7.745m	SASZ	36,100m <sup>3</sup> cut 4,700m <sup>3</sup> fill	40,800m <sup>3</sup>	43,138m <sup>2</sup>
Total earthworks proposed for the track:			54,680m <sup>3</sup>	59,238m <sup>2</sup> (5.9 ha)

**Table 2: Breakdown of proposed earthwork volume and area within the chainage and zoning areas identified in Table 1.**

To clarify, the earthworks described in the Applicant’s AEE does not include volumes or the area of earthworks proposed for the upgrade of the existing farm track between Cardrona Valley Road and the airstrip. The applicant advised that in this area it is proposed to improve the surface with a layer of

<sup>1</sup> Metres Above Sea Level

gravel (see email from C. Ferguson dated 02.04.15). The surplus cut material from Table 2 will be utilised as fill in the areas identified on the approved plan by Southern Land "Blackman's Creek 3m Wide Farm Access Track, R4157\_E1 Rev F".

The maximum cut height and depth of fill in the SASZ is approximately 6.4m, and 2m respectively. The maximum cut height and depth of fill below the SASZ is approximately 3.7m and 1.24m respectively. Earthworks will take place within 7m of water bodies including tributaries to the Callaghans Creek and Little Meg, and cushion bogs located within the SASZ.

#### *Clearance and disturbance of indigenous vegetation*

The breakdown of the proposed clearance, disturbance and reinstatement of indigenous vegetation is outlined in Table 1 of the Applicant's AEE. This Table breaks the disturbance of vegetation into the categories above and below 1,070masl (the contour listed in the District Plan where alpine environment rules for indigenous vegetation clearance commence), and indicates that anything above this contour is within the SASZ. As indicated on the plans contained within Appendix D of the Applicant's AEE (the plans by Southern Land 'Blackman's Creek 3m Wide Farm Access Track'), the SASZ commences slightly below this at the 1,040 masl contour. Table 3 below reproduces Table 1 of the Applicant's AEE and adds to it the reference to the relevant track length and zone as identified in Table 1 above.

Reference to Table 1 & 2	Disturbance Area:	Total Disturbance Area (m <sup>2</sup> )	Permanent Vegetation Removal (m <sup>2</sup> )	Vegetation Reinstatement (m <sup>2</sup> )
<b>B.</b> 2,344m - 3,800m 854.08 – 1,040 masl	Below 1,070masl	16,145	4,401	11,744
<b>C./D.</b> 3,800m – 7,745m 1,040 – 1,615 masl	Above 1,070masl	43,093	11,615	31,479
	Total proposed:	59,238 (5.9 Ha)	16,016 (1.6 Ha)	43,223 (4.3 Ha)

**Table 3: Proposed area (m<sup>2</sup>) of indigenous vegetation clearance, disturbance and reinstatement**

The ecological assessment provided with the application and contained within Appendix H of the Applicants AEE, discusses the type of vegetation and fauna present on site, and describes the associated ecological values:

*"The ecological values of the indigenous vegetation and habitats of indigenous fauna located above the 1000 metre contour, notably the snow tussock grasslands, cushion bogs and cushionfields have been assessed as ecologically significant based on the criteria listed in Appendix 5 of the QLDC District Plan. At least four plant species and two bird species recorded in these habitats are nationally threatened.*

*The condition of the alpine snow tussock grassland and cushionfield cover along the skyline ridge is high and exhibits a good degree of intactness and naturalness. The narrow leaved snow tussock grassland on the hill slopes below the ridge however has been modified by over-sowing and topdressing, and burning in the past and is being further modified by rabbits, grazing and invasion by tussock hawkweed."*

The type of vegetation to be reinstated is generally the tussock vegetation which will be replanted along the formed batter slopes.

#### *Use of the upgraded farm track*

As identified previously, the applicant has advised that the track will be used for all weather vehicle access from the Cardrona Valley Road through to the groomer shed and wider property accessed from the track to enable the consent holder and its contractor's safe farm and property management, environmental monitoring, maintenance and emergency access for farming purposes only. The track is not intended to be used by the public.



The applicant has proposed the following consent condition to restrict general public access to the upgraded farm track:

*The use of the track shall be restricted to the consent holder and its contractors, and no other vehicles shall be allowed onto or along the access.*

#### *New vehicle crossing*

An established vehicle crossing from Cardrona Valley Road is located at an offset angle to the road approximately 330m north of Bridge 11 with a secondary informal (unapproved) vehicle crossing located adjacent to and immediately north of Bridge 11. Bridge 11 marks the junction of the Crown Range Road and Cardrona Valley Road. The Darby Partners plans '*Blackmans Creek Farm Track: Detail Plan, RC-002 Rev A*' indicated the track access to Cardrona Valley Road was from the existing access gate adjacent to Bridge 11. Council advised the applicant that this was not an approved vehicle crossing and the application was amended to include the installation of a vehicle crossing as per the Darby Partners plan '*Blackmans Creek Farm Track: Cardrona Valley Entry, RC-006*'.

The access detailed in the *Cardrona Valley Entry* plan is located approximately 18m north of Bridge 11, shall be recessed 6m from the edge of the carriageway and built up to the road level (further information letter from C. Ferguson dated 20 March 2015). The applicant identified that the access location would meet the sight distance requirements for Residential Activities however, Council has determined that as the crossing is for a farm access, this is not a residential activity and therefore the greater sight distance requirements for non-residential activities applies and resource consent is required.

## **2. ACTIVITY STATUS**

### **2.1 THE DISTRICT PLAN**

The subject site is zoned Rural General and Ski Area Sub-Zone (Cardrona Skifield Policy Area) and the proposed activity requires resource consent for the following reasons:

- A **restricted discretionary** activity pursuant to Rule 5.3.3.3[xi] as the proposal breaches site standard 5.3.5.1[viii](1)(a) in regard to the maximum area of bare soil exposed which exceeds 2,500m<sup>2</sup> per site within any one consecutive 12 month period. It is proposed to expose a total of 16,100m<sup>2</sup> (1.61 ha) of bare soil in the Rural General zone. Council's discretion is restricted to this matter.
- A **restricted discretionary** activity pursuant to Rule 5.3.3.3[xi] as the proposal breaches site standard 5.3.5.1[viii](1)(b) in regard to the maximum volume of earthworks that exceeds 1,000m<sup>3</sup> per site within any one consecutive 12 month period. It is proposed to undertake a total earthwork volume in the Rural General zone of 13,880m<sup>3</sup> within a 12 month period. Council's discretion is restricted to this matter.
- A **restricted discretionary** activity pursuant to Rule 5.3.3.3[xi] as the proposal breaches site standard 5.3.5.1[x](b) in regard to the clearance of indigenous vegetation for the operation and maintenance of existing roads, tracks, drains, utilities, structures and fence lines, excluding their expansion. The proposal includes expansion of the existing farm track onto Part Run 25 held in Computer Interest Register OT386/62 in the Soho ski area. It is proposed to undertake approximately 16,145m<sup>2</sup> of ground disturbance with a total of 4,401m<sup>2</sup> of indigenous vegetation permanently removed for the expansion of an existing farm track (formation of new track and fill areas) between 854masl to 1070masl. Council's discretion is restricted to the effect on nature conservation, landscape and visual amenity values and the natural character of the rural environment.
- A **restricted discretionary** activity pursuant to Rule 5.3.3.3[xi] as the proposal breaches site standard 5.3.5.1[xii](b) in regard to the clearance of indigenous vegetation from land in alpine environments that is greater than 1,070masl. It is proposed to undertake a total ground disturbance of 43,093m<sup>2</sup> with a total of 11,615m<sup>2</sup> of indigenous vegetation permanently removed for the expansion of an existing farm track between 1,070masl and 1,614masl. Council's discretion is

restricted to the effect on nature conservation values, the natural character of the rural environment and landscape and visual amenity values.

- A **restricted discretionary** activity pursuant to Rule 14.2.2.3[ii] as the proposal breaches site standard 14.2.4.2[iv] in regard to the minimum 175 metre sight distances from an access in a derestricted 80 kilometre speed environment for non-residential activities. The proposed access point provides for 170 metre sight distances in each direction. Council's discretion is restricted to this matter.

Overall, the application is considered to be a **restricted discretionary** activity.

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

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

### 3. SECTION 95A NOTIFICATION

The applicant has not requested public notification of the application (s95A(2)(b) of the RMA).

No rule or national environmental standard requires or precludes public notification of the application (s95A(2)(c)).

Based on the information provided in the Applicant's AEE, further information, and volunteered restricted use consent condition received 27 March 2015, and the further information received 16 April 2015, the consent authority has assessed the application as a limited use farm track with no right to public access. Following the assessment of this information and the volunteered condition, the consent authority is not deciding to publicly notify the application using its discretion under s95A(1) and there are no special circumstances that exist in relation to the application that would require public notification (s95A(4)).

A consent authority must publicly notify an application if it decides under s95D that the activity will have or is likely to have adverse effects on the environment that are more than minor (s95A(2)(a)). An assessment in this respect follows in section 4.0.

### 4. ASSESSMENT OF EFFECTS ON THE ENVIRONMENT (s95D)

#### 4.1 MANDATORY EXCLUSIONS FROM ASSESSMENT (s95D)

When determining, for the purposes of section 95A(2)(a), whether an activity will have or is likely to have adverse effects that are more than minor the consent authority is to disregard the following effects:

- A: Effects on the owners or occupiers of land on which the activity will occur and on adjacent land (s95D(a)).
- B: As the activity is a **restricted discretionary** activity, adverse effects which do not relate to a matter over which the District Plan has restricted the consent authority's **discretion** in the District Plan (s95D(c)).
- C: Trade competition and the effects of trade competition (s95D(d)).
- D: Adverse effects on persons who have provided their **written approval** (s95D(e)). In this case the following person has given written approval:

Person (owner/occupier)	Address (location in respect of subject site)
M Mackenzie for the Commissioner of Crown Lands	Glencoe Station (CIR OT386/62 and CFR 654603) pastoral lease

## 4.2 PERMITTED BASELINE (s95D(b))

The consent authority **may** (at its discretion) disregard an adverse effect of the activity if a rule or national environmental standard permits an activity with that effect. In this case there are a number of rules within Section 5 of the District Plan that direct certain activities in relation to earthworks and indigenous vegetation clearance as being permitted.

### Earthworks

Earthworks undertaken within an area identified as a SASZ in the District Plan are excluded from the Rural General zone earthwork rules as are earthworks undertaken for "routine repair and maintenance of operational tracks". For earthworks outside the SASZ, the District Plan prescribes permitted limits the most relevant of which are:

- Up to 1,000m<sup>2</sup> area of bare soil exposed per site per 12 months;
- Up to 300m<sup>3</sup> volume of earth moved per site per 12 months;
- Up to 20m<sup>3</sup> total volume of earthworks within 7m of a water body;
- A maximum upslope cut or batter of 1m for any road, track or access way;
- All cuts and batters to be laid back at an angle from the horizontal of 65 degrees;
- A maximum fill height of 2m.

The total volume of earthworks proposed is 54,680m<sup>3</sup> over an area of 59,238m<sup>2</sup> (5.9 ha). This involves a total volume of 40,800m<sup>3</sup> over an area of 43,138m<sup>2</sup> within the SASZ, and excludes the unspecified volume and area of work which relates to the 2,344m gravel layer from the Cardrona Valley Road to the airstrip for the maintenance and repair of the existing farm track. The volume and area of work proposed above the airstrip to the SASZ is 13,880m<sup>3</sup> and 16,100m<sup>2</sup> respectively.

The purpose of the SASZ is to enable the continued development of ski field activities within the identified boundaries, where the effects of those activities are anticipated to be cumulatively minor. The SASZ earthworks exemption is specific to the subzone and not a specific activity within it, therefore the effects of earthworks with respect to the SASZ are excluded and not considered in the assessment of effects.

Routine repair and maintenance of existing tracks is also permitted. There is no definition in the District Plan as to what constitutes routine repair and maintenance; however routine is generally considered to mean 'a regular course or procedure' while repair is generally considered to mean to 'restore [...] to good condition', and maintenance involves the ongoing or continued state and retention (in this case of repair) (Oxford English Dictionary 7<sup>th</sup> Ed., 1982). With respect to a farm track this could be considered to involve general resurfacing activities such as repairing ruts and other similar track defects, and relaying gravel over existing track contours on a regular and ongoing basis to provide continued usability of the track.

Outside the SASZ, the proposal seeks to upgrade the existing farm track which involves resurfacing the existing track but also work to re-grade the track (as identified in the earthwork sections plan) and the installation of drainage channels. It is therefore considered the upgrade to the existing farm track is outside the scope of "routine repair and maintenance" and can be considered in light of the wider track upgrade and realignment, without the comparison of a permitted baseline test.

### Indigenous Vegetation Clearance

All clearance of indigenous vegetation above 1,070masl requires resource consent and therefore there is no relevant permitted baseline in this regard. The clearance of indigenous vegetation below 1,070masl is permitted by the District Plan provided it meets the following site standards set out in 5.3.5.1(x):

- the clearance area is totally surrounded by pasture and other exotic species,
- is less than 0.5 hectares and is more than 200m from any other indigenous vegetation which is greater than 0.5 hectares in area;
- is more than 20m from a water body; and
- is not listed as a threatened species in Appendix 9 of the District Plan.



Further, clearance for the operation and maintenance of existing roads, tracks and drains is permitted however this rule excludes the expansion of existing roads, tracks and drains.

The proposed activity is for the clearance of indigenous vegetation for the upgrade, realignment and extension of an existing farm track where below 1,070masl it is proposed that a total area of 16,145m<sup>2</sup> (1.6ha) of vegetation will be disturbed and 4,401m<sup>2</sup> (0.4ha) permanently removed (which this does not fall within the permitted exclusion). Given the quantity of vegetation that is proposed to be disturbed, and that this is for a farm track expansion, the Council has not applied the permitted baseline to discount the adverse effects of the proposed indigenous vegetation clearance below 1,070masl.

Reference to Table 1 & 2	Disturbance Area:	Total Disturbance Area (m <sup>2</sup> )	Permanent Vegetation Removal (m <sup>2</sup> )	Vegetation Reinstatement (m <sup>2</sup> )
<b>C.</b> 2,344m - 3,800m 854.08 – 1,040 masl	Below 1,070masl	16,145	4,401	11,744
<b>C./D.</b> 3,800m – 7,745m 1,040 – 1,615 masl	Above 1,070masl	43,093	11,615	31,479
	Total proposed:	59,238 (5.9 Ha)	16,016 (1.6 Ha)	43,223 (4.3 Ha)

**Table 3: Proposed area (m<sup>2</sup>) of indigenous vegetation clearance, disturbance and reinstatement**

#### 4.3 EXISTING & RECEIVING ENVIRONMENT

The applicant has identified the site as being located within an Outstanding Natural Landscape (District Wide) as per the District Plan *Appendix 8B-Map 1 Landscape Categorisation in the Wanaka Area*, and is part of a 'romantic mountain landscape' in which natural mountainous forms dominate. The Council's consultant landscape architect Mr Richard Denney, in **Attachment 5** to this report, concurs with this categorisation of the receiving environment for the application. The application sites, and those surrounding it, are rural high country stations where many farm tracks are easily visible across the landform. Further two existing ski field access roads are also easily discernible north of the site and either side of the Cardrona Valley, i.e. the private road to Cardrona Ski Field and Paddy's Ridge which accesses Snow Park.

The existing use of the sites and the farm track are for 'farming activities' defined in the District Plan as:

*"the use of land and buildings for the primary purpose of the production of vegetative matters and/or commercial livestock. Excludes residential activity, home occupations, factory farming and forestry activity. Means the use of lakes and rivers for access for farming activities".*

As mentioned in the *Relevant Site History* (refer to section 1.0), two applications for resource consent were granted in 2014 for the site; one for a groomer shed, earthworks and indigenous vegetation clearance and the other to construct a ski lift and associated indigenous vegetation clearance. At the time of this application both consents are being implemented in that construction and the associated vegetation clearance has commenced but is not yet complete (the groomer shed will likely be complete prior to the 2015 winter). Further, the Blackmans Creek site contains an existing farm track that will generally be followed and the effects of the track in terms of general farm type traffic flows and visibility exist, and are therefore part of the existing environment.

#### 4.4 ASSESSMENT: EFFECTS ON THE ENVIRONMENT

Taking into account sections 4.1 to 4.3 above, the following assessment determines whether the activity will have, or is likely to have, adverse effects on the environment that are more than minor.

The application is supported by a Landscape Assessment prepared by Haley Farmer of Darby Partners dated 20 February 2015 (**Appendix 3**), a Construction Environment Management Plan (*CEMP*) prepared by Mr Richard Tyler of Darby Partners dated 16 January 2015, and a Terrestrial Ecological Assessment prepared by Mr Simon Beale of MWH dated 20 February 2015.

The application has been assessed by Council's Resource Management Engineer Ms Lyn Overton, (**Attachment 4**) with further assessment and review of supporting documents on behalf of Council by consultant Landscape Architect Mr Richard Denney (**Attachment 5**), and consultant Environmental Scientist Mr Glenn Davis (**Attachment 6**) whose comments are incorporated into the assessment below.

In accordance with Rule 5.3.3.3 of the District Plan, the proposal has been evaluated under the assessment criteria in Rule 5.4. The relevant assessment matters found in the District Plan that have been considered in the assessment below are:

- Rule 5.4.2.2[2] *Outstanding Natural Landscapes (District Wide)* with regard to the potential of the landscape to absorb development, effects on openness of the landscape, cumulative effects on landscape values, and positive effects of development;
- Rule 5.4.2.3[xxvii] *Earthworks* with regard to proposed environmental protection measures, effects on landscape and visual amenity values, effects on adjacent sites, general amenity values, and the necessity and appropriateness of activities; and
- Rule 5.4.2.3[xxviii] *Clearance of Indigenous Vegetation* (including that in the alpine environment) with regard to effects on ecological values of the site and surrounding environment, landscape and visual amenity values, natural features, alternatives and methods, the efficient use of the site, and any loss of natural character or recreational values associated with waterbodies.
- Rule 14.3.2[v] *Access* with regard to safety in terms of sightlines and access alternatives, speed environment, road characteristics, the present and likelihood of future development onsite and resultant traffic generation.

#### **OUTSTANDING NATURAL LANDSCAPES (DISTRICT WIDE)**

The relevant assessment matters for Outstanding Natural Landscapes (District Wide) are set out in Rule 5.4.2.2[2]:

- (a) *Potential of the landscape to absorb development*
- (i) *whether, and to what extent, the proposed development is visible from public places;*
  - (ii) *whether the proposed development is likely to be visually prominent to the extent that it dominates or detracts from views otherwise characterised by natural landscapes;*
  - (iii) *whether any mitigation or earthworks and/or planting associated with the proposed development will detract from existing natural patterns and processes within the site and surrounding landscape or otherwise adversely effect the natural landscape character;*
  - (v) *whether the site includes any indigenous ecosystems, wildlife habitats, wetlands, significant geological or geomorphologic features or is otherwise an integral part of the same;*
  - (vi) *whether and to what extent the proposed activity will have an adverse effect on any of the ecosystems or features identified in (v);*

As discussed in section 4.3 (Receiving Environment) the application sites are located within a District Wide Outstanding Natural Landscape. Both Ms Farmer's assessment and Mr Denney concluded the proposed farm track would be visible along portions of the Crown Range and Cardrona Valley Roads, Snow Farm Access road and the Cardrona River margins. Though visible, this would generally be at large distances between 2km and 4.5km. A portion of the proposed farm track within the SASZ would also be visible within approximately 200m of the Cardrona Ski Field access road. Further, Mr Denney concurred with the assessment that visibility of the track from these locations may depend on the seasons, snow coverage and daylight changes.

From the proposed new access point on Cardrona Valley Road only a short section of track (approximately 175m), which is proposed to extend parallel to the road level, will be visible. It is considered this portion of track is not an existing formed track but an informal grass track. At the top of the ridge as viewed from the Cardrona Valley Road, the track will connect to the existing farm track

accessed from the current vehicle access way. Constructed to a 3m formed width, visual effects will likely be consistent with a rural farm track.

Ms Farmer's assessment considered the viewing catchment to be within the Cardrona Valley. Mr Denney added to this in noting a section of the track within the Soho catchment SASZ would also be visible from the broader Arrow River area parts of the Wakatipu Basin at distances from approximately 6km. This viewing catchment also includes an unformed legal road that originates at Macetown and terminates within 140m of the track above the 1,450msal contour. Mr Denney considered views from the unformed road would be more prominent but that this is within the SASZ.

With respect to natural character, the track will be viewed within a vast back drop of the dominant mountainous landforms where many existing farm tracks are apparent. Mr Denney considers the earthworks and gravel surface would increase visibility of the track but not to a degree significantly beyond the visibility of the existing farm track. The applicant has provided a *CEMP* that details the methodology for mitigating visual prominence of the earthworks and resultant track. This includes extensive re-vegetation of batter slopes that is consistent with the vegetation cover anticipated within this rural mountainous landscape.

The proposed earthworks and indigenous vegetation clearance will result in a net loss to vegetation cover; however, as described in the assessment on vegetation clearance, the loss is small compared to what will remain. Further the cushion bogs which have been identified as sensitive to change are to be avoided such that overall, adverse effects on the alpine ecology and ecosystems would be less than minor.

Overall, it is considered the earthworks and resultant track will be visible, however given the proposed re-vegetation, in time would be consistent with the surrounding patterns of farm tracks snaking across the landform. In this regard, it is unlikely the earthworks and resultant track would represent a threshold to the landscapes ability to absorb development. Further, consent conditions are recommended to ensure the earthworks, vegetation clearance and reinstatement are undertaken in accordance with the *CEMP* and within six months of completion of the earthworks (see Conditions 4a-d). Therefore, adverse effects with respect to the landscapes ability to absorb this development are considered to be less than minor.

*(b) Effects on openness of landscape.*

- (i) whether and the extent to which the proposed development will be within a broadly visible expanse of open landscape when viewed from any public road or public place and in the case of proposed development in the vicinity of unformed legal roads, the Council shall also consider present use and the practicalities and likelihood of potential use of unformed legal roads for vehicular and/or pedestrian, equestrian and other means of access; and*
- (ii) whether, and the extent to which, the proposed development is likely to adversely affect open space values with respect to the site and surrounding landscape;*
- (iii) whether the proposed development is defined by natural elements such as topography and/or vegetation which may contain any adverse effects associated with the development.*

The proposed earthworks and resulting track will generally follow the pattern of the existing farm track within the landform and it is considered this will not affect open space values. The potential for the unformed legal road that originates at Macetown to be constructed and used by the general public either for vehicle access or other use is unknown. However it is noted that this road is accessed from the Arrowtown to Macetown Road, which is effectively a 4WD only road crisscrossed by numerous river fords and not easily accessible to the general public. It is considered that use of the road is more likely to be for private farm type use within Glencoe Station. Overall, it is not considered the development will result in adverse effects with respect to openness of the landscape.

*(c) Cumulative Effects on Landscape Values*

- (i) whether, and to what extent, the proposed development will result in the introduction of elements which are inconsistent with the natural character of the site and surrounding landscape;*



- (ii) *whether the elements identified in (i) above will further compromise the existing natural character of the landscape either visually or ecologically by exacerbating existing and potential adverse effects;*
- (iii) *whether existing development and/or land use represents a threshold with respect to the site's ability to absorb further change;*
- (iv) *where development has occurred or there is potential for development to occur (ie. existing resource consent or zoning), whether further development is likely to lead to further degradation of natural values or inappropriate domestication of the landscape or feature.*

The surrounding montane landscape contains numerous farm tracks with varying degrees of visibility. The proposed earthworks and resulting track are therefore not considered to introduce elements that are inconsistent with the existing character of the site and surrounds. The proposed vegetation clearance and reinstatement are unlikely to compromise the existing landscape character, and specific mitigation measures (as discussed in the assessment of indigenous vegetation clearance) are proposed to reduce and avoid effects on sensitive ecological systems.

The upper reach of the site is located within a SASZ where two resource consents have been granted for related ski recreational activities (RM140886 for a groomer shed and RM140926 for a ski lift). Access considerations were not required under RM140926. The construction of the building under RM140886 did require consideration of access at which time the applicant advised the site could be accessed via the existing Blackmans Creek farm track (which is currently not formed beyond the 1,510masl contour), or an alternate albeit unapproved access from the private Cardrona Ski Field access road. Both resource consents are being exercised at this time therefore it is not fanciful to consider these will be fully exercised in the near future and form part of the receiving environment for activities.

The proposal is unlikely to lead to further domestication of the site, however it may lead to degradation of the natural landscape values. As Mr Denney points out, the proposed farm track extension will terminate within 100m of the existing Cardrona Ski Field access road, and duplicates the existing access road to the Cardrona SASZ. The proposed design and track realignment is intended to generally retain the existing farm track characteristics however it will provide an average gradient of 1:7 which is navigable by two-wheel drive vehicle.

While the proposal does provide access to the consented groomer shed and the potential Soho Ski Area, further upgrade to the track or use of the track in association with commercial operations (such as public or commercial use in association with the ski field) would require a further resource consent. If the track were to be used as a ski field access road, and/or car parking, further earthworks consents would be required to upgrade to road to a two way trafficable road standard. A discretionary resource consent would be required pursuant to Rule 5.3.3.3[ix] for Ski Area Activities not located within a SASZ (for that portion in the Rural General zone), and a controlled activity consent pursuant to Rule 5.3.3.2[ii](c) for commercial activities associated with ski area activities within a SASZ in respect of the layout of the site and location of buildings; vehicle access; and car parking. Consent for a commercial recreational activity exceeding five (5) persons may also be necessary.

The original application was amended to address concerns about public access, and subsequently the applicant has volunteered a consent condition restricting access to the applicant and its contractors. The application states the purpose of the track is for farm related activities and environmental monitoring associated with approved resource consents. It is considered this condition will help to reduce the potential for this development to result in cumulative effects with respect to degradation of natural landscape values and from use of the track, and would require discretionary resource consent to change. The upgrade of the track from a simple farm track to one that provides all weather access into a SASZ does represent a change in the use characteristics of the track that is outside the scope of solely farm purposes (as defined in the District Plan). However, it is acknowledged that a large portion of the track already extends into the SASZ in which earthworks are permitted. The Council has imposed the volunteered condition subject to amendments, as per Condition 3.

Given the intended purpose and use of the track is primarily for farm related purposes, the volunteered condition, and that any change to this would require additional resource consents (and associated

assessment) it is considered that whilst there is potential for cumulative effects on landscape values, this will be no more than minor.

#### *Positive Effects*

- (i) *whether the proposed activity will protect, maintain or enhance any of the ecosystems or features identified in (a)(v) above;*
- (ii) *whether the proposed activity provides for the retention and/or re-establishment of native vegetation and their appropriate management;*
- (iii) *whether the proposed development provides an opportunity to protect open space from further development which is inconsistent with preserving a natural open landscape;*
- (iv) *whether the proposed development provides an opportunity to remedy or mitigate existing and potential (ie. structures or development anticipated by existing resource consents) adverse effects by modifying, including mitigation, or removing existing structures or developments; and/or surrendering any existing resource consents;*
- (vi) *the use of restrictive covenants, easements, consent notices or other legal instruments otherwise necessary to realise those positive effects referred to in (i)- (v) above and/or to ensure that the potential for future effects, particularly cumulative effects, are avoided.*

The proposed earthworks and indigenous vegetation clearance will interfere with natural alpine ecosystems. The percentage of vegetation removal has been identified as relatively small and is mitigated by reinstatement to earthworked areas and ongoing monitoring to ensure plant survival in accordance with Condition 4 of Appendix 1 and the *CEMP* contained in Appendix E of the Applicant's AEE. The proposal does not provide an opportunity to protect open space but nor will open space be degraded.

The upgraded farm track may enable opportunities for further development of the site by way of future structures, activities, road upgrades and general public use of the track or other development on site. Future potential development could result in cumulative or adverse effects on the environment, however additional resource consents for development would be required for activities in the Rural General zone and the appropriateness of effects associated with that development would be assessed by the Council in considering further consent applications.

Furthermore, the applicant has volunteered a consent condition to restrict the general public from using the track. This condition is useful, and it is noted that any request to change or cancel such a condition would require discretionary resource consent. In this sense, it is considered the proposed farm track upgrade, earthworks and vegetation clearance would at least maintain the existing ecosystems on site, and would avoid cumulative effects on the District Wide Outstanding Natural Landscape values.

#### *Conclusion*

Overall, and given the proposed consent conditions, it is considered that adverse effects on the environment in terms of the Outstanding Natural Landscape and the potential for the landscape to absorb development, effects on openness of the landscape, cumulative effects on landscape values, and potential positive effects are anticipated to be no more than minor.

## **EARTHWORKS**

The relevant assessment matters for Earthworks are set out in Rule 4.11.13 (with respect to managing effects on water bodies, the nature and form of exiting landscapes and landforms in areas of Outstanding Natural Landscapes and land stability, and 5.4.2.3[xxvii]). The relevant matters with respect to earthworks are incorporated below:

### *1. Environmental Protection Measures:*

- (a) *Whether and to what extent proposed sediment/erosion control techniques are adequate to ensure that sediment remains on-site.*
- (b) *Whether the earthworks will adversely affect stormwater and overland flows, and create adverse effects off-site.*
- (c) *Whether earthworks will be completed within a short period, reducing the duration of any adverse effects.*

- (d) *Where earthworks are proposed on a site gradient >18.5 degrees (1 in 3), whether a geotechnical report has been supplied to assess the stability of the earthworks.*
- (e) *Whether measures to minimise dust emissions are proposed and to what extent these mitigation measures are effective.*
- (f) *Whether and to what extent any groundwater is likely to be affected, and if any mitigation measures are proposed to address likely effects.*

Ms Overton has assessed the application and *CEMP*. Ms Overton accepts the findings of the *CEMP* and is satisfied the earthworks proposed will be suitably managed to mitigate potential adverse effects on the environment in respect dust, sediment and erosion control, and effects on the identified water bodies. Consent condition 8 is recommended that the works be undertaken in accordance with the *CEMP* in addition to the brochure “*A Guide to Earthworks in the Queenstown Lakes District*”. The conditions are accepted.

The report from Ms Overton determined a geotechnical report was not necessary however she did identify that it is unclear if any retaining is required or permanent batter slopes greater than 1:1 are required. An advice note is recommended to alert the applicant to the Building Act requirements for retaining, and a consent condition that if permanent formed batter slopes are to be greater than 1:1, a geotechnical expert shall be engaged to ensure the ongoing batter stability. The advice note and consent condition recommended by Ms Overton have been included in the conditions to the consent set out at Appendix 1 as Advice Note 1 and Condition 13. As the farm track is not proposed for public use, Ms Overton is satisfied that engineer’s supervision of its construction is not required however fill placement should be in accordance with TNZ F1 the Transit NZ Specification for Earthworks Construction. An advice note for the latter is recommended and accepted (see Advice Note 2).

Overall, and given the recommended consent conditions, the proposed environmental protection measures are considered appropriate. Adverse effects on the environment with respect to dust, sediment and erosion control, and site stability will be no more than minor.

2. *Effects on landscape and visual amenity values, in particular Outstanding Natural Features and Outstanding Natural Landscapes.*

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

The Landscape Assessment by Ms Farmer provides an assessment of the above matters in section 5.1 and is adopted for the purpose of this report in respect of the following. Mr Denney concurs with this assessment in that the proposed earthworks “*would not form an overly obvious change to the landscape*”. There are numerous existing farm tracks to higher altitudes such that there is an established context for farm tracks on the upper slopes of the Cardrona Valley. Further, Mr Denney concurs that the proposed rehabilitation outlined in the *CEMP* would minimise adverse effects on visual and landscape values, and that the ‘best practice’ measures proposed would also minimise potential visual effects of batter slopes. Compliance with the *CEMP* is required via Condition 4). Mr Denney further comments that no specific timeframes for the vegetation reinstatement are proposed beyond a three year monitoring period. As such consent conditions are recommended that the vegetation reinstatement (rehabilitation and seeding) shall be completed no later than six (6) months from completion of the earthworks (Condition 4d). The conditions are accepted.

In addition, Mr Denney comments that while the proposed earthworks are within a prominent slope in open, elevated terrain, given the surrounding context of existing farm tracks, effects of the cut and fill



and track realignment would be minimal. The use of gravel will highlight the track slightly more than a grassed surface, such is what generally covers the existing portions of the track at present when viewed from elevated positions such as the Cardrona Ski Field Access road. Whilst the surrounding landscape character includes numerous existing farm tracks, the proposed earthworks would result in a change to the landscape of the Rural General zone but Mr Denney considers this would remain consistent with the surrounding landscape character. To further reduce potential effects on the landscape character from the earthwork and track realignment, Mr Denney recommends consent conditions that where the existing farm track is bypassed, these areas be reinstated back to the natural slope with excess fill and re-vegetated in accordance with the *CEMP* (Condition 4b). The condition is accepted.

Overall, and given the recommended consent conditions, adverse effects on the environment with respect to landscape and visual amenity values are considered to be no more than minor.

#### 4. General Amenity Values

- (a) *Whether the removal of soil to or from the site will affect the surrounding roads and neighbourhood through the deposition of sediment, particularly where access to the site is gained through residential areas.*
- (b) *Whether the activity will generate noise, vibration and dust effects, which could detract from the amenity values of the surrounding area.*
- (c) *Whether natural ground levels will be altered.*

All cut material will be retained onsite with excess material utilised in the designated fill areas which will alter the natural ground levels. As discussed above, Ms Overton is satisfied these areas of fill do not require certification but recommends the placement be in accordance with TNZ F1 the Transit NZ Specification for Earthworks Construction (Advice Note 1). The earthworks will likely result in temporary effects relating to noise and dust and consent conditions are recommended with respect to usual day time hours of operation and the implementation of dust suppression as required pursuant to conditions 8 and 18, during the earthworks phase. The natural ground levels will be altered however this is largely within the SASZ. Where the alteration to the ground level is proposed within the Rural General zone (outside of the SASZ) the alteration will be of a low level and unlikely to be readily apparent when viewed in the environment. Given the rural and elevated position it is likely that adverse amenity effects on the surrounding area will be negligible.

Overall, it is considered that adverse effects on the environment with respect to general amenity values will be less than minor.

#### 6. Activities

- (a) *Whether the proposed tracking or other earthworks is necessary or desirable for the ongoing and reasonable maintenance and use of the land.*
- (b) *Whether the proposed tracking or other earthworks are necessary or desirable to achieve a reasonable or appropriate use of the land for the proposed activity.*

The application site is both a working high country station and a newly developing ski area within an existing SASZ. The farm track extension and realignment effectively enables easier all weather access into the SASZ, which although it is considered outside the scope of general farming activities is not for public or wider commercial use. However, it is reasonable to consider the existing farm track would require repair, maintenance and upgrades from time to time to ensure ongoing safety and usability of the track for farming and land management purposes. This can also be considered in light of recent changes and obligations with respect to workplace health and safety (as discussed by the applicant), whereby safe and efficient access through the property is necessary to fulfil obligations that are outside of the RMA. In this sense, the proposed tracking and earthworks within the Rural General zone can be considered reasonable for the ongoing maintenance and use of the land, and through Condition 3 will ensure the use of the track is restricted to the consent holder and their contractors, will prevent public access along the track and, prevent access for commercial operations of the ski field.

The purpose of the SASZ is to enable the continued development of ski field activities within the identified boundaries, where the effects of those activities are anticipated to be cumulatively minor. It is

also anticipated that those areas could be accessed. A private vehicle access already exists to the Cardrona SASZ via the Cardrona Ski Field access road. The proposed farm track extension will duplicate this road, although not to the same design and construction standards nor for similar use, and could be considered unnecessary and undesirable because of the duplication. That said, given Cardrona Ski Field access road is a private access, a legal right to use this access is required and acquisition of this right cannot be assumed. Therefore, it is considered reasonable that the applicant could access the SASZ portions of the property for the private use proposed, as part of general farm management and environmental monitoring of existing resource consents, and that the proposed upgrade of the existing farm track is an appropriate method for that.

Given the above, adverse effects on the environment with respect to the proposed tracking and earthworks are considered to be no more than minor.

### *Conclusion*

Overall, and given the proposed consent conditions, adverse effects on the environment from the earthworks in respect of, environmental protection measures, effects on landscape and visual amenity values, in particular outstanding natural features and outstanding natural landscapes, general amenity values and the extent and appropriateness of the earthworks and tracking, that adverse effects are anticipated to be no more than minor.

## **INDIGENOUS VEGETATION CLEARANCE**

The relevant assessment matters with respect to Indigenous Vegetation Clearance are set out in Rule 5.4.2.3[xxviii] as follows:

*Nature Conservation Values, Natural Character of the Rural Environment, Landscape and Visual Amenity Values*

- (b) *The effect of the activity on the ecological values of the site and surrounding environment, including:*
  - (i) *The degree of modification of the site and surrounding area.*
  - (ii) *The ecological values of the site, based on the Criteria listed in Appendix 5 of the Plan.*
  - (iii) *The extent to which the activity threatens the indigenous plants or animals/birds identified at the site.*
  - (iv) *The extent to which the site and surrounding environment is sensitive to modification.*
  - (v) *The potential to adversely affect the natural character of the margins of any river, stream, lake or wetland.*
  - (vi) *The proximity of any area protected under covenant or other protection mechanism.*

The ecological report from MWH that was provided with the application, identified communities of ecological significance above the 1,000masl (as determined by the Criteria listed in Appendix 5 of the District Plan). With respect to this Mr Beale identified:

*“...notably the snow tussock grasslands, cushion bogs and cushionfields [and that] at least four plant species and two bird species recorded in these habitats are nationally threatened.”*

Mr Davis concurred with the report findings that it is unlikely these areas will be disturbed during the proposed works particularly as the identified cushion bogs will be avoided during the track construction. Whilst the cushion bogs will be avoided, Mr Davis considers the *CEMP* does not specifically address how the Callaghans Creek crossing will be managed to avoid adverse effects on this water body, and recommends a consent condition (Condition 4a) for the *CEMP* to be resubmitted to address this. The condition is accepted.

The site is identified as containing ecologically significant areas and both Mr Beale and Mr Davis agree the percentage of indigenous vegetation cover is high over 1000msal. The applicant has proposed mitigation measures which include primarily using the existing farm track, avoidance of cushion bog areas, and the reinstatement of approximately 4.3 ha of disturbed vegetation to help mitigate potential effects. With these factors combined the reports concluded it unlikely the indigenous flora and fauna (including the identified plants and animals / bird life) would be at threat from the proposed vegetation

clearance given the relatively small area of the disturbance footprint. These measures are guaranteed through Condition 4 which require the earthworks and indigenous vegetation clearance be undertaken in accordance with the approved *CEMP*, and the relevant amendments secured by consent conditions 4a-d.

The report supplied by Mr Beale identified two areas sensitive to modification, the cushion bogs and alpine cushionfields. The cushion bogs have been identified and avoided, however the alpine cushionfields will be disturbed. Mr Davis is satisfied the area of disturbance would equate to a small percentage area of these communities and does not recommended any further conditions in respect of this matter. Avoidance of the cushion bogs is secured by the track design (location), compliance with the approved plans and the *CEMP* as per Condition 4.

The application site and area of vegetation clearance is adjacent to the wider parts of Glencoe Station that were recently subject to a large Mana Whenua QEII covenant which also encapsulates much of the Mt Soho, Motatapu and Mt Coronet Stations. These areas will not be affected by this proposal due to the physical separation and consent conditions.

Overall and given the conclusions of the reports from Mr Beale and Mr Davis, it is considered that adverse effects on the environment in respect to ecological values will be less than minor.

- (c) *The effect of vegetation clearance on landscape and visual amenity values, including:*
  - (i) *The extent to which indigenous vegetation is an integral part of, or enhances, the landscape values and natural character of the area.*
  - (ii) *The visibility of the site from transport routes, townships, and other tourist destinations, including ski fields.*
  - (iii) *The landscape values of the site and surrounding environment, and its sensitivity to modification*
- (d) *The degree to which the clearance will adversely affect natural features, geomorphological or geological sites.*

Mr Denney concurs with comments in Ms Farmer's Landscape report that the receiving mountainous environment is highly valued for its recreational opportunities, and adds that equally it is valued with respect to intrinsic, ecological and visual amenity values. The indigenous vegetation is an important part of the natural character of the area however as discussed above, the relatively low area of permanent clearance and site management to reinstate vegetation to other earthworked areas will help to reduce potential adverse effects in respect of landscape and visual amenity values.

The application site is visible along portions of the Crown Range and Cardrona Valley Roads, Snow Farm access road, and the Cardrona Ski Field access road. Adverse effects with respect to vegetation clearance will be most prevalent during the earthworks and vegetation reinstatement phases. The area of disturbance is greater than that to be permanently cleared, the re-vegetation as per compliance with the *CEMP* (Condition 4) will help to ensure the ongoing landscape values are maintained, and that those areas sensitive to change are managed and avoided. Further, Mr Denney commented there are few geological features in the area and the vegetation removal proposed would have negligible effects on landscape features.

Overall adverse effects on the environment of the vegetation clearance with respect to landscape and visual amenity values will be less than minor.

- (e) *The degree to which any possible alternative locations or methods for undertaking the activity could occur.*
- (f) *The degree to which clearance will enable the efficient use of the land for production purposes.*

It is possible the farm track upgrade could be undertaken to entirely follow the existing track line within the Blackmans Creek area, which would be more aligned with the principle of general repair and maintenance of the track. However this would equate to a steeper gradient in the upper reach than that desired and proposed with this application and would not achieve the desired safer access across the site. The resultant vegetation clearance from the track extension and realignment does not represent an efficient use of the land for production purposes as the track upgrade and associated indigenous vegetation clearance is not solely for the use of the land for farm production purposes but also to

provide all weather access to the groomer shed located in the SASZ. In this sense the activity (being the farm track upgrade), could occur in an alternative location, however this would not achieve the intended safer access. Despite the above, the deviation from the existing farm track in the Rural General zone is relatively small and the re-vegetation will help mitigate adverse effects of the clearance. Given the degree of effects established above, adverse effects in respect of alternate locations and efficient use of the land are also considered to be less than minor.

- (g) *The degree to which the clearance will result in a loss of natural character and/or any recreational values associated with any nearby waterbody.*

The nearby water bodies (Gallanghans Creek and Little Meg) are tributaries to the Cardrona River and it is unlikely the vegetation clearance will result in a loss of natural character or recreational values. With respect to the cushion bogs, which are sensitive to change, these are to be avoided so that effects can be better managed. Overall it is considered that adverse effects on the natural character and recreational values associated with nearby water bodies are mitigated such that effect will be less than minor.

### *Conclusion*

Given the assessment above and recommended consent conditions, adverse effects on the environment with respect to nature conservation values, natural character of the rural environment, landscape and visual amenity values, effect of vegetation clearance on landscape and visual amenity values, effects on natural features, geomorphological or geological sites is considered to be less than minor.

### **ACCESS**

The relevant assessment matters in respect to access are set out in Rule 14.3.2[v]:

- (a) *Whether adequate sightlines are available from alternative access points.*
- (b) *The extent to which the safety and efficiency of the adjoining road would be compromised by an access point located closer to an intersection or with lesser unobstructed site distances, than is permitted by the Plan.*
- (c) *The extent to which conflicts between vehicles could be created by vehicles queuing across the vehicle crossing; confusion between vehicles turning at the crossing or the intersection; inadequate rate of driver assimilation of data, thereby adversely affecting the safety of the road.*
- (e) *Whether the speed and volume of vehicles on the road could increase the adverse effects of the access on the safety of road users.*
- (f) *Whether the geometry of the road could mitigate the adverse effects of the access.*

An existing vehicle crossing provides access to the site approximately 315m north of the proposed access point on a narrow section of road and which exits the carriageway at an angle. While it was not proposed to use this access, it is noted that Ms Overton does not consider this a safe access point, or viable alternative, due to the narrow width of the road, limited sight distances to the south, reinforced by the double yellow lines, and restricted north bound vehicle entry. A secondary and unapproved access is located immediately north of Bridge 11. This too has restricted north bound entry that would require multiple movements to ingress the site. Following discussions with the applicant the application was amended to install the proposed access approximately 18m north of Bridge 11 with a 6m recess from the road.

Ms Overton confirmed the proposed access would be formed to Council standard, and that recessing the access, fence line and gate would enable a vehicle to pull completely off the carriageway to enter the site. The proposed access does not meet the 175m requirement for other activities in a 80km/hr speed environment (the road is designed to this speed and has a derestricted speed which is measured against the 80km/hr speed limit). Ms Overton comments that the geometry of the road is such that there are bends in the road approximately 170m in either direction such that the speed environment is likely to be 80-100km per hour, in addition to a 70km speed zone being located approximately 240m north of the access. While the location of the access would not meet sight distance requirements, Ms Overton is satisfied that given the local road environment and alternate crossing locations, the proposed access is

in the most appropriate location for the site. Consent conditions are recommended that the crossing is formed in accordance with Council standards, that the existing vehicle crossings are permanently removed, and that roadside berms and any drainage be reinstated, and that a traffic management plan is approved by Council prior to the new access installation in accordance with Condition 10.

Given the above assessment, adverse effects on the environment of the proposed vehicle access are considered to be no more than minor.

(n) *The likelihood of future development which could result in increased traffic generation.*

The use of the track for farm activities will generate a low level of traffic and associated effects (e.g. dust). Conversely the potential future public or commercial use of the track to access the Soho ski area would very likely increase generation to and along the track and exacerbate associated effects. The existing resource consents RM140886 and RM140926, and lack of an approved ongoing alternate access to these consented activities suggests the proposed farm track could be the subject of future development for public access to the Soho side of the Cardrona Ski Area. The applicant advises this is not their intention, has indicated they have an agreement with Cardrona for construction access, and has proposed a condition to restrict the track usage to the consent holder and their contractors. To change this condition and/or to upgrade the farm track further for general public use will require resource consent, and any future use of this sort would be assessed on its own merits at that time.

The applicant has volunteered a condition to restrict track access to the 'consent holder and its contractors', and further correspondence from C. Ferguson dated 16 April 2015 confirmed that 'the track is not proposed to carry general public vehicles or customers accessing the ski areas or any other part of the land'. Given the volunteered condition (and recommended amendment in line with comments of 16 April 2015), it is considered the potential for any increased generation in relation to the farm track access is suitably addressed. In this regard, it is likely the associated traffic generation will remain intermittent and aligned with that expected from general farm related activities. In this respect, adverse effects are considered to be no more than minor.

#### *Access - Other Matters*

In addition to the above, Ms Overton has provided comments about the legal use rights pertaining to the farm track. The proposal seeks to upgrade and extend the track from Blackmans Creek land (Lot 1) through to a groomer shed on Glencoe Station (Run 25). While the owners of Lot 1 have given permission for the landowners of Run 25 to use the access track, Ms Overton notes that the current Crown lease on Glencoe Station is due to expire in less than four years (2019). In order to protect the right to access, Ms Overton advised that a right-of-way in favour of Run 25 over Lot 1 would be required pursuant to Section 348 of the Local Government Act 1974. Without this the right to access cannot be protected in the event of a property ownership change. Advice Note 3 is recommended in this regard.

In respect of the track formation, Ms Overton is satisfied the design is suitable for the proposed activity as a private farm track that will "*provide all weather vehicle access from the Cardrona Valley Road through to the groomer shed and wider property accessed from the track to enable the consent holder and its contractor's safe farm and property management, environmental monitoring, maintenance and emergency access*" [for farm related activities]. A consent condition is recommended to ensure the access track is formed in accordance with the Southern Land plans submitted with the application.

#### *Conclusion*

Overall the proposed access location is in the most appropriate position given the site and road environment. Future use of the farm track could result in adverse effects with respect to traffic generation and associated dust. Such effects are avoided for the present by the volunteered consent condition (plus amendment), and any future change to this will be assessed through the consent process on its own merits should such a change come about. Therefore it is considered adverse effects with respect to access and traffic generation will be no more than minor.

## **CONCLUSION**

On balance the proposed access, earthworks and vegetation clearance for the farm track upgrade will not result in significant effects on the environment. It is clear that the proposal goes beyond the scope

of utilising the track for farming activities only, due to the extension further into the SASZ to access developments previously consented for buildings and ski related infrastructure. That said the applicant has demonstrated that the farm track will not be used by the public, and that alternate access arrangements are available from an existing road. Any new application to change the use of the proposed farm track, further upgrade or any associated activity will require resource consent and any future application would be considered on its merits at that time.

Overall, and given the recommended consent conditions, adverse effects on the environment with respect to access, earthworks and indigenous vegetation clearance are considered to be no more than minor.

#### 4.5 DECISION: EFFECTS ON THE ENVIRONMENT (s95A(2))

Overall the adverse effects on the environment of the proposed activity have been assessed as being no more than minor.

### 5.0 EFFECTS ON PERSONS

Section 95B(1) requires a decision whether there are any affected persons (under s95E) in relation to the activity. Section 95E requires that a person is an affected person if the adverse effects of the activity on the person are minor or more than minor (but not less than minor).

#### 5.1 MANDATORY EXCLUSIONS FROM ASSESSMENT (s95E)

- A: *The activity is a **restricted discretionary** activity, so that adverse effects which do not relate to a matter of **discretion** have been disregarded (s95E(2)(b)).*
- B: *The persons outlined in section 4.1 above have provided their **written approval** and as such these persons are not affected parties (s95E(3)(a)).*

#### 5.2 PERMITTED BASELINE (s95E(2)(a))

The consent authority **may** disregard an adverse effect of the activity on a person if a rule or national environmental standard permits an activity with that effect. Discussion on the permitted baseline is provided in section 4.2 above.

#### 5.3 ASSESSMENT: EFFECTS ON PERSONS

Taking into account sections 5.1 and 5.2 above, the following outlines an assessment as to whether the activity will have, or is likely to have, adverse effects on persons that are minor or more than minor.

Also relevant to the assessment are a number of concerns raised by adjoining neighbours A. Spencer of Mt Cardrona Station Limited, A. Buckland of 2416 Cardrona Valley Road, and the Cardrona Valley Residents & Ratepayers Society. Those matters raised and which have addressed within the assessment are summarised as being:

1. Application deficiencies meaning the application cannot be accurately assessed and that the proposed farm track upgrade is inconsistent with the intended use as a road for the general public to the Glencoe Station and Willow Basin commercial and recreational ski activities (addressed in Section 1);
2. Upgrade of the lower track does not constitute 'routine repair and maintenance' and the applicants use of the exemption under Rule 5.3.5.1[viii] is incorrect given the overall track upgrade proposed (addressed in Section 4.2);
3. Future use of the track must be considered given the consented groomer shed and ski lift; (addressed in Sections 4.4 and 5.3 Earthworks and Access)
4. Vehicle movements, access design and road safety in respect to the existing road network (addressed in Section 4.4: Access);
5. Landscape and visual amenity effects in respect of: earthworks (dust, cut batters greater than 1m), indigenous vegetation clearance (addressed in Section 4.4: Earthworks and Indigenous Vegetation Clearance);



6. Effects on the Cardrona community and on neighbours amenity: decreased property values, noise, dust privacy, enjoyment, private property use, potential for road waste/litter and illegal activities (addressed below).

Although the above matters have been raised by neighbours, the Council records that as this application was not notified it has not specifically taken into account the concerns raised by neighbours in communication to the Council in undertaking its effects assessment. Rather, the Council has considered the relevant statutory tests under sections 95 to 95E in assessing whether the application should be notified, and in accordance with section 104 in considering the application.

## **EARTHWORKS**

The relevant assessment matters for Earthworks are set out in Rule 5.4.2.3[xxvii]:

### **3. Effects on adjacent sites**

- (a) *Whether the earthworks will adversely affect the stability of neighbouring sites*
- (b) *Whether the earthworks will change surface drainage, and whether the adjoining land will be at a higher risk of inundation, or a raised water table.*
- (c) *Whether cut, fill and retaining are done in accordance with engineering standards.*

### **4. General Amenity Values**

- (b) *Whether the activity will generate noise, vibration and dust effects, which could detract from the amenity values of the surrounding area.*

The proposed earthworks are generally located away from neighbours' boundaries. The exception being the lower portion of the existing farm track (to be followed), which extends adjacent and parallel to the boundary fence of 2416 Cardrona Valley Road (Section 1 SO 459834) for approximately 1km. The dwelling on this property is located in the eastern most corner of the site approximately 230m from the application site boundary (within 25m of Cardrona Valley Road), and is not readily discernible from the access track. At the terminus of Section 1 the existing track contour to be retained will be approximately 200m from the boundary of Lot 1 DP 445633 (Mt Cardrona Station Ltd). There are presently no dwellings on this site, however a building platform is approved in the southernmost corner of the site pursuant to RM060223, in a location that is separated from the application site by Sec 1 SO 459834, at a distance of approximately 370m.

Ms Overton's assessment concluded the proposed earthworks would not result in land instability beyond the site boundaries, and has not raised any concerns with respect to surface drainage, or the proposed cuts and fill. The proposed works will result in temporary effects with respect to construction noise, vibration and dust and it is recommended that standard site management practices be employed to reduce and mitigate these effects. The applicant has proposed site management techniques within the *CEMP* that includes the stabilisation and re-vegetation of exposed ground and compliance with this plan is a recommended consent condition as is a requirement to maintain usual daytime hours of operation for the earthworks. The preceding are secured by way of consent conditions 14 to 16.

Given the distance to the closest neighbours dwelling (230m), the recommended and volunteered consent conditions, it is considered that, adverse effects on neighbours in respect of land stability and general amenity values are considered to be less than minor.

### **6. Activities**

- (a) *Whether the proposed tracking or other earthworks is necessary or desirable for the ongoing and reasonable maintenance and use of the land.*
- (b) *Whether the proposed tracking or other earthworks are necessary or desirable to achieve a reasonable or appropriate use of the land for the proposed activity.*

The expected activities onsite in relation to the existing track are for farming activities. The type of use anticipated is low volume and this would be the expectation of neighbours. As has been previously discussed, the use of the farm track to access the SASZ is outside the scope of usual farming activities and therefore not entirely related to the ongoing and reasonable maintenance of the land and reasonable or appropriate use of the land for farming activities. However, upgrading the track for

farming such that safer access is a reasonable expectation given the existing track is the primary access point for wider property management.

The applicant has proposed a consent condition to restrict public access, however this does not preclude commercial access approved by the applicant (potentially the applicant's contractors). It is therefore recommended the volunteered condition be amended as Condition **Error! Reference source not found.** to specifically require the use of the track be in accordance with the application submitted (and further information amendments), and to restrict public access on the track to ski or any other parts of the land.

As previously discussed the appropriate time to undertake an assessment of effects of future consents is when those applications are made. Given the above, it is considered proposed earthworks are reasonable, and will likely result in adverse effects on neighbours amenity in respect of potential for ongoing dust, and noise that is less than minor.

## **ACCESS**

The relevant assessment matters in respect to access are set out in Rule 14.3.2[v]

As discussed above, Ms Overton is satisfied the proposed access is in the most appropriate location given the site constraints and small non-compliance with the District Plan sight distance rule. Potential effects on safety have been addressed and it is not considered these effects would be any greater on any neighbouring person than on the environment. With respect to the likelihood of future development, it has been determined that it is possible future development may result in greater traffic generation to and along the track than is currently anticipated for general farming purposes. In particular, there would likely be an increased loss of amenity in relation to noise and dust. Given the unknown nature of future development assessing potential effects is difficult and indeed inappropriate at this time, given the scope of activities for which consent is sought. In addition, any future public use of the track will require resource consent (particularly given Condition 3) at which time adverse effects would be suitably addressed.

The issue of dust effects is a concern for neighbours and the immediate community who have experienced loss of amenity from dust related to the Cardrona Ski Field access road. The Cardrona access road is a private road but for public access to the commercial operations within the Cardrona Ski Field. This has been constructed to a much wider formed width and has limited re-vegetation of associated batter slopes. By comparison the proposed farm track upgrade is for farm related activities and private use with conditions restricting public access. Given the anticipated low use (being intermittent and not frequent), and re-vegetation of batter slopes, it is considered that potential dust effects would be far less than those experienced in relation to the commercial use of the Cardrona access road. In this regard adverse effects on persons with respect to the access location and construction are considered to be less than minor.

## **CONCLUSION**

Overall, given the recommended and volunteered consent conditions and preceding assessment, it is considered the proposed upgrade of the existing farm track will not result in adverse effects on neighbouring land stability. Furthermore the proposal is anticipated to result in a less than minor effect with respect to neighbours loss of amenity from associated dust and noise effects.

### **5.4 DECISION: EFFECTS ON PERSONS (s95B(1))**

In terms of Section 95E of the RMA, no person is considered to be adversely affected.

## **6.0 OVERALL NOTIFICATION DETERMINATION**

Given the decisions made above in sections 4.5 and 5.4 the application is to be processed on a non-notified basis.

## **7.0 S104 ASSESSMENT**

## **7.1 EFFECTS (s104(1)(a))**

Actual and potential effects on the environment have been outlined in section 4 of this report. As discussed in section 4, conditions of consent have been imposed under s108 of the RMA to avoid, remedy or mitigate adverse effects. Overall, the adverse effects of the proposal have been assessed as being no more than minor.

## **7.2 RELEVANT DISTRICT PLAN PROVISIONS (s104(1)(b)(vi))**

The relevant objectives and policies are contained within Part 4 (District Wide Issues), Part 5 (Rural Areas), and Part 14 (Transportation) of the District Plan.

### *Part 4 - District Wide Issues*

This section seeks to manage effects with respect to nature conservation values of ecosystems and Outstanding Natural Landscapes (Part 4.1.4: Objective 1); landscape and visual amenity values in terms of the potential for the environment to absorb change and the avoidance of cumulative effects, transport infrastructure, the retention of existing vegetation (Part 4.2.5: Objectives 1, 2, 8, 12, and 15), and earthworks (Part 4.11.3: Objectives a - d).

The proposed farm track upgrade, associated earthworks and vegetation clearance will not affect openness of the landscape. The track will generally use the existing lines of development, and where this deviates, mitigation will be undertaken (including earthworks and vegetation reinstatement), such that the landscape can absorb the change, where effects on the surrounding ecosystems are mitigated and reduced, earthworks are appropriately managed, and will therefore avoid cumulative effects on the landscape.

### *Part 5 - Rural Areas*

Part 5 seeks to protect character and landscape values (Objective 1), to retain the life supporting capacity of soils (Objective 2), consider rural amenity (Objective 3), and to encourage future growth, development and consolidation of existing ski areas (Objective 6).

As discussed within the assessment of effects, the land management and mitigation measures proposed in relation to the earthworks, indigenous vegetation clearance and reinstatement are appropriate, and will aid in the avoidance and mitigation of effects such that rural amenity, character and landscape values are retained. Consent is being granted for an upgrade to a farm track for rural, farm related activities with consent Condition 3 being imposed to restrict public use of the track to access the ski area or other parts of the land.

### *Part 14 - Transport*

Part 14 seeks to manage effects of transport by maintaining and improving safety and accessibility (Objective 2), and minimising effects of road traffic on the surrounding environment (Objective 3). The assessment found the location of the proposed access is in the most appropriate position for any access for any purpose to the site given the topography and road environment and that potential effects on the environment from reduced sight lines have been mitigated.

### *Conclusion*

Given the preceding assessment of the proposal against the relevant objectives and policies (as described above) and that are contained in Part 4 (District Wide Issues), Part 5 (Rural Areas), and Part 14 (Transportation) of the District Plan, it is considered the proposal is aligned with the relevant provisions.

## **7.3 PART 2 OF THE RMA**

Part 2 sets out the Purpose and Principals of the RMA, the Matters of National Importance, Other Matters, and Treaty of Waitangi considerations. Having considered the proposal against Part 2 it is considered the development shall be undertaken in a manner that promotes sustainable management.

It will enable the applicant to provide for their economic well-being, while potential environmental effects of development on the Outstanding Natural Landscape (in which the site is located) can and will be suitably avoided and mitigated. Therefore, it is considered that the proposal is aligned with the Purpose and Principles set out in Part 2 of the RMA.

#### **7.4 DECISION ON RESOURCE CONSENT PURSUANT TO SECTION 104 OF THE RMA**

Consent is **granted** subject to the conditions outlined in *Appendix 1* of this decision report which are imposed pursuant to Section 108 of the RMA.

### **8.0 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.

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 if all conditions have been met.

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

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

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

Report prepared by

Decision made by




Alana Standish  
**PLANNER**

Blair Devlin  
**MANAGER, RESOURCE CONSENTING**

- APPENDIX 1** - Consent Conditions
- APPENDIX 2** - Applicant's AEE
- APPENDIX 3** - Applicant's Landscape Assessment
- APPENDIX 4** - Council's Engineering Report
- APPENDIX 5** - Council's Landscape Review
- APPENDIX 6** - Council's Ecological Review

## **APPENDIX 1 – CONSENT CONDITIONS**

### General Conditions

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

#### Darby Partners:

- 'Blackmans Creek Farm Track Master Plan, RC-001 A, dated 20.02.15';
- 'Blackmans Creek Farm Track Detail Plan, RC-002 A, dated 20.02.15';
- 'Blackmans Creek Farm Track Detail Plan, RC-003 A, dated 20.02.15';
- 'Blackmans Creek Farm Track Detail Plan, RC-004 A, dated 20.02.15';
- 'Blackmans Creek Farm Track Typical Sections, RC-005, dated 20.02.15';
- 'Blackmans Creek Farm Track Cardrona Valley Entry, RC-006, dated 19.03.15'; and

#### Southern Land:

- 'Blackman's Creek 3m Wide Farm Access Track, R4157\_E1 F, dated 19.1.15';
- 'Blackman's Creek 3m Wide Farm Access Track, Typical Cross Sections, R4157\_E1 F, dated 19.1.15';
- 'Blackman's Creek 3m Wide Farm Access Track, Chainage 0-1.9km, R4157\_E1 F, dated 19.1.15';
- 'Blackman's Creek 3m Wide Farm Access Track, Chainage 3.9-4.9km, R4157\_E1 F, dated 19.1.15';
- 'Blackman's Creek 3m Wide Farm Access Track, Chainage 4.9-5.9km, R4157\_E1 F, dated 19.1.15';
- 'Blackman's Creek 3m Wide Farm Access Track, Chainage 5.8-6.8km, R4157\_E1 F, dated 19.1.15';
- 'Blackman's Creek 3m Wide Farm Access Track, Chainage 6.8-7.8km, R4157\_E1 F, dated 19.1.15';

**stamped as approved on 20 April 2015**, and the application as submitted on 27 March 2015, the associated attachments and supporting documents and further information email from C. Ferguson dated 16.04.15, with the exception of the amendments required by the following conditions of consent.

- 2a. This consent shall not be exercised and no work or activity associated with it may be commenced or continued until the following charges have been paid in full: all charges fixed in accordance with section 36(1) of the Resource Management Act 1991 and any finalised, additional charges under section 36(3) of the Act.
- 2b. The consent holder is liable for costs associated with the monitoring of this resource consent under Section 35 of the Resource Management Act 1991 and shall pay to Council an initial fee of \$240. This initial fee has been set under section 36(1) of the Act.
3. The use of the track shall only be used by the consent holder and its contractors for the uses specified in the application for consent and Assessment of Environmental Effects prepared by Aecom (both dated 22 January 2015) and in response to the further information request dated 16 April 2015. No other vehicles shall be allowed onto or along the track, in particular the general public shall not utilise the track to access any ski areas, or other parts of the land.

### Vegetation Management

4. The earthworks and indigenous vegetation clearance shall be undertaken in accordance with the approved methodology '*Blackmans Creek Farm Track Upgrade: Construction Environment Management Plan*' prepared by Darby Partners and dated 16 January 2015, with the exception of the following additions:

- a) Prior to work commencing onsite, the consent holder shall submit to Council's Principal Resource Management Engineer a detailed construction methodology for the installation of the crossing over Callaghans Creek.
- b) Areas of the existing farm track to be retired shall be reinstated to a natural gradient consistent with the surrounding slope and rehabilitated as per the methodology outlined in the "*Blackmans Creek Farm Track Upgrade: Construction Environments. Management Plan*", dated 16 January 2015.
- c) '*Alpine seed mix*', as described within the CEMP shall be of an indigenous species mix that is appropriate to the ecology of the site and is to be approved by a qualified ecologist. Written approval by the ecologist shall be submitted to Council's Manager, Resource Consenting prior to installation to be recorded on the consent file.
- d) Areas of vegetation rehabilitation and seeding shall be implemented as earthworks are completed to achieve complete vegetation coverage over areas of exposed disturbed earth. Rehabilitation and seeding shall be completed no later than six (6) months from completion of earthworks. Any areas of die back within rehabilitated areas shall be replanted or reseeded within 12 months.

### Earthworks

5. All engineering works, including the construction of any retaining walls within the site, shall be carried out in accordance with the Queenstown Lakes District Council's policies and standards, being New Zealand Standard 4404:2004 with the amendments to that standard adopted on 5 October 2005, except where specified otherwise.

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

6. At least 5 working days prior to commencing work required for the installation/removal of vehicle crossings to the site the consent holder shall advise the Principal Resource Management Engineer at Council of the scheduled start date of physical works. Compliance with the prior to commencement of works conditions detailed in Condition (8) below shall be demonstrated.
7. Prior to commencing works on site, the consent holder shall submit a traffic management plan to the Road Corridor Engineer at Council for approval. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor (STMS). All contractors required to implement temporary traffic management plans shall employ a qualified STMS on site. The STMS shall implement the Traffic Management Plan. A copy of the approved plan shall be submitted to the Principal Resource Management Engineer at Council prior to works commencing.
8. The consent holder shall install measures to control and/or mitigate any dust, silt run-off and sedimentation that may occur, in accordance with NZS 4404:2004, Darby Partners '*Blackmans Creek – Farm Track Upgrade: Construction Environment Management Plan Prepared for Glencoe Station Ltd*' (dated 16 January 2015) and '*A Guide to Earthworks in the Queenstown Lakes District*' brochure, prepared by the Queenstown Lakes District Council. These measures shall be implemented **prior** to the commencement of any earthworks on site and shall remain in place for the duration of the project, until all exposed areas of earth are permanently stabilised.

### **To be monitored throughout earthworks**

9. The provision of a sealed vehicle crossing from Cardrona Valley Road to be in terms of Diagram 2, Appendix 7 and Darby Partners '*Blackmans Creek Farm Track – Cardona Valley Entry*' (dated 19/03/2015, Job Code SB\_12\_2, Drawing No. RC-006). This shall be trafficable in all weathers and be capable of withstanding an axle load of 8.2 tonnes or have a load bearing capacity of no less than the public roadway serving the property, whichever is the lower. This shall include recessing the fence line to allow a vehicle to pull completely off the carriageway. Provision shall be made to continue any roadside drainage.



10. The existing vehicle crossings to Lot 1 DP 475309 shall be permanently and physically closed, with the gates removed and the fence line, berm area and water tables reinstated in accordance with Council's standards.
11. The farm track access remedial work shall be undertaken in accordance with the Southern Land and Darby Partners stamped as approved plans in condition (1).
12. Safety barriers/edge demarcation shall be provided for vehicular safety where the internal access ways run parallel with land which drops away to a height of greater than 1m at an angle of greater than 45° within 2m of the edge of the access way, in accordance with Clause 3.3.4 of QLDC's Development and Subdivision Engineering Standards (amendments to NZS 4404:2004).
13. In the event that the batter slopes will exceed a 1:1 gradient the consent holder shall engage a suitably qualified geotechnical professional to undertake, report and advise on slope stability and recommend suitable gradients for batter slopes. A copy of this report shall be forwarded to Council for review.
14. The earthworks, batter slopes, retaining and site management shall be undertaken in accordance with the Darby Partners '*Blackmans Creek – Farm Track Upgrade: Construction Environment Management Plan Prepared for Glencoe Station Ltd*' (dated 16 January 2015), Southern Land and Darby Partners stamped approved plans.
15. 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.

#### ***On completion of earthworks***

16. On completion of the earthworks, the consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.
17. On completion of the earthworks, the consent holder shall demonstrate to Council that all earthworked/exposed areas have been top-soiled and grassed/revegetated or otherwise permanently stabilised in accordance with the CEMP.

#### **Hours of Operation – Earthworks**

18. Hours of operation for earthworks, shall be:
  - Monday to Saturday (inclusive): 7.00am to 6.00pm.
  - Sundays and Public Holidays: No Activity

In addition, no heavy vehicles are to enter or exit the site, and no machinery shall start up or operate earlier than 7.00am. All activity on the site is to cease by 6.00pm.

#### **Advice Note**

1. The consent holder is advised that any retaining walls proposed in this development which exceeds 1.5m in height or walls of any height bearing additional surcharge loads will require Building Consent, as they are not exempt under Schedule 1 of the Building Act 2004.
2. The consent holder is advised that it is advisable to undertake the earthworks for the track construction in accordance with TNZ F1 (Transit NZ Specification for Earthworks Construction).
3. The consent holder is advised that the access rights of Glencoe Station over Blackmans Creek are not protected. In order for the access rights to be protected the consent holder will need to create a right of way in favour of Run 25 over Lot 1 DP 475309 via section 348 of the Local Government Act 1974.

**APPENDIX 2 - APPLICANT'S AEE**

# Blackmans Creek Farm Track Upgrade

Assessment of Environmental Effects



# Blackmans Creek Farm Track Upgrade

## Assessment of Environmental Effects

Client: Glencoe Station Limited

ABN: N/A

Prepared by

**AECOM New Zealand Limited**

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22-Jan-2015

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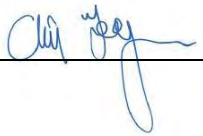
Document Blackmans Creek Farm Track Upgrade

Date 22-Jan-2015

Prepared by Natalie Palmer

Reviewed by Chris Ferguson

### Revision History

Revision	Revision Date	Details	Authorised	
			Name/Position	Signature
	22-Jan-2015	For lodgement	Chris Ferguson	



**FORM 9 APPLICATION FOR RESOURCE CONSENT****SECTIONS 88 AND 145, RESOURCE MANAGEMENT ACT 1991**

To Queenstown Lakes District Council  
Private Bag 50072  
Queenstown 9348

**Glencoe Station Limited applies for the following type(s) of resource consent:**

Land use consent is sought to upgrade and realign an existing farm track within the Blackmans Creek landholding and adjoining Glencoe Station pastoral lease area to provide safe all weather access.

The nature of the proposal is described in detail in the attached assessment of effects on the environment, plans and other information that accompany this application for land use consent.

**The names and addresses of the owner and occupier (other than the applicant) of land to which the application relates are as follows:**

Part of the land is owned by the Crown and subject to a pastoral lease. The area relevant to this application is occupied by:

Glencoe Station Limited  
PO Box 1164  
Queenstown

**The location of the proposed activity is as follows:**

The site is located on land located on the western side of the Cardrona Valley Road, approximately 1.5km south of Cardrona Township and comprises part of the Glencoe Station pastoral lease land and an adjoining area known as the Blackmans Creek freehold land. The location of the site is shown on the plan contained within Attachment A.

The existing farm track subject to this application extends from a gate onto the Cardrona Valley Road up the Blackman Creek land along a broad spur located between the Callighans Creek stream (south) and Little Meg stream (north). The track terminates close to the western boundary alongside Glencoe Station at the ridgeline (approximately 1,500 masl). The new portion of track will be formed within the Glencoe Station land on the western side of the ridgeline extending south of the Cardrona Ski Area.

The site is located within land that is legally described as follows:

- i) Blackmans Creek freehold – Lot 1 DP 475309 and Section 5 Block I Knuckle Peak Survey District, being 885.4226 hectares in area and contained within the Computer Freehold Register identifier 654603; and
- ii) Glencoe Station Pastoral Lease - Section 1, Section 3, Section 6, Section 8-9, Section 11-17 and Section 19 Block VII Kawarau Survey District, Section 4 Block X Shotover Survey District, Run 25, Run 39, Section 29- 30 and Section 7 Block X Shotover Survey District and Run 37, being 8,579 hectares in area and contained within the Computer Interest Register identifier OT386/62.

A recent search copy of CFR 654603 and CIR OT386/62 are contained within Appendix B.

**No additional resource consents are needed for the proposed activity**

I attach, in accordance with [Schedule 4](#) of the Resource Management Act 1991, an assessment of environmental effects in the detail that corresponds with the scale and significance of the effects that the proposed activity may have on the environment.

I attach any information required to be included in this application by the district plan, the regional plan, the [Resource Management Act 1991](#), or any regulations made under that Act.





---

Name, authorised to sign on behalf of applicant

22 January 2015

---

Date

**Address for service:**

AECOM  
PO Box 710  
CHRISTCHURCH

Attn: Chris Ferguson

**Telephone No:**

03 966 6045

**Email:**

[Chris.Ferguson3@aecom.com](mailto:Chris.Ferguson3@aecom.com)

**Invoicing address:**

Glencoe Station Limited  
PO Box 1164  
QUEENSTOWN  
Attn: Hamish McCrostie

**Note to applicant**

You may apply for 2 or more resource consents that are needed for the same activity on the same form. If the application is lodged with the Environmental Protection Authority, you must also lodge a form in [form 16A](#) at the same time.

You must pay the charge payable to the consent authority for the resource consent application under the [Resource Management Act 1991](#) (if any). If your application is to the Environmental Protection Agency, you may be required to pay actual and reasonable costs incurred in dealing with this matter (see [section 149ZD](#) of the Resource Management Act 1991).

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## 1.0 Introduction

This Assessment of Effects on the Environment ('AEE') has been prepared for Glencoe Station Limited (the 'Applicant') in support of an application to upgrade, realign and extend an existing farm track on Blackmans Creek land through to the Willow Basin of Glencoe Station to provide safe, all weather access. The proposal seeks consent from the Queenstown Lakes District Council for earthworks and the clearance of indigenous vegetation.

The AEE accompanies applications for a resource consent made under Section 88 of the Resource Management Act 1991 (the 'Act') and has been prepared in accordance with the Fourth Schedule of the Act in such detail as corresponds with the scale and significance of the effects that the activity may have on the environment.

The activity is proposed on the Blackmans Creek area of Cardrona and the Willow Basin area of Glencoe Station pastoral lease. There is an existing farm track that connects the Blackmans Creek land to Cardrona Valley Road. The proposal is to upgrade the existing track and extend it to provide access to the Blackmans Creek land and wider property where ongoing pasture farming continues through to the groomer shed and maintenance area currently under construction in the Willow Basin.

The existing track needs to be upgraded to provide all weather vehicle access from the Cardrona Valley Road through to the groomer shed and wider property accessed from the track to enable the consent holder and its contractor's safe farm and property management, environmental monitoring, maintenance and emergency access.

The track is proposed to be a single lane 3m carriageway width, and not proposed for general public use. The applicant proposes the following condition to prohibit general public access:

*The use of the track shall be restricted to the consent holder and its contractors, and no other vehicles shall be allowed onto or along the access.*

## 2.0 Description of the Site and Surrounding Area

The Blackmans Creek landholding area is located on the western side of Cardrona Valley, approximately 1.5km south of Cardrona Township on the Crown Range Road. The land holding extends 3km in a north south direction along the Crown Range Road and 3km from the base of the valley at an altitude of 600masl to the ridgeline at 1500masl. Directly to the north is the Cardrona Ski Field.

An existing farm track runs from a gate onto the Cardrona Valley Road, approximately 1.5 km south of the Cardrona Township to the above ridge above the Willow Basin and south of Cardona Ski Area. The general location of the proposal is shown on the Site Location Plan contained within Appendix A.

The existing farm track extends from the Cardona Valley Road to an airstrip at an elevation of approximately 860masl at a width of between 3m to 5.5m and an average grade of 1:7 to 1:8. Above this point the track becomes narrower and steeper, with some sections difficult to negotiate in wet conditions, at a width of 3m to 3.5m and an average grade of 1:5 to 1:6. The total length of the existing track is 2.5km to the airstrip, and 4.4km from the airstrip to the groomer shed site in Willow Basin.

The site is located within land that is legally described as follows:

- i) Blackmans Creek freehold – Lot 1 DP 475309 and Section 5 Block I Knuckle Peak Survey District, being 885.4226 hectares in area and contained within the Computer Freehold Register identifier 654603; and
- ii) Glencoe Station Pastoral Lease - Section 1, Section 3, Section 6, Section 8-9, Section 11-17 and Section 19 Block VII Kawarau Survey District, Section 4 Block X Shotover Survey District, Run 25, Run 39, Section 29- 30 and Section 7 Block X Shotover Survey District and Run 37, being 8,579 hectares in area and contained within the Computer Interest Register identifier OT386/62.

A recent search copy of CFR 654603 and CIR OT386/62 are contained within Appendix B.

CIR OT386/62 contains a number of legal encumbrances registered on title, including EI 7132386.8, EI 7749183.1, EI 7772569.1 and 8387593.2. These are non-objection agreements between various properties that have no direct relevance to the Council's consideration of this application, but can be made available on request if necessary.

The Blackmans Creek land is managed as part of a grazing lease and in addition to the established farm track contains improved pasture grasses, fences and an airstrip. The vegetation and habitats within this area are described within the landscape assessment prepared by Darby Partners (attached as Appendix E). This report identifies the lower level and higher level habitats. The main vegetation type at higher level (above 1500 masl) is Tussock Grassland dominated by *Chionochloa macra* (slim-leaved snow tussock which accounts for approximately 80% of the vegetation). Mixed amongst the slim leaved tussock is *Poa colensoi* (blue tussock), *Cassinia vauvilliersii* (mountain cottonwood), and *Dracophyllum prostratum* (trailing shrub). On the lower levels (below 1500masl) *Chionochloa rigida* (narrow leaved snow tussock) is dominant with cover approximately 50%. At the base of the valley (below 1000masl) pasture is predominates.

## 3.0 Description of the Proposal

### 3.1 Farm access track upgrade and extension

The proposal involves the upgrade and extension of an existing farm access track in Blackmans Creek and Glencoe Station that currently runs from Cardrona Valley Road to the Willow Basin as outlined above.

The proposal is to create a single lane track of approximately 8km in length, utilising the farm track where possible. Detailed plans of the tracks upgrade and extension are shown on the Master Plan and Detailed Plans prepared by Darby Partners and contained within Appendix C. These plans illustrate the overall alignment of the track, including the existing farm track being retained and resurfaced, the proposed new and re-aligned sections of track, areas of cushion bogs (to be avoided), the extent of earthworks involved forming new sections of track and sites for the disposal of surplus fill. Detailed longitudinal sections and a typical cross section diagram have been prepared by Southern Land and these are contained within Appendix D.

Development of the track to form all weather vehicle access from the Cardona Valley Road to the groomer shed will occur in the following stages:

Chainage 0 – 2,344m	Resurface, repair and maintain existing farm track from farm gate to airstrip. Work to include resurfacing of existing track with aggregate to achieve a 3m wide formation, repair culverts and drainage channels and minor maintenance along alignment.
Chainage 2,344 – 7,000m	Upgrade and re-align farm track from above airstrip to top of ridgeline (within Blackmans freehold block).
Chainage 7,000m to 7,745m	Establish new track within Willow basin (Glencoe Station pastoral lease area) along western side of ridge to groomer shed.

Chainage distances are shown on the plans prepared Southern Land Surveyors (Appendix D).

The width of the track will be 4.5m, incorporating a 3m wide gravel formation, a 0.5m wide shoulder either side of the track, and 0.5m for drainage. The gradient of the track will be no greater than 1:7. Some short sections will be at a grade of 1:6 to negotiate topography or natural features.

The construction will involve:

- Formation of the track mostly in cut to allow the 3m trafficable track width to sit on natural stable ground, with batter slopes of approximately 1:2 grade;
- The formed gravel surface will consist of a compacted base-course of a depth of 150mm;
- Water tables will be cut to the inside of the track and culverts will be formed at all low points in the hillside water table to retain existing natural water flows across the track. The culverts will be lined with locally sourced rock to prevent against erosion.

### 3.2 Vegetation clearance and earthworks

The earthworks necessary to undertake the work above are as follows:

- Lower portion within the Rural General Zone up to ski area sub zone = 8,260 m<sup>3</sup> of cut and 5,620 m<sup>3</sup> of fill (Total earthworks 13,880 m<sup>3</sup>).
- Upper portion within Ski Area Sub-Zone to the groomer shed site = 36,100 m<sup>3</sup> of cut and 4,700 m<sup>3</sup> of fill.

Surplus material will provide fill for natural hollows in the terrain that will be shaped to finish consistent with natural topography and reinstated with natural vegetation cover. These fill sites are identified in Plans RC-003 and RC-004 included in Appendix C.

It is proposed to undertake all earthworks in accordance with the Construction Environment Management Plan ('CEMP'), prepared by Darby Partners Limited and contained within Appendix E. As described in the CEMP, the proposed is to construct new sections of track using a cut and cart method with a 20 – 35 tonne digger and small truck. War tables will be cut on the inside of the track with culverts at low points. Surplus cut material will be transported to a number of identified fill sites located along the track alignment.

The CEMP identifies two areas of cushion bog which are to be avoided during construction, which are also identified on the plans contained within Appendix C.

In terms of earthworks activities, the CEMP also prescribes measures to undertake site control measures, erosion and sediment control measures.

### 3.3 Areas of Land Disturbance

Associated with the earthworks and land disturbance above will be clearance of indigenous vegetation. A detailed description of the approximate areas of land disturbance associated with the various sections of the access track is contained within Table 1 below.

**Table1** Details of land disturbance

	Linear Length (m)	Formed Width (m)	Total Area of Disturbance (m <sup>2</sup> )	Permanent Vegetation Removal (m <sup>2</sup> )	Area of Vegetation Reinstatement (m <sup>2</sup> )
<b>Within Ski Area Sub-Zone (above 1,070m msl)</b>					
Glencoe Station and Blackmans land – re-formed track	3,872	3	30,282	11,615	18,668
Fill sites			12,811	0	12,811
<b>Within Rural General Zone (below 1,070 msl)</b>					
Blackmans Creek Land (Below 1070m msl) – re-formed track	1,467	3	9,471	4,401	5,070
Blackmans Creek Land (Below 1070m msl) Fill sites			6,674	0	6,674
<b>Total</b>			<b>59,238 m<sup>2</sup></b>	<b>16,016 m<sup>2</sup></b>	<b>43,223 m<sup>2</sup></b>
			<b>5.9 ha</b>	<b>1.6 ha</b>	<b>4.3 ha</b>

The CEMP prescribes a range of measures that are proposed to avoid and mitigate effects on indigenous vegetation, including:

- Vegetation Clearance and Storage
- Vegetation Reinstatement
- The control and management of invasive plants
- Protection of Sensitive Ecological Areas

- Monitoring

## 4.0 Status of Activity

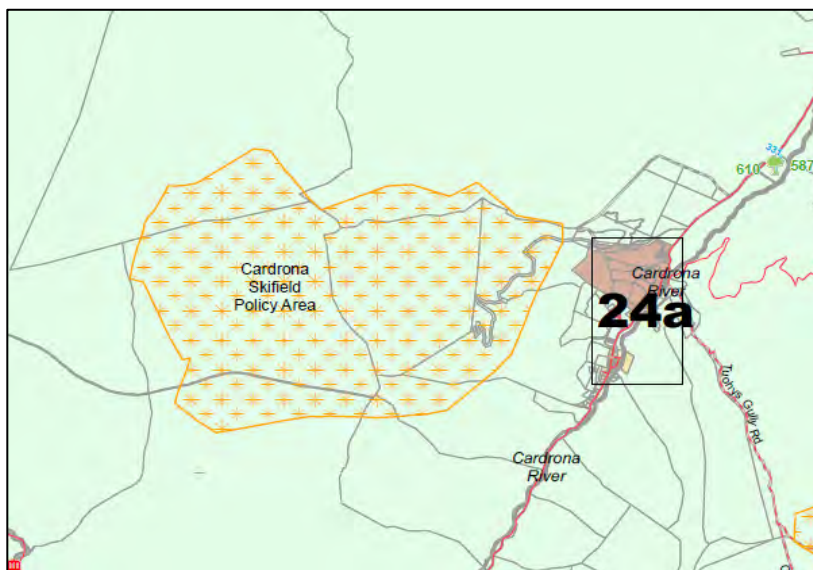
### 4.1 Queenstown Lakes District Plan

The site is located within the Rural General Zone and the Cardrona Skifield Policy Area of the Queenstown Lakes District Plan. District Planning Map 10 identifies the Cardrona Skifield Policy Area and the Rural General Zone over the site of the proposed activity and is on Figure 1 below. The site does not contain any designations, heritage items or other protected items or areas of significant indigenous vegetation.

The location of the proposed access track is shown on the plans contained within Appendix C.

**Figure 1** Cardrona Ski Field Policy Area (identified in yellow) and Rural General Zone (identified in green)

(Queenstown Lakes District Plan, Planning Map 10)



The Queenstown Lakes District Plan identifies the purpose of the Rural General Zone in Section 5.3.1.1 and the Ski Area Sub-Zone in Section 5.3.1.2 (Page 5-9), as follows:

#### Rural General Zone

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

- *Protects and enhances nature conservation and landscape values;*
- *Sustains the life supporting capacity of the soil and vegetation;*
- *Maintains acceptable living and working conditions and amenity for residents of and visitors to the Zone;*
- *Ensures a wide range of outdoor recreational opportunities remain visible within the Zone; and*
- *Protects the on-going operations of Wanaka Airport.*

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

#### Ski Area Sub-Zone

The purpose of the Ski Area Sub-Zone is set out below:

*Ski Area Sub-Zones are located within the Rural General Zone. The purpose of these Sub-Zones is to enable the continued development of skifield activities within the identified boundaries, where the effects of those activities are anticipated to be cumulatively minor.*

*For the avoidance of doubt, Ski-Area Sub-Zones are excluded from the landscape classifications used in the Plan (ie: Outstanding Natural Landscapes (Wakatipu Basin), Outstanding Natural Landscapes (District Wide) or Visual Amenity Landscapes.*

*Being only a sub-zone, all rules applicable to the Rural General Zone in the District Plan are applicable to the Ski Area Sub-Zones except where stated to the contrary.*

The proposal is located within both the Ski Area Sub-Zone and the alpine area of the Rural General Zone. Therefore the activity has been assessed against the relevant rules that apply to both of these zones in the compliance table (Table 1) below.

#### 4.1.1 Compliance Table

Table 2 below sets out each of the relevant rules that apply to the activity and identifies the status under the Queenstown Lakes District Plan.

**Table 2 Compliance Check under District Plan**

Rule No	Summary of Rule	Compliance
5.3.3.2 (viii) Earthworks	<p><i>The following rules apply to all earthworks except:</i></p> <ul style="list-style-type: none"> <li>• <i>within the Ski Area Sub-Zone (as defined in this Plan);</i></li> <li>• <i>for routine repair and maintenance of operational tracks;</i></li> </ul> <p>(a) <i>Earthworks where the maximum area of bare soil exposed is between 1000m<sup>2</sup> and 2500m<sup>2</sup> per site within any one consecutive 12 month period.</i></p> <p>(b) <i>Earthworks where the maximum volume of earth moved is between 300m<sup>3</sup> and 1000m<sup>3</sup> per site within any one consecutive 12 month period.</i></p>	<p>Earthworks to form the proposed track within the area of the Ski Area Sub-Zone are exempt from the earthworks rules.</p> <p>The earthworks proposed to form the new portion of tracks within the area of the rural general zone are identified on the attached plans and extend for a distance of approximately 1,000 metres, from below the Ski Area Sub-Zone to a point near the top of the airstrip. Within this area the proposal will result in earthworks greater than 1,000 m<sup>3</sup> in volume (13,880 m<sup>3</sup> proposed) and does not comply with this rule.</p> <p>Routine repair and maintenance is proposed for the portion of the existing tracks, including resurfacing with gravel, from the gate on the Cardrona Valley Road to a point near the top of the airstrip.</p>
5.3.5.1(v) Significant Indigenous Vegetation	<p><i>In the areas identified on the District Plan Maps as being of significant indigenous vegetation, and included in Appendix 5 (other than within Ski Area Sub-Zones):</i></p> <p><i>No earthworks shall:</i></p> <p>(i) <i>exceed 1000m<sup>3</sup> (volume) and/or 50m<sup>2</sup> (area) in any one hectare in any continuous period of 5 years; or</i></p> <p>(ii) <i>be located on slopes with an angle of greater than 20 degrees (measured as an average slope angle over any 100m length of the slope on which the earthworks are to be carried out).</i></p>	<p>Complies</p> <p>There are no areas of significant indigenous vegetation identified on the planning maps within the area of the application site.</p>



Rule No	Summary of Rule	Compliance
5.3.5.1(viii) 1. (a) (b) (c) Earthworks	<p><i>The following limitations apply to all earthworks except:</i></p> <ul style="list-style-type: none"> <li>• <i>within the Ski Area Sub-Zone (as defined in this Plan):</i></li> <li>• <i>for routine repair and maintenance of operational tracks;</i></li> </ul> <p><i>(a) Earthworks shall not exceed a maximum area of bare soil exposed of 2500m<sup>2</sup> per site, within any one consecutive 12 month period.</i></p> <p><i>(b) Earthworks shall not exceed a maximum volume of moved earth greater than 1000m<sup>3</sup> per site, within any one consecutive 12 month period.</i></p> <p><i>(c) Where any earthworks are undertaken within 7m of a water body the total volume shall not exceed 20m<sup>3</sup> (except for earthworks undertaken within a road designation for the purpose of establishing, upgrading and/or maintaining a State Highway network).</i></p>	<p>As with Rule 5.3.3.2(viii) above, earthworks to form the proposed track within the area of the Ski Area Sub-Zone and the routine repair and maintenance of the existing farm track are exempt from the earthworks rules.</p> <p>The earthworks proposed to form the new portion of tracks within the area of the rural general zone are identified on the attached plans and extend for a distance of approximately 1,000 metres, from below the Ski Area Sub-Zone to a point near the top of the airstrip. Within this area the proposal will result in 13,880 m<sup>3</sup> of earthworks and does not comply with this rule.</p> <p>The proposal may result in earthworks being undertaken within 7m of a waterbody, taking into account the definition of that term incorporating intermittently wet areas (i.e. cushion bogs). The track alignment has been carefully located to avoid crossing cushion bogs, but may result in earthworks adjacent to and within 7 m of a waterbody (refer to Construction Environment Management Plan).</p>
5.3.5.1 (viii) 2. (a) (b) (c) Earthworks	<p><i>(a) No road, track or access way shall (other than the Arrow Irrigation Scheme and flood protection works) have an upslope cut or batter greater than 1 metre in height, measured vertically.</i></p> <p><i>(b) All cuts and batters shall be laid back such that their angle from the horizontal is no more than 65 degrees unless previously determined.</i></p> <p><i>(c) The maximum height of any fill shall not exceed 2 metres.</i></p>	<p>Does not comply.</p> <p>The proposal will result in the formation of track with cut batters within the rural general zone with cut batters greater than 1m.</p>
5.3.5.1 (viii) 3. (a) (i) (ii) Earthworks	<p><i>(a) Any person carrying out earthworks shall:</i></p> <p><i>(i) Implement erosion and sediment control measures to avoid soil erosion or any sediment entering any water body. Refer to the Queenstown Lakes District earthworks guideline to assist in the achievement of this standard.</i></p> <p><i>(ii) Ensure that any material associated with the earthworks activity is not positioned on a site within 7m of a water body or where it may dam or divert or contaminate water.</i></p>	<p>Complies.</p> <p>Erosion and sediment control measures are outlined in paragraph 4.2.2 of the Construction Environment Management Plan (CEMP) included in Appendix E.</p> <p>Vegetation clearance will be carried out in accordance with paragraphs 4.2.3 and 4.2.4 of the</p>

Rule No	Summary of Rule	Compliance
	<p><i>(b) Where vegetation clearance associated with earthworks results in areas of exposed soil, these areas shall be revegetated within 12 months of the completion of the operations.</i></p> <p><i>(c) Cut or fill shall not expose the groundwater aquifer (water bearing gravels) causing ponding or causing artificial drainage of the aquifer.</i></p>	CEMP included in Appendix E.
5.3.5.1(x) Indigenous Vegetation	<p><i>There shall be no clearance of indigenous vegetation except for:</i></p> <p><i>(a) The clearance of indigenous vegetation that is:</i></p> <ul style="list-style-type: none"> <li><i>(i) Totally surrounded by pasture and other exotic species; and</i></li> <li><i>(ii) less than 0.5 hectares in area; and more than 200 metres from any other indigenous vegetation which is greater than 0.5 hectares in area; and</i></li> <li><i>(iii) less than 1070 metres above sea level; and</i></li> <li><i>(iv) more than 20 metres from a water body; and</i></li> <li><i>(v) not listed as a threatened species in Appendix 9.</i></li> </ul> <p><i>(b) The clearance of indigenous vegetation for the operation and maintenance of existing roads, tracks, drains, utilities, structures and fence lines, excluding their expansion.</i></p> <p><i>(c) The clearance of indigenous vegetation for the construction of public walkways up to 1.5 metres in width provided that it is not listed as a threatened species in Appendix 9.</i></p> <p><i>(d) The clearance of indigenous trees that have been windthrown or are dead standing as a result of natural causes and have become dangerous to life or property.</i></p> <p><i>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.</i></p> <p><i>The term “Vegetation Clearance” is defined to mean:</i></p> <p><i>“the felling, clearing or modification of trees or any vegetation by cutting, crushing, cultivation, spraying or burning. Clearance of vegetation shall have the same meaning.”</i></p>	<p>Does not comply.</p> <p>The proposal will result in the clearance of indigenous vegetation where earthworks are associated with the formation of new track and fill areas.</p> <p>Vegetation clearance will be carried out in accordance with paragraphs 4.2.3 and 4.2.4 of the CEMP included in Appendix E.</p>
5.3.5.1(xii) Alpine Environments	<p><i>On any land with an altitude higher than 1070m above sea level:</i></p> <ul style="list-style-type: none"> <li><i>(a) There shall be no exotic tree or shrub planting.</i></li> <li><i>(b) There shall be no clearance of indigenous</i></li> </ul>	<p>Does not comply</p> <p>Restricted Discretionary Activity to carry out indigenous vegetation clearance on land located above</p>

Rule No	Summary of Rule	Compliance
	<p><i>vegetation.</i></p> <p><i>The Council shall restrict the exercise of its discretion to their effect on nature conservation values, the natural character of the rural environment and landscape and visual amenity values.</i></p>	<p>1,070 m above sea level.</p> <p>Vegetation clearance will be carried out in accordance with paragraphs 4.2.3 and 4.2.4 of the CEMP included in Appendix E.</p>

Based on the compliance check undertaken in Table 2 above, the proposal triggers a requirement for resource consent in terms of the following rules:

- Land use consent as a restricted discretionary activity in terms of Rule 5.3.5.1(viii) to undertake earthworks of volumes above 1,000 m<sup>3</sup> within the rural General Zone for the approx. 1 km section of track above the airstrip and below the boundary of the Ski Area Sub-Zone.
- Land use consent as a restricted discretionary activity in terms of Rule 5.3.5.1 (x) Indigenous Vegetation for the clearance of indigenous vegetation associated with the formation of the access track.
- Land use consent as a restricted discretionary activity in terms of Rule 5.3.5.1 (xii) Alpine Environments for the clearance of indigenous vegetation on land above 1,070m.

Overall, the proposal is a restricted discretionary activity in terms of the Queenstown Lakes District Plan.

## 4.2 Permitted Baseline

The permitted baseline of activities enabled by the District Plan within the Rural General Zone and Ski Area Sub-Zone includes:

- Earthworks of any volume within the area of the Ski Area Sub-Zone
- Up to 100m<sup>3</sup> of earthworks within the rural general zone, outside of the Ski Area Sub-Zone
- Earthworks associated with the routine repair and maintenance of operational tracks

The works associated with the proposed farm track upgrade are located within the Rural General and Ski Area Sub-Zones and where the proposal will result in activities enabled by the plan to undertake repairs and maintenance of the lower section of existing farm track from the Cardona Valley Road to the airstrip, including the resurfacing of this track with gravel (within the 100 m<sup>3</sup> volume allowance) and earthworks within the Ski Area Sub-Zone above approximately 1,000 masl.

On the lower portion of track from the Cardona Valley Road to the airstrip, the effects of the proposed repair and maintenance works are the same or similar to that anticipated by the permitted baseline. While the activities involved on constructing the upper portion of the track are not permitted, they are of the same nature as for the lower portion of track and the assessment below finds that its effects on the environment will be less than minor as a result of use of topography and proposed construction methodology.

## 4.3 Plan Change 49 Earthworks

The Queenstown Lakes District Council has notified Plan Change 49 (PC 49), Earthworks to the operative Queenstown Lakes District Plan. The hearing for this plan change commenced on 3 December 2014 and to date no decision has been released.

PC 49 seeks to simplify and streamline the earthworks provisions in the District Plan by consolidating in one new chapter the provisions relating to earthworks together with the removal of the existing earthworks rules from within each zone. The proposed provisions maintain the exemption for earthworks associated with 'trails and operational areas within Ski Area Sub-Zones'. Rule 22.3.3 (i) relating to the volume of earthworks and Rule 22.3.3 (ii) that deals with the height of cut and fill and the slope gradient do not apply to ski field operational areas.

PC 49 has been notified under Clause 5 of the first schedule to the Act, which did not include any resolution that the rule has any early or delayed legal effect. In accordance with section 86B of the Act, the rules within PC49 will have legal effect only once a decision on submissions relating to that rule is made.

Until that time, the existing earthworks provisions within the Rural General Zone will apply and are the only rules that relate to earthworks under the Queenstown Lakes District Plan. Earthworks within the Ski Area Sub-Zones are exempt from the current earthworks rules within the Rural General Zone, as discussed above.

#### 4.4 NES Soil Contamination

The National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (the 'NES') applies to certain activities and on pieces of land that fall within the parameters detailed within the NES on Soil Contamination. The range of activities covered by the NES on Soil Contamination includes changing the use and disturbing soil.

The types of land covered by the NES on Soil Contamination include any land where an activity or industry described in the Hazards Activities and Industries List (HAIL) is being, has been, or where it is more likely than not of been undertaken on it.

AECOM has undertaken a desktop review of the Council files to determine whether the NES will apply to this land in accordance with Regulation 6(2) of the NES. This desktop review has involved investigating records from the following three sources:

- (i) Otago Regional Council – Contaminated Site Register
- (ii) Queenstown Lakes District Council property files, including building consent, resource consent and other property files.
- (iii) Queenstown Lakes District Council Hazards Register

The outcome of this investigation is set out in Appendix F. Based on our review of the above sources there are no activities or industries described in the HAIL as being, have been, or more likely as been undertaken on the land subject to this application. Accordingly, the proposal does not trigger a requirement for resource consent under the NES.

#### 4.5 Summary of required resource consents

The proposal triggers a requirement for resource consents under the Queenstown Lakes District Plan for earthworks and the clearance of indigenous vegetation.

Because of the operation of the relevant rules under the Queenstown Lakes District Plan within the rural general zone relating to earthwork and indigenous vegetation clearance, the requirements for resource are not consistent across the full length of track.

Table 3 below summarises which resource consents are required over the different sections of track.

**Table 3 Resource consents required under the Queenstown Lakes District Plan**

Portion of Track	Activities	Required Resource Consents
Lower portion First 2.3 km from farm gate onto Cardrona Valley road to airstrip at approx. 860 masl	Maintenance and repair of existing farm track. Resurfacing with gravel (total volume less than 100 m <sup>3</sup> ). No indigenous vegetation clearance.	Permitted activity
Middle portion Approx. 1 km of new track from airstrip to boundary of the Ski Area Sub-Zone.	Establish new track Undertake earthworks and some clearance of limited areas of indigenous vegetation.	Restricted discretionary activity in terms of Rule 5.3.5.1(viii) to undertake earthworks of volumes above 1,000 m <sup>3</sup>  Restricted discretionary activity in terms of Rule 5.3.5.1 (x) Indigenous Vegetation for the clearance of indigenous vegetation associated with the formation of the access track
Upper Portion Approx. 4.4 km of track	Establish new track	Restricted discretionary activity in terms of Rule 5.3.5.1 (x) Indigenous Vegetation for

Portion of Track	Activities	Required Resource Consents
within the boundary of the Ski Area Sub-Zone at about 1,000 masl to the groomer shed at 1,617 masl.		<p>the clearance of indigenous vegetation associated with the formation of the access track.</p> <p>Restricted discretionary activity in terms of Rule 5.3.5.1 (xii) Alpine Environments for the clearance of indigenous vegetation on land above 1,070m</p> <p>Earthworks Permitted.</p>

## 5.0 Alternatives

The activity will not result in any significant adverse effects on the environment. Nevertheless, alternative methods have been considered as part of the formulation of the assessment and the proposal represents the preferred method for undertaking the activity with least effect.

## 6.0 Assessment of Actual or Potential Effects on the Environment

The requirements for resource consent summarised in table 3 above, are for restricted discretionary activities. In general terms, the District Plan restricts the exercise of discretion for these rules to the matters specified in the standards not complied with. With respect to the clearance of indigenous vegetation (Rules 5.3.5.1(x)), the Council restricts 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. With respect to the clearance of indigenous vegetation occurring on land above 1,070masl, the Council has restricted its exercise of discretion to their effect on nature conservation values, the natural character of the rural environment and landscape and visual amenity values.

The assessment of effects on the environment has been structured to address the matters raised above.

### 6.1 Effects from Earthworks

#### 6.1.1 Environmental Protection Measures

A consideration of the relevant assessment matters related to Rule 5.4.2.3 (xxvii) Earthworks – Environmental Protection Measures is provided below:

- (a) *Whether and to what extent proposed sediment/erosion control techniques are adequate to ensure the sediment remains on-site.*
- (b) *Whether the earthworks will adversely affect stormwater and overland flows, and create adverse effects on-site.*
- (c) *Whether earthworks will be completed within a short period, reducing the duration of any adverse effects.*
- (d) *Where earthworks are proposed on a site gradient > 18.5 degrees (1 in 3), whether a geotechnical report has been supplied to assess the stability of the earthworks.*
- (e) *Whether measures to minimise dust emissions are proposed and to what extent these mitigation measures are effective.*
- (f) *Whether and to what extent any groundwater is likely to be affected, and if any mitigation measures are proposed to address likely effects.*
- (g) *Whether and to what extent earthworks are necessary in order to undertake flood protection works recognising the long-term benefits of effective flood mitigation measures on the surrounding environment.*

The CEMP prepared by Darby Partners (AppendixED) addresses the possible earthwork effects, and sets out avoidance, remediation and mitigation measures in paragraphs 4.1 and 4.2 which are summarised below:

### Avoidance Measures

- Re-location of track alignment to avoid the cushion bogs identified in green as 'Ecology Sensitive Zone' in drawing number RC-003 in Appendix C.

### Remediation and Mitigation Measures

- Site control measures include defined site boundaries for temporary storage and construction materials to reduce the risk of damage to vegetation through compaction;
- Defined construction zones to ensure that no vegetation outside these areas is disturbed and to prevent undue degradation of stream habitats;
- Erosion and sediment control measures include the use of drainage swales upslope of large batters to divert overland flow away from batters;
- Establishing sediment traps such as silt fences for the interception and treatment of stormwater runoff where close to sensitive areas;
- Where possible, provision of a 15m buffer of tussock grassland between the access track and areas of cushion bog and rushland to trap any sediment released during a runoff event; and
- Use of stacked rock walls (from salvaged rock) on batters to reduce the extent of exposed soil and to improve slope stability along sections of the access tracks that traverse steeper terrain, or where adjacent to a sensitive site.

Taking into account these avoidance and mitigation measures, the proposed earthworks being undertaken over the approximately 1km section of new track located within the Rural General Zone will appropriately avoid or mitigate those effects on the environment for which the plan restricts its exercise of discretion.

#### 6.1.2 Landscape and Visual Amenity Values

The applicant has commissioned a landscape report prepared by Darby Partners Limited, contained within Appendix F.

The components of the access track realignment and extension are described in Section 3.1 above. A major component of the proposal is an upgrade of an existing farm access track. The landscape report (paragraph 4.2) considers that this existing farm track is:

*“visible at various points along the Cardrona Valley/Crown Range Road, but is not a discernible or obvious feature in the landscape. The proposed track (where it is to be re-formed) will demonstrate a similar or reduced level of visibility, being in generally the same vicinity but with improved environmental measures in place to reinstate batters.”*

Applying the findings of the landscape report, a consideration of the assessment matters related to Rule 5.4.2.3(xxvii) Earthworks – Effects on landscapes and visual amenity values, is detailed below.

- Whether and to what extent the scale and location of any cut or fill will adversely affect:
 
  - The visual quality and amenity values of the landscape;
  - The natural landform of any ridgeline or visually prominent areas;
  - The visual amenity values of surrounding sites.*
- Whether the earthworks will take into account the sensitivity of the landscape.*
- The potential for cumulative effects on the natural form of existing landscapes.*
- The proposed rehabilitation of the site and to what extent re-vegetation will mitigate any adverse effects.*
- Whether and to what extent the earthworks create an area that is inconsistent with the character of the surrounding landscape.*
- Whether the location and/or design of any new tracking can be modified in order to decrease the effects on the stability, visual quality and amenity values of the landscape.*

The landscape report deals with these matters in much more detail. To summarise, it is considered that the earthworks and vegetation clearance associated with the proposal will not adversely diminish the scenic qualities of this landscape. The proposal will maintain the existing agricultural character of the site through measures to

avoid, remedy and mitigate ecological effects. These measures include: grass seeding of exposed batter slopes with appropriate grass seed species to provide stabilisation and visual relief on exposed slopes, as well as the progressive replanting of existing vegetation to batter slopes as the track is established. Therefore, it is considered that the visual and landscape effects can be successfully managed.

## 6.2 Clearance of indigenous vegetation

The clearance of indigenous vegetation is proposed in association with the construction of the proposed track access. The areas of land disturbance and related effects on indigenous vegetation have been minimised as far as is practicable and have been designed in particular to avoid two areas of cushion bogs located on the upper slopes of the Blackmans land. As stated above, the access track has been configured in such a way as to make best use of the existing farm access track.

The nature and extent of vegetation and indigenous vegetation across the application site is described within Section 2.2 of the DPL Landscape Report, as follows:

*The main vegetation type at a higher elevation (above 1500msl) is Tussock Grassland dominated by slim-leaved snow tussock *Chionochloa macra* (80%). Mixed amongst the tussock is blue tussock *Poa colensoi*, mountain cottonwood *Cassinia vauvilliersii*, and trailing shrub *Dracophyllum prostratum*.*

*Below 1500msl narrow leaved snow tussock *Chionochloa rigida* becomes dominant with cover around 50% most likely due to fire and more intense grazing. Towards the base of the valley (below 1000msl) underlying pasture cover becomes more prevalent. Normal farm type pasture species and hard tussock *Festuca novae-zelandiae* are present with scatterings of grey shrubland including matagouri, mingimingi *Coprosma propinqua* and olearias. Grey shrubland cover increases in the more incised and steep stream valleys which drain towards the main valley floor.*

*Historically the entire property to the ridgeline was oversown with exotic pasture grass species and frequently fertilised as grazed land. As a result there is an underlying pasture cover which becomes more predominant at a lower altitude.*

In this context, the proposed track will result in areas of land disturbance and the associated clearance of indigenous vegetation where new sections of tracks are being formed from above the airstrip to the groomer shed. Inclusive of the fill sites, the proposal will result in a total area of 59,238 m<sup>2</sup> of land disturbance from which indigenous vegetation will be affected. Through design the track alignment will not impact on any areas of cushion bog or grey shrubland. The predominant type of vegetation likely to be affected by this land disturbance is tussock grasslands.

This vegetation is not listed as being as being significant in terms of the District Plan, has been designed to avoid stream margins, wetlands and other potentially more sensitive areas. Given the nature of the works being related to an established farm tracks the focus on this assessment has been on avoiding and mitigation measures. The key tool to achieving this is the CEMP. In addition to the management of the effects of earthworks, the CEMP prescribes the following measures to avoid or mitigate effects on indigenous vegetation, including:

- Vegetation Clearance and Storage
- Vegetation Reinstatement
- The control and management of invasive plants
- Protection of Sensitive Ecological Areas
- Monitoring

In particular, vegetation along the alignment of the track should be carefully lifted by digger as it moves along the route and progressively and rapidly re-planted along the formed batters behind the digger. Where this is not possible, it is proposed that tussock grasses situated within the affected construction zones of the track will be lifted and stored in designated areas. The tussocks will be stored carefully to avoid crushing and die-off. The plants should occasionally be watered if they will be stored for more than a week.

Within the area of the ski area sub zone, the proposal is to progressively and rapidly replant tussock vegetation along the formed batter slopes. Re-planting will involve the positioning of each tussock plant at each planting site with a digger bucket and the placement of the tussock by hand or shovel with soil packed around it.



Table 1 outlines the total areas of land disturbance being reinstated with vegetation as being 31,479 m<sup>2</sup> within the higher areas (tussock predominant). Following completion of this work, the net loss of vegetation within the higher alpine areas is 11,615 m<sup>2</sup>.

The landscape report prepared by Darby Partners Ltd provides specific assessment of the effects of indigenous vegetation clearance on the landscape and amenity values of this area. The report comments as follows:

*The indigenous vegetation defines the landscape values and natural character of the site. This character is one of exposed and vast / barren mountain tops covered with brown hued swathe of grassland. It is a highly valued landscape of the southern lakes high country, offering recreational opportunities as an untamed, wild environment void of visible human intervention.*

*It is not necessarily a unique landscape being typical of the high country environment throughout the district.*

*In winter months from late May till November and often during the summer the indigenous vegetation is covered with snow. In this sense climatic conditions can dominate the character of the site, with snow covering any visible changes to the underlying landform.*

*The District Plan SASZ however anticipates change in this area of the landscape so long as it is managed to avoid or mitigate effects of development. The CEMP ensures that the consistent swathe of vegetation and subsequent natural character is retained.*

On the basis of the mitigation measures to be implemented through the CEMP, the proposal is considered to appropriately mitigate and remedy the effects of the clearance of indigenous vegetation.

## 7.0 Hazardous Substances and Installations

The proposed activity does not involve the use of hazardous substances and installations. An assessment of any risks to the environment has not been undertaken.

## 8.0 Discharges

The proposed activity does not involve any discharge of contaminants.

## 9.0 Mitigation Measures

The assessment of actual or potential effects on the environment (above) identifies a number of measures that should be undertaken to prevent or reduce any actual or potential effects on the environment. A comprehensive set of mitigation measures are included within, and will be implemented through, the CEMP.

## 10.0 Consultation and Affected Persons

### 10.1 Consultation

The applicant has consulted with the following parties prior to the lodgement of this application for resource consent:

- Land Information New Zealand Ltd – as agent for the Crown who own the land and regulatory agency with respect to the grant of recreation permits under the Land Act 1948

### 10.2 Notification

Section 5.3.4 'Non-Notification of Applications' of the Queenstown Lakes District Plan, states:

*Any application for a resource consent for the following matters may be considered without the need to obtain a written approval of affected persons and need not be notified in accordance with Section 93 of the Act, unless the Council considers special circumstances exist in relation to any such application:*

- (i) *Application for the exercise of the Council's discretion in respect of the following Site Standards:*



- (e) *Clearance of indigenous vegetation under site standard 5.3.5.1 (x) which is not of ecological significance in accordance with assessment criteria detailed in stage 3 (headed 'assessment') of Appendix 5.*

With respect to the actual or potential effects of vegetation clearance occurring within the alpine environment:

- a) The proposal will result in disturbance of small areas of indigenous vegetation during the construction phase of this project;
- b) The proposal has been carefully formulated to limit the extent of land disturbance and associated clearance of indigenous vegetation;
- c) The applicant has commissioned a Construction Environment Management Plan that prescribes measures for the stockpiling of disturbed vegetation during construction and remediation through re-planting of this vegetation upon completion of earthwork.

Under the framework of controls established within the CEMP, the proposal is considered to result in effects on the environment that are less than minor. Due to the location and nature of these works, there are no parties who are considered to be adversely affected by this work.

On this basis, this application can be considered by Council on a non-notified basis.

## 11.0 Monitoring

Once the activity is approved, the monitoring is expected to be undertaken by both the applicant and the Council. In particular, the Council is expected to monitor overall compliance with any conditions of consent. The primary responsibility for adhering to the requirements of the CEMP will fall to the applicant.

## 12.0 Statutory Evaluation

The proposal must be considered under Section 104 of the RMA. Section 104 sets out the matters to be considered when assessing resource consents. It requires that subject to Part 2 (Purpose and Principles) regard must be had to the following specified matters:

- (a) *any actual and potential effects on the environment of allowing the activity; and*
- (b) *any relevant provisions of*
  - (i) *a national environmental standard;*
  - (ii) *other regulations;*
  - (iii) *a national policy statement;*
  - (iv) *a New Zealand coastal policy statement;*
  - (v) *a regional policy statement or proposed regional policy statement;*
  - (vi) *a plan or proposed plan; and*

The assessment of actual and potential effects on the environment above finds that:

- The proposed access track is partially an upgrade of an existing farm access track. Therefore it does not constitute new infrastructure, and will have minimal effects on the environment; and
- On the basis of the comprehensive measures outlined in the landscape report and the CEMP the proposal is considered to appropriately avoid, remedy or mitigate the effects of the proposal with regard to erosion and sedimentation and the clearance of indigenous vegetation resulting from the proposed activity.

The relevant provisions of the Queenstown Lakes District Plan are detailed below.

### 12.1 Relevant Objectives and Policies of the District Plan

The relevant objectives and policies contained within the Queenstown Lakes District Plan relate to landscape values and the development of the Ski Area Sub-Zone. These are listed in Table 4 below.

Table 4 Relevant Objectives and Policies of the District Plan

Objectives	Policies	Comments
<p><b>Objective 1 – Character and Landscape Value</b></p> <p><i>To protect the character and landscape value of the rural area by promoting sustainable management of natural and physical resources and the control of adverse effects caused through inappropriate activities.</i></p>	<p>1.1 Consider fully the district wide landscape objectives and policies when considering subdivision, use and development in the Rural General Zone.</p> <p>1.2 Allow for the establishment of a range of activities, which utilise the soil resource of the rural area in a sustainable manner.</p> <p>1.4 Ensure activities not based on the rural resources of the area occur only where the character of the rural area will not be adversely impacted.</p>	<p>The proposal will protect the landscape values of the General Rural Zone by utilising an existing farm track as part of the access way, rather than formulating a totally new access.</p>
<p><b>Objective 6 -Ski Area Sub-Zone</b></p> <p><i>To encourage the future growth, development and consolidation of existing Ski Areas, in a manner which mitigates adverse effects on the environment.</i></p>	<p>6.1 To identify specialist sub-zoning Ski Area activities.</p> <p>6.2 To anticipate growth, development and consolidation of skifields within Ski Area Sub-Zones.</p>	<p>The proposal is, in part, located within the Cardrona Ski field Policy Area, and will enable all weather vehicle access to a groomer shed under construction. In this way the proposal positively achieves Policy 6.2 and Objective.</p>

## 12.2 Section 104B Determination of applications for discretionary activities

Section 104B of the RMA – Determination of applications for discretionary or non-complying activities states:

After considering an application for a resource consent for a discretionary activity or non-complying activity, a consent authority –

- (a) *May grant or refuse the application; and*
- (b) *If it grants the application, may impose conditions under section 108.*

The proposal is to undertake the upgrade of an existing farm access track and the associated earthworks and clearance of indigenous vegetation. These activities are proposed as part of an area that is located within a Ski Area Sub-Zone.

Taking into account the matters to which the Council has restricted the exercise of its discretion that are supported by the related assessment matters (above), it is considered that approval of this application with appropriate conditions to carry through the suggested avoidance and mitigation measures will achieve the outcomes anticipated by the plan for this area, which includes enabling ongoing farm, property management, emergency access and environmental monitoring of consented works including the groomer shed under construction in Willow Basin.

## 13.0 Conclusion

This assessment of effects has been prepared in support of an application for land use consent to establish, operate and maintain an access track through Blackmans Creek to the groomer shed in Willow Basin of Glencoe Station.

While a significant portion of the proposal is a permitted activity (approximately 2.5km of the track will repair and maintain an existing operational farm track, and the earthworks proposed in the Ski Area Sub-Zone are exempt

from the requirement for a resource consent) the proposal triggers a requirement for resource consent as a restricted discretionary activity for the limited clearance of indigenous vegetation and earthworks.

The key findings of this report are that the overall effects on the environment can be appropriately mitigated or remedied through the implementation of a CEMP, which includes measures for the salvage and replanting of vegetation.

A review of local authority files has been undertaken to establish the likelihood of any HAIL activity having been, is or more likely than not to have been carried out on the land. That review concludes that resource consent is not required under the NES.

It is considered that granting resource consent for this activity is a sustainable outcome for this environment, and a decision that would meet the purpose and principles of the Act.

---

**From:** Chris Ferguson <Chris.Ferguson@boffamiskell.co.nz>  
**Sent:** Thursday, 16 April 2015 6:50 PM  
**To:** Alana Standish  
**Cc:** 'Jim Castiglione'  
**Subject:** RM150040 - Further Information following s95 assessment

Hi Alana

Thanks for your message. Many of the questions seem irrelevant or go further than what would usually be necessary to assess the application, in particular by addressing previous consents or future scenarios which the applicant is neither considering nor advancing. There are some broad interrelationships that may benefit from some further explanation, which the applicant is happy to provide in the spirit of openness to assist the Council in its consideration of the application.

I've included a response under each of the questions for ease of reference.

As noted earlier this week, I have a new email contact and would be grateful if you could please use this going forward.

I'll contact you to finalise matters from here, and thanks again.

Regards

Chris



**Chris Ferguson** | Associate Principal | Planner

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**From:** Alana Standish <[Alana.Standish@qldc.govt.nz](mailto:Alana.Standish@qldc.govt.nz)>  
**Date:** Wednesday, 15 April 2015 9:05 am  
**To:** Chris Ferguson <[Chris.Ferguson3@aecom.com](mailto:Chris.Ferguson3@aecom.com)>, Jim Castiglione <[jim@darbypartners.co.nz](mailto:jim@darbypartners.co.nz)>  
**Cc:** Blair Devlin <[Blair.Devlin@qldc.govt.nz](mailto:Blair.Devlin@qldc.govt.nz)>  
**Subject:** RM150040 - Further Information following s95 assessment

Hi Chris,

As discussed yesterday Council has been awaiting legal advice with respect to the application by Glencoe Station Limited for the <sup>3</sup>Blackmans Creek Farm Track Upgrade<sup>2</sup>. This advice has been sought in light of the application as submitted to Council, amendments and additional information provide to date.

Following my assessment of the application and receipt of the legal advice, Council find's that further clarity on a number of items is needed to fully understand the application and effects.

Therefore the following information is requested to aid in the assessment of the proposed farm track upgrade and in particular the determination for public notification:

1. Please provide details about whether and how the proposed track will be used during the construction of the groomer shed and/or chairlift for which the Applicant holds resource consent;

The track is not proposed to be used for the construction of the consented groomer shed or chairlift. The consent holder has an agreed Construction Project Access Protocol in place with Cardrona Ski Field to use the existing ski field access road for construction and operational access. As you may be aware, the works for the groomer shed are well underway and likely to be completed prior to the maintenance and upgrade of the track.

2. Please provide further information about the proposed use of the access track when the ski area becomes operational, in particular whether it is proposed that either the proposed track, or an upgraded track, would be used for vehicle access to the ski area and/or removal of ski field customers from the ski area;

As previously confirmed, the access track's purpose is for ongoing safe, all weather access for farming, property management, environmental monitoring and emergency access for the Blackmans Creek and Glencoe Station land. At a practical level during summer and winter, the track will be used for continued farm and property management, monitoring required by consents/management plans and for example, to bring small supplies/equipment to the groomer shed if necessary (e.g. In cases, where for example, the Cardrona ski field road is not accessible). I need to emphasise that the land remains a working farm and the applicant needs to provide ongoing safe access for the pastoral farming lessees independent of other access it has to its land. As previously confirmed, the track is not proposed to carry general public vehicles or customers accessing the ski areas or any other part of the land. Again, the applicant is happy to work with the Council on the volunteered condition that addresses this.

3. Please describe the relationship between the proposed track and any future development that may be planned in relation to the ski field area;

Please see the response to #2 above in terms of the track's purpose. The relationship between the track and ski area is set out in the application and further information provided. In addition to continued pastoral farming and general property management, one of the key purposes of the track is to enable access for environmental monitoring required by resource consent conditions and management plans, particularly in cases where the Cardrona ski field road is not accessible (e.g. During inclement weather that affects the ski field road or road maintenance periods). As previously confirmed, all ongoing and future use, management or development of the ski area will be undertaken in accordance with the Act and District Plan, including seeking any required resource consents.

4. Please describe the nature of the 'safe all weather access', 'property management' and 'maintenance' and what these relate to;

We're uncertain about the need for further information on these terms, but will try to clarify further. Safe, all weather access is the provision of access that avoids or minimises hazards to enable year round access along the track. The current pastoral lessee, Will Scurr, has noted that even during summer, parts of the current track are steep or otherwise require chains to pass through mud or other rough areas, and at times the track is impassable. He supports the proposed works to enable the track to be safely passable year round including up to the upper reaches of the property, subject of course to inclement weather. Property management and maintenance refers to ongoing farming / pastoral and general property management (e.g. fencing maintenance and all the other usual things associated with property management and maintenance).

5. Please elaborate as to why emergency access is required on a farm track and describe the type of emergencies that are envisaged;

Please note the response to #4 above. The applicant takes its health and safety obligations seriously, particularly in light of recent regulation changes. The track is not acceptable as it currently stands and needs to be maintained and upgraded as proposed to enable year round access. If any emergency were to arise (e.g. Dealing with stock, accident on the farm, etc), then it is critical that the land can be accessed to deal with that emergency and comply with ongoing health and safety requirements.

6. Please provide an analysis of the proposal against Earthworks Assessment Matter 5.4.2.3[xxvii](6) in the District Plan which relate to the necessity<sup>1</sup> of the proposed earthworks;

The necessity of the earthworks is outlined in the application and further information provided. The following expands on that by reference to the assessment matter referred to above:

### 6. Activities

*(a) Whether the proposed tracking or other earthworks is necessary or desirable for the ongoing and reasonable maintenance and use of the land.*

The earthworks proposed relate to the maintenance, repair and upgrade of the farm track as outlined in the application. The carriageway of the track is proposed to be approximately 3m wide for the length of the track. The earthworks proposed are minimal to provide for that width. Further, the alignment shown on the plans provides a safe and reasonable route that generally follows the existing alignment of the track. There are no excessive works and all earthworks are necessary and desirable for the ongoing and reasonable maintenance and use of the land as outlined in the application, further information provided and further responses outlined above.

*(b) Whether the proposed tracking or other earthworks are necessary or desirable to achieve a reasonable or appropriate use of the land for the proposed activity.*

The response outlined above addresses this matter. Expanding on that with regard to the purposes of the track (summarised again in #2 above), the earthworks are necessary and desirable to achieve a reasonable and appropriate use of the land.

7. If the proposed track is not intended to be used as part of the construction or operation of the ski area, how do you propose to access the ski area to either construct the groomer shed and chairlift, and how do you propose to provide access to the ski field; and

Please note the response to #1 above in relation to construction and operational access. We are not certain how this question relates to the application, but again in the spirit of openness, all consents and related arrangements are in place to enable ongoing access to Soho via the Cardrona ski field road, helicopter and catski.

8. Please explain why you deem some of the earthworks within the lower portion (chainage 0-2344m) to be <sup>3</sup>routine<sup>2</sup> repair and maintenance. The proposed works would appear to be in the nature of an upgrade rather than <sup>3</sup>routine<sup>2</sup> repair and maintenance.

The lower portion of the track is already formed and is simply proposed to be smoothed and re-metalled without cut or fill. That is not an upgrade, but rather routine repair and maintenance that will be undertaken regularly.

This information is requested under Section 92(1) of the RMA to enable a full assessment of the application and to better understand the proposal and its potential effects on the environment.

I trust yourself and the applicant understand the importance of making an informed decision with respect to any application for resource consent including the notification determination. The above information and further assessment is requested to help ascertain what activity the consent is being sought for and to ensure potential effects are fully considered.

Responding to this request:

The Resource Management Act (section 92A) places certain obligations on applicants. Within 15 working days of receiving this letter you are required to do one of the following:

- Provide the requested information; or
- Provide written confirmation that you are unable to provide the requested information within the timeframe, but do intend to provide it; or
- Provide written confirmation that you do not agree to provide the requested information.

In accordance with the Act your application will be placed on hold from the date of this letter until we receive the information that satisfies this request.

If you provide all of the information within 15 working days and we are satisfied that it is complete and that it does not raise additional unanswered issues, we will continue processing your consent from the date that the information is provided.

If, within 15 working days of this request, you advise that you intend to provide the information, we will agree to a reasonable timeframe for it to be provided. As above, we will recommence processing of the application once complete information that does not raise additional unanswered issues has been received.

If a decision has yet to be made on notification it will be deferred until the requested information has been received.

Please note that if you do not provide the information within the timeframe agreed, or if you refuse to provide the information, Section 95C of the Resource Management Act requires that the application must be publicly notified.

If you have any questions please do call, happy to discuss.

Kind regards,

---

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



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**APPENDIX 3 - APPLICANT'S LANDSCAPE ASSESSMENT**



# Blackmans Creek

Farm Track Upgrade: Landscape Assessment  
Prepared for Glencoe Station Ltd

20 February 2015

Prepared by Darby Partners



## Document Quality Assurance

<b>Document:</b> Darby Partners 2015. <i>Blackmans Creek: Farm Track Upgrade: Landscape Assessment</i> . Report prepared by Darby Partners for Glencoe Station Ltd.		
Prepared by:	Haley Farmer Landscape Architect Darby Partners	
Reviewed by:	Richard Tyler Landscape Architect Darby Partners	
Status: RC	Revision / version: B	Issue date: 20 February 2015
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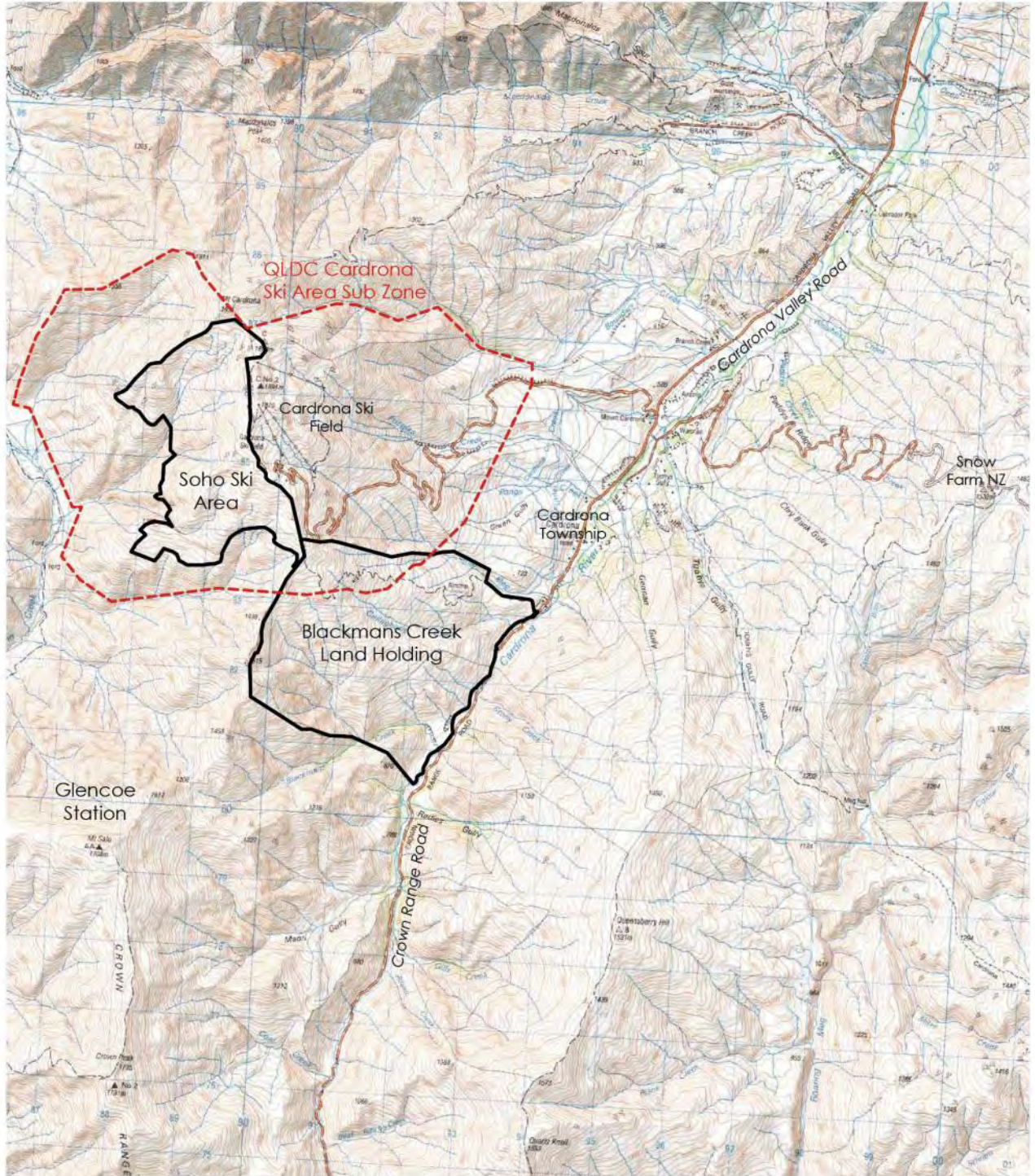


Figure 1: Context Map

## 1.0 Introduction

This report is prepared to accompany resource consent application for a farm track upgrade at Blackmans Creek Land Holding and Glencoe Station held by Glencoe Station Limited.

It provides landscape assessment based on relevant matters from the Queenstown Lakes District Plan including:

- A description of landscape context and the site;
- Description of the proposal;
- Visibility analysis;
- Landscape assessment;
- Conclusion.

## 2.0 Site Description

### 2.1 Landscape Context

The proposal is largely contained within Blackmans Creek Land with a small portion falling within Willow Basin of Glencoe Station.

Blackmans Creek Land is located on the western side of Cardrona Valley, approximately 1.5km south of Cardrona Township on the Crown Range Road. The land holding extends 3km in a north south direction along the Crown Range Road and 3km from the base of the valley at RL 600m to the ridgeline at RL 1500m between the Arrow and Cardrona River catchments. Directly to the northwest is Glencoe Station and Cardrona Ski Field. To the north lies Mount Cardrona Station Ltd. containing the Cardrona Ski Field access road.

The Cardrona Valley falls within the upper Clutha River/Mata-Au valley, east of Wanaka, west of Cromwell, north of Arrowtown and south of Albert Town. The catchment is well defined and covers approximately 340 km<sup>2</sup>. It is bounded on the west and south by the Crown Range, on the east by the Criffel Range, and on the north by the Cardrona River's confluence with the Clutha River/Mata-Au.

The Cardrona River flows in a north-north-easterly direction, 32 km down the Cardrona Valley. Its headwaters originate at Mount Scott on the Crown Range, draining the western flanks of the Criffel Range, and from the eastern side of the Crown Range north to Mount Alpha.

The Landscape form can be traced back to Kaikoura orogeny forming the characteristic Central Otago basin and range topography, as some parts of the landscape were pushed up faster than others. The Haast schist bedrock of the Cardrona valley floor is covered with a thick alluvial mantle, while the ancient alluvial gravels, polytic and psammitic schist present on ridge tops predate the Kaikoura orogeny. Two fault lines follow the Valley's eastern side.

The Cardona Valley is a deep-cut valley with the Cardrona River defining the valley floor that is widest at the northern end of the valley and narrows considerably around the Cardona Township and continues to narrow having no discernible floor at the southern end.

The upper Cardona Valley catchment is dominated by sheep and beef farming, while deer are farmed in the lower catchment. Pastoral farming has been and continues to be an integral part of the fabric of the landscape. Within the catchment are a number of past and present Crown pastoral leases.

The transient landscape is characterised by cold winters and warm summers. Much of the moisture received in the higher areas during winter is in the form of snow, some of which can persist in shady areas through summer. The snow covered landscape is an integral part of the landscape's visual character as is the ephemeral agricultural occupation of the landscape.

Recreational activity and Snow Sports (Cardrona Alpine Resort and Snow Farm) have been more recent additions to the landscape and their access roads and ski trails are visual features of human intervention.

The river plains have seen an increase in domestication with the development of lifestyle blocks and residential use in both Cardrona Village, and the lower catchment toward Wanaka. The Cardrona River and tributaries support a range of agricultural, tourism and recreational uses, all of which play an important part in the overall character of the community and the region.

## 2.2 The Site

The land is managed as part of a grazing lease that extends throughout the wider Cardrona Valley. An operational fenceline at approximately 1000msl controls stock between high country and lower year round grazing. At this point there is a marked change in tussock cover due to the frequency and intensity of grazing. This is roughly the same point where the proposed track crosses into the QLDC Ski Area Sub-Zone (SASZ) boundary.

The property is accessed by a network of farm tracks in varying condition which are generally narrow and steep.

The track to be upgraded is situated on stable higher ground between two creek / gully systems – Little Meg to the north (roughly following the northern boundary of the property) and Callighans Creek to the south. The lower portion of the track accesses a grass airstrip at 825msl (historically used for top dressing and farming purposes) and is wider and at a more gentle grade. From there upwards the track becomes steeper and narrower.

The main vegetation type at a higher elevation (above 1500msl) is Tussock Grassland dominated by slim-leaved snow tussock *Chionochloa macra* (80%). Mixed amongst the tussock is blue tussock *Poa colensoi*, mountain cottonwood *Cassinia vauvilliersii*, and trailing shrub *Dracophyllum prostratum*.

Below 1500msl narrow leaved snow tussock *Chionochloa rigida* becomes dominant with cover around 50% most likely due to fire and more intense grazing. Towards the base of the valley (below 1000msl) underlying pasture cover becomes more prevalent. Normal farm type pasture species and hard tussock *Festuca novae-zelandiae* are present with scatterings of grey shrubland including matagouri, mingimingi *Coprosma propinqua* and olearias. Grey shrubland cover increases in the more incised and steep stream valleys which drain towards the main valley floor.

Historically the entire property to the ridgeline was oversown with exotic pasture grass species and frequently fertilised as grazed land. As a result there is an underlying pasture cover which becomes more predominant at a lower altitude.

Consistent with the adjacent Willow and Soho Basins there are cushion bogs at 1350msl & 1450msl – areas where ground water seeps to the surface creating an underlying peat soil structure forming a suitable environment for vegetation including a number of native mosses and lichens.

## 2.3 Landscape Character

The valley floor and lowland terraces display a predominant agricultural character, whilst the landscape is typified by open views to the mountain peaks with wide vistas displaying high country tussocklands. At higher altitude there has been minimal change during human colonisation, less so than lower areas where beech forest has been historically replaced by tussockland and pasture. The introduction of grazing animals to the alpine landscape has had some degree of change with adaptation and modification of plant species. Cultivation and burning practices have modified the landscape to what it is today.

In and around the Cardrona Township the visual experience is more immediate with the close presence of exotic vegetation, existing buildings and landform to the west of the road with intermittent views of the surrounding high country landscape to the eastern side of the valley.

The site falls within the Queenstown Lakes District Council (QLDC) District Plan categorisation of 'Outstanding Natural Landscape' (District Wide) which extends along the entire Cardrona Valley.



## 3.0 The Proposal

### 3.1 Farm Track Upgrade

The proposal is to upgrade the existing farm track from the Crown Range Road to the proposed groomer shed site in Willow Basin to allow safe emergency, property management, environmental monitoring and maintenance access in all weather conditions.

From the Crown Range Road to the airstrip at 860msl the existing farm track varies in width between 3.0 to 5.5m at an average grade of approximately 1:7 to 1:8. Above this point the track becomes consistently narrower and steeper, with some sections difficult to negotiate in wet or adverse conditions, at 3.5 to 3.0m width and an average grade of 1:5 to 1:6. The total length of the existing track is 2.5km to the airstrip, and 4.4km from the airstrip to the proposed groomer shed site in Willow Basin.

The proposal seeks to:

- a) Perform routine repair and maintenance on approximately the first 2.5km of existing operational farm track to the airstrip at 860msl. This will include resurfacing, drainage works and minor re-grading;
- b) Re-form approximately 1km of track from the airstrip at 860msl to the Ski Area Sub-Zone at RL 1000m.  
*(note approximately 350m length of this will generally follow the existing farm track);*
- c) Re-form approximately 4.5km of track from the Ski Area Sub-Zone at 1,000msl to the proposed groomer shed site at Willow Basin within Glencoe Station at 1,617msl.  
*(note approximately 800m length of this will generally follow the existing farm track);*

### 3.2 Earthworks & Vegetation Reinstatement

Reforming the track will require vegetation clearance and earthworks.

The *Blackmans Creek Farm Track Upgrade: Construction Environment Management Plan (CEMP)* provides a detailed description of the proposed works and recommended measures to avoid remedy or mitigate potential ecological effects.

A summary of the methods (relating to avoiding any potential visual effects) to be adopted is:

- To Blackmans Creek Land (east of the ridgeline to Cardrona Valley Road) - Grass seeding of exposed batter slopes with appropriate grass seed species to provide immediate stabilisation and visual relief of exposed slopes;
- To Glencoe Station - Progressively replanting existing vegetation (predominantly tussocks) to batter slopes as the trail is established.

For landscape and visual effects this reinstatement is an important part of retaining the amenity values of the high country landscape and is standard practise at ski fields throughout the District on Department of Conservation (DOC) land.

## 4.0 Site Visibility

### 4.1 Visual Catchment

The primary visual catchment from transport routes, townships and ski fields is from within the Cardrona Valley. Figure 2 outlines the extent of site visibility along the Crown Range / Cardrona Valley Road and location of viewpoints assessed.

The distance that access tracks are visible with the naked eye varies depending on light, atmospheric conditions and terrain - in general high country tracks can be difficult to locate from lower altitudes. With snow cover trails can be visible as a faint shadow line depending on sun angle. The most visible aspect of trails tends to be during the summer from exposed batter or scree slopes. With reinstatement of batter slopes visual effects of these tracks can be significantly reduced.

### 4.2 Visibility of the Site and Proposal

To assess potential visibility of the proposal it is important to note that it will be constructed with best practice environmental methods to avoid or minimise visual effects and ensure the upgraded track is well integrated into the landscape.

There are several existing farm tracks and access roads along the Cardrona Valley which can be used as a bench mark to assess potential visibility.

The Cardona Access Road leading to the Cardrona Ski Area has large exposed scree slopes, forming a visible discoloration from the brown of the tussockland. This road is highly visible from various points along the valley. Other smaller farm tracks are more difficult to see – notably where there has been a long term naturalization of the batter slopes with browntop fescue grassland and tussock species.

The existing farm track within site is visible at various points along the Cardona Valley / Crown Range Road, but is not a discernible or obvious feature in the landscape. The proposed track (where it is to be re-formed) will demonstrate a similar or reduced level of visibility, being in generally the same vicinity but with improved environmental measures in place to reinstate batters.

The following visibility assessment studies how much of the site (and proposal) is visible, distinguishing between the site contained within the Rural General Zone (and subsequent ONL) and SASZ (excluded from ONL classification).

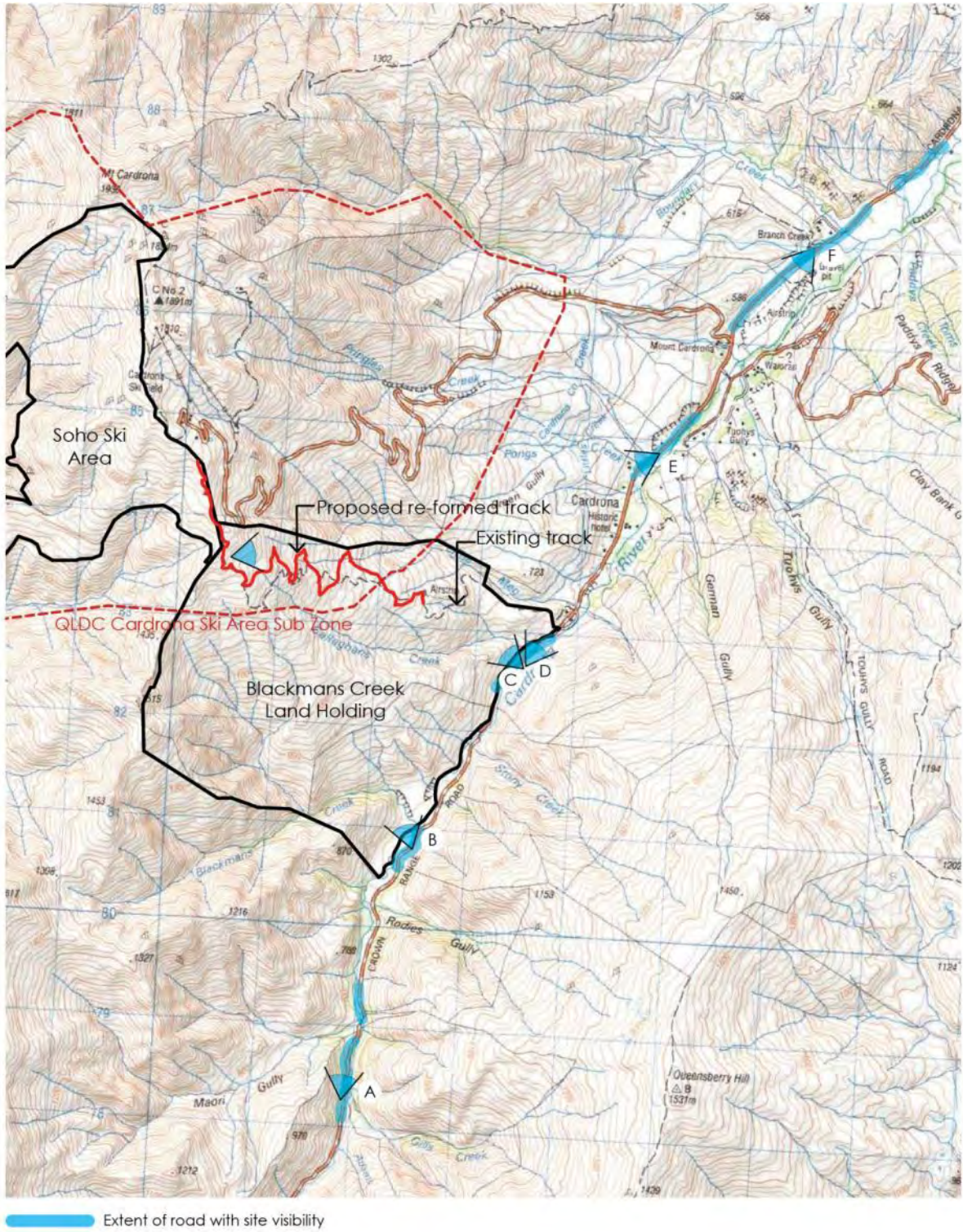


Figure 2: Site Visibility Map

#### 4.2.1 View from Site: Blackmans Creek Land

**Viewpoint location:** Cardrona Ski Area Sub-Zone 1,450msl

**Date image taken:** 12<sup>th</sup> December 2014, 12.34pm

**Media:** Iphone 5

**Viewing audience:** n/a



The view from site demonstrates visibility of existing access roads and farm tracks within the Cardrona Valley from a higher elevation, and the extent of the Crown Range / Cardrona Valley Road visible from site.



#### 4.2.2 View A: Crown Range Road – Northbound Viewing North

**Viewpoint location:** Crown Range Road (Approximately 4.5km from site)

**Date image taken:** 6<sup>th</sup> January 2015, 11.45pm

**Media:** Iphone 5

**Viewing audience:** Motorists



Travelling north along the Crown Range Road the site becomes visible at a distance of approximately 4.5km for a stretch of 730m. The site sits between the ridgeline directly south of Callighans Creek (contained with Blackmans Creek Land) and the ridgeline leading up to the Cardrona Ski Field. The existing Cardrona earthworks and batter slopes are noticeable at a distance of approximately 6km but only to a trained eye.

Considering the distance to site and the wide views of the landscape the degree of visibility is considered low from this viewpoint.

- Site within SASZ – minimal to low visibility;
- Site within Rural General Zone – not visible.

#### 4.2.3 View B: Crown Range Road – Northbound Viewing Northwest

**Viewpoint location:** Crown Range Road (Approximately 2.8km from site)

**Date image taken:** 6<sup>th</sup> January 2015, 11.50pm

**Media:** Iphone 5

**Viewing audience:** Motorists



Travelling north along the Crown Range Road a small portion of the top of site becomes visible over the main ridgeline in the foreground (just south of Callaghans Creek) at a distance of approximately 2.8km for a stretch of 300m. An existing farm track is just visible running along the flanks of the near hillside as a faint shadow line.

It is useful to note the visual experience of a road user is generally looking forward and hence the site is not considered a prominent part of the panorama.

Taking into consideration the distance to the site, the small portion of site visible above landform to the foreground and the wide views of the landscape the degree of visibility from this viewpoint is minimal.

- Site within SASZ – minimally visible;
- Site within Rural General Zone – not visible.

#### 4.2.4 View C: Crown Range Road – Northbound Viewing Northwest

**Viewpoint location:** Crown Range Road (Approximately 2.1km from site)

**Date image taken:** 6<sup>th</sup> January 2015, 12.10pm

**Media:** Iphone 5

**Viewing audience:** Motorists



Travelling north along the Crown Range Road the site becomes visible to the west at a distance of approximately 2.1km for a stretch of road of 270m. The Cardrona Ski Field and access road appear directly to the right of the site as exposed scree slopes and light dis-colouration from the brown of the tussocklands.

The proposed track will appear as a faint shadow line against the hue of the hillside.

It is useful to note the visual experience of a road user is generally looking forward and hence the site is not considered a prominent part of the panorama.

Taking into consideration the distance to the site, the small portion of site visible above landform to the foreground and the wide views of the landscape the degree of visibility is minimal.

- Site within SASZ – minimally visible;
- Site within Rural General Zone – not visible.



#### 4.2.5 View D: Crown Range Road – Northbound Viewing North

**Viewpoint location:** Crown Range Road (Approximately 150m from site)

**Date image taken:** 6<sup>th</sup> January 2015, 12.11pm

**Media:** Iphone 5

**Viewing audience:** Motorists



Travelling north along the Crown Range Road the existing farm track comes into view at close proximity where it joins the Crown Range Road. This track will be subject to routine repair and maintenance including the laying of gravel surface.

The proposed gravel surface will appear as a light line through the existing pastoral ground cover and surrounding scrubland.

From this viewpoint the portion of site containing the existing access track is readily visible and in direct line of sight.

- Site within SASZ – not visible;
- Site within Rural General Zone – visible.

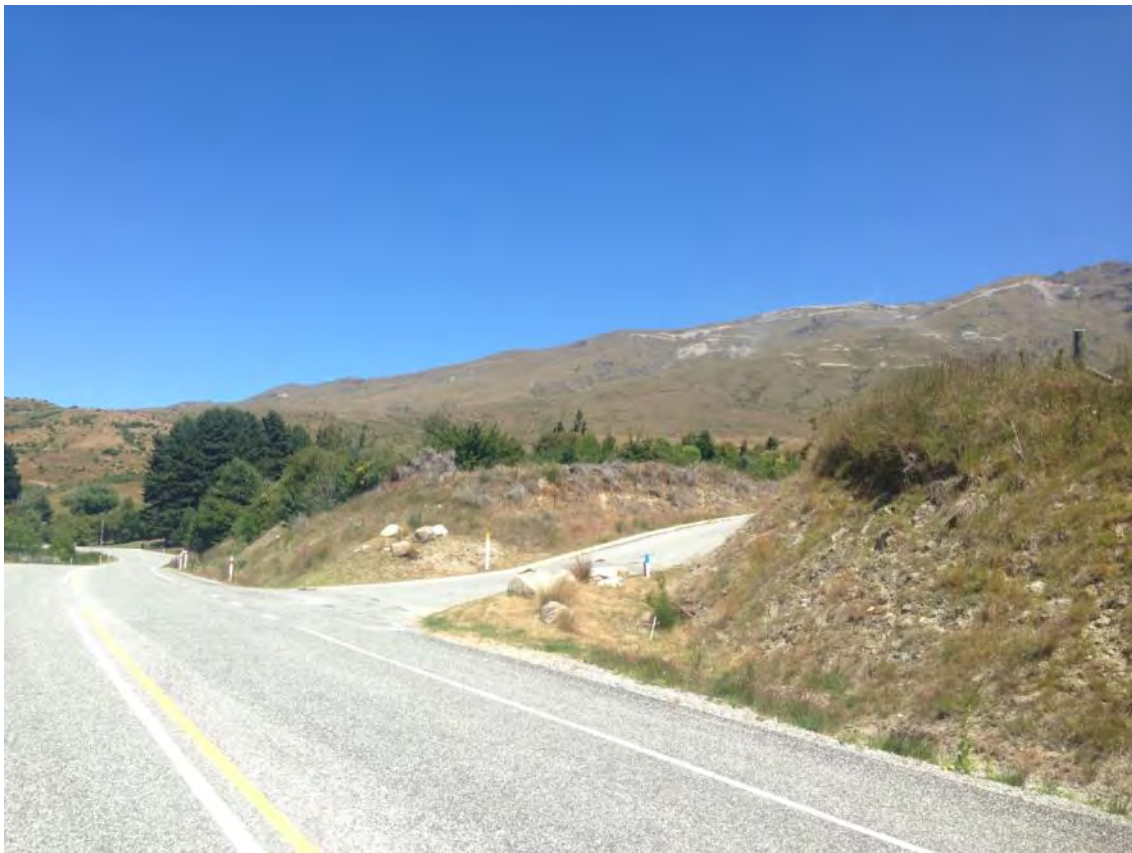
#### 4.2.6 View E: Cardrona Valley Road – Southbound Viewing Southwest

**Viewpoint location:** Cardrona Valley Road (Approximately 3km from site)

**Date image taken:** 6<sup>th</sup> January 2015, 12.38pm

**Media:** Iphone 5

**Viewing audience:** Motorists



Travelling south along the Crown Range Road the site is intermittently visible at a distance of approximately 3km for a stretch of road of 720m, screened at numerous points by vegetation. The site contained within both the Ski Area Sub-Zone and Rural General Zones will be visible for this stretch of road by motorists.

The Cardrona Ski Field and access road appear directly to the right of the site as exposed scree slopes and light dis-colouration from the brown of the tussocklands.

The proposed track will appear as a faint shadow line against the hue of the hillside.

- Site within SASZ – minimally visible;
- Site within Rural General Zone – minimally visible.

#### 4.2.7 View F: Cardrona Valley Road – Southbound Viewing Southwest

**Viewpoint location:** Cardrona Valley Road (Approximately 5.5km from site)

**Date image taken:** 6<sup>th</sup> January 2015, 12.42pm

**Media:** Iphone 5

**Viewing audience:** Motorists



Travelling south along the Crown Range Road the site is intermittently visible at a distance of approximately 5.5km for a stretch of road of 2.7km, screened at various points by vegetation.

The Cardrona Ski Field and access road are easy to locate directly to the right of the site as exposed scree slopes and light dis-colouration from the brown of the tussocklands.

The proposed track will appear as a faint shadow line against the hue of the hillside, but will be barely discernible at this distance and significantly less visible than the existing Cardrona earthworks.

- Site within SASZ – minimally visible;
- Site within Rural General Zone – minimally visible.

## 4.3 Summary

As a road user travelling on the Crown Range / Cardrona Valley Road the site is visible for a total distance of 4.7km. This represents 12.7% of the length of the journey within the Cardrona Valley.

The overall site can be seen at a distance – where topography and viewlines open up along the valley. There are intermittent views from the base of the site up towards the mountain tops and a close view of the portion of track immediately above the entrance. At this point maintenance and repair works would form an expected part of the rural landscape.

The track will be partially visible from parts of the Cardrona River and its margins although this will be of low significance due to existing vegetation and significantly less visible than from the Cardrona Valley Road. There will also be some visibility from some unformed paper roads however much of these paper roads follow locally low topography and are hence visually contained. The SASZ portion of track will be intermittently visible from within the Cardrona Township but mostly obstructed by vegetation and buildings.

Rural farm tracks and the gravel surface of roads are more readily visible when viewed from a higher altitude. From a lower altitude in the Valley floor visibility is reduced as the viewer perceives only the batter slopes and faint shadow line from the change in topography.

There is visibility from parts of the Cardrona Ski Area Access Road. As a motorist ascends or descends the view is dominated by the existing scaring and batter slopes of the Cardrona Ski Area Access Road directly in the foreground. The track will be visible along the majority of the road and southern hair pin corners at distances varying between 4km to 200m and is visible from lower ski slopes. The track will not be visible from the Cardrona Ski Area main car park or Base Building. Given that the Cardrona Access Road is used for tourism during winter months when snow cover is typical to 1,000msl the top 4.4km of the re-formed track will often be snow covered and of minimal visibility. The lower 1km of re-formed road is visible at the larger distances from the Cardrona Ski Area Access Road at low - moderate visibility. It is useful to note that the users of the access road are aware of the snow sport occupation of the landscape and that this is an expected part of the landscape character.

The track may be visible from the Snow Farm Access Road at distances varying from 4km to 7.5km. At this distance a proposed upgrade to the farm track will be barely discernible to the naked or untrained eye.

In conclusion the visibility of the track will be limited to small portions of the Crown Range / Cardrona Valley Road, Cardrona Access Road, Snow Farm Access Road and Cardrona River Margins, generally at large distances. The proposed reformed portion of track may be visible from a distance of 2.5km or greater, but difficult to discern. A small portion of resurfacing to the lower section of track will be directly visible from Crown Range Road travelling northward when adjacent to site, but the work will not be discernible to motorists and therefore there will not be any discernible change in current visibility of the track.

## 5.0 Landscape Assessment

The site falls within the Ski Area Sub-Zone and Rural General Zone of the Queenstown Lakes District Plan (QLDP). The following is a discussion of assessment matters relevant to landscape and visual effects for each zone:

### 5.1 Rural General - Earthworks

#### 5.4.2.3 xxvii Earthworks

##### **2. Effects on landscape and visual amenity values, in particular Outstanding Natural Features and Outstanding Natural Landscapes.**

##### **(a) Whether and to what extent the scale and location of any cut and fill will adversely affect:**

- **the visual quality and amenity values of the landscape;**
- **the natural landform of any ridgeline or visually prominent areas;**
- **the visual amenity values of surrounding sites.**

The scale and location of cut and fill within the Rural General Zone, outside of the Ski Area Sub-Zone, will be limited to that required to re-form the section of track between the airstrip at 825msl and the SASZ at 1,000msl.

Given the limited distance (approx. 950 lineal metres) and low visibility of this portion of the track with reinstatement methods for batter slopes the proposal will not form an overly obvious change to the landscape, and will be an expected part of the rural land-use of the site.

The landform at this location is considered the lower flanks of the hillside bordering the SASZ and is not considered visually prominent in particular for users of the valley floor.

The visual amenity of the area is defined by the open rural and natural character of the valley. The proposal will maintain the existing character of the site and surrounding landscape.

##### **(b) Whether the earthworks will take into account the sensitivity of the landscape.**

The Blackmans Creek CEMP outlines best practise methods to reinstate vegetation to all areas subject to earthworks. This methodology ensures that any potential visual effects of exposed batter slopes is minimised.

##### **(c) The potential for cumulative effects on the natural form of existing landscapes.**

The Cardrona Valley has numerous existing farm tracks, with a larger number located towards the lower end of the valley. These tracks are considered an essential part of high country farming and safe access to land holdings.

Dual lane access roads are generally more visible depending on treatment of batter slopes, also considered an essential feature for the operation of snow and mountain sports activities.

If designed and constructed carefully farm tracks can exhibit a low degree of visibility thus negating the potential for cumulative effects from the valley floor, and retaining the scenic qualities of the landscape. The proposed track upgrade will be undertaken in this way to retain the character of the area and avoid any adverse cumulative effects.

***(d) The proposed rehabilitation of the site and to what extent revegetation will mitigate any adverse effects.***

The Blackmans Creek CEMP outlines best practise methods to reinstate vegetation to all areas subject to earthworks. This methodology ensures that any potential visual effects of exposed batter slopes are avoided or minimised.

***(e) Whether and to what extent the earthworks create an area that is inconsistent with the character of the surrounding landscape.***

The Cardrona Valley landscape within the Rural General Zone exhibits an agricultural character. Farm access tracks are expected with a high country farming landscape and thus the proposal will be consistent with the character of the surrounding landscape.

***(f) Whether the location and/or design of any new tracking can be modified in order to decrease the effects on the stability, visual quality and amenity values of the landscape.***

Extensive site research was undertaken to ensure the track and resulting earthworks fully avoids or mitigates effects on the visual and amenity values of the landscape. Utilisation of the first 2km of existing track assists minimising the extent of potentially adverse visual effects and scenic quality of the landscape.

## 5.2 Clearance of Indigenous Vegetation (Ski Area Sub-Zone)

**5.4.2.3 xxix (c) The effect of vegetation clearance on landscape and visual amenity values, including:**

***(i) The extent to which indigenous vegetation is an integral part of, or enhances the landscape values and natural character of the area.***

***(iii) The landscape values of the site and surrounding environment, and its sensitivity to modification.***

As noted in the site description (Section 2.2 above) an existing fenceline demarcates a change in land management between the high country and lower year round grazing areas of the site, at about 1,000msl. This is about the same location as the boundary of the SASZ. The total area of indigenous vegetation to be cleared to form the all-weather track surface above 1,070msl is 1.38Ha. A total of 3.41Ha will be reinstated as per the CEMP.

The indigenous vegetation defines the landscape values and natural character of the site. This character is one of exposed and vast / barren mountain tops covered with brown hued swathe of grassland. It is a highly valued landscape of the southern lakes high country, offering recreational opportunities as an untamed, wild environment void of visible human intervention.

It is not necessarily a unique landscape being typical of the high country environment throughout the district.

In winter months from late May till November and often during the summer the indigenous vegetation is covered with snow. In this sense climatic conditions can dominate the character of the site, with snow covering any visible changes to the underlying landform.

The District Plan SASZ however anticipates change in this area of the landscape so long as it is managed to avoid or mitigate effects of development. The CEMP ensures that the consistent swathe of vegetation and subsequent natural character is retained.

***(ii) The visibility of the site from transport routes, townships, and other tourist destinations, including ski fields.***

Refer Section 4: Site Visibility -

*"the visibility of the track will be limited to small portions of the Crown Range / Cardrona Valley Road, Cardona Access Road, Snow Farm Access Road and Cardrona River Margins, generally at large distances. The proposed reformed portion of track may be visible from a distance of 2.5km or greater, but difficult to discern. A small portion of resurfacing to the lower section of track will be directly visible from Crown Range Road travelling northward when adjacent to site, but the work will not be discernible to motorists and therefore there will not be any discernible change in current visibility of the track."*

***(d) The degree to which the clearance will adversely affect natural features, geomorphological or geological sites.***

There is a rock formation in close to proximity to the proposed track alignment within Glencoe Station. There are no other distinctive natural features that would be affected by the proposal.

The plans show the location of this rock outcrop and state '*track to avoid existing rock formation*'.

On this basis the feature will be unaffected by the proposal.

***(g) The degree to which the clearance will result in a loss of natural character and/or any recreational values associated with any nearby waterbody.***

The nearest permanent water body outside of the site is the Cardrona River. Users of the river will be unaffected by the proposal in that that it will be difficult to see from most stretches along the valley floor, and is an expected part of the rural character of the surrounding landscape.



## 6.0 Conclusion

The subject site is within the mid to upper section of the Cardona Valley which displays a predominantly agricultural character at lower altitudes (within the Rural General Zone) with a higher degree of naturalness towards the mountain tops (SASZ). The SASZ provides for ski area and tourism related development activities so long as the appropriate measures are in place to mitigate any potentially adverse effects.

The proposal seeks resource consent to upgrade the existing farm track to provide safe vehicle access from the Crown Range Road to Willow Basin. It will maintain the existing agricultural character of the site and does not significantly or inappropriately diminish the scenic qualities of the wider landscape.

Extensive site research and the CEMP has been undertaken to ensure that the track is located in an optimum location for the best environmental and landscape outcomes for the site.

The site is not in a prominent location in respect to the Cardrona Valley and surrounding mountain ranges. The proposed track will be publicly visible at varying distances under certain light conditions, but landform and vegetation reinstatement methodology will ensure that any potential effects will be fully avoided or mitigated.

On this basis the visual effects of the proposal is negligible or less than minor. It will not detract from the natural character of the landscape in which it is located and will not cause any adverse effects in respect to publicly accessible places.



**APPENDIX 4 - COUNCIL'S ENGINEERING REPORT**



# ENGINEERING REPORT

**TO:** Alana Standish

**FROM:** Lyn Overton

**DATE:** 2/04/2015



APPLICATION DETAILS	
REFERENCE	<b>RM150040</b>
APPLICANT	<b>Glencoe Station Limited</b>
APPLICATION TYPE & DESCRIPTION	Land Use to undertake earthworks and indigenous vegetation clearance to upgrade and realign an existing farm track to provide access to the Blackmans Creek landholding and Soho Ski Area.
ADDRESS	Blackmans Creek/Glencoe Station, Cardrona Valley Road, Cardrona Valley
ZONING	Rural General and Ski Area Sub-Zone
LEGAL DESCRIPTION	Lot 1 DP 475309, Section 5 Block I Knuckle Peak Survey District and Pt Run 25.
SITE AREA	Approximately 1000 ha.
ACTIVITY STATUS	Restricted Discretionary

<b>Application</b>	<b>Reference Documents</b>	Consent Application.
	<b>Previous Relevant Consents</b>	N/a
	<b>Date of site visit</b>	None taken.

## Location Diagram



Comments	
<b>Existing Use</b>	High Country farms.
<b>Neighbours</b>	No residential activity immediately adjacent to the earthworks site.
<b>Topography/Aspect</b>	Mountainous/steep.
<b>Water Bodies</b>	The track is located on a ridge line between Callaghan's Creek (south) and Little Meg (north).

ENGINEERING	COMMENTS	Condition
<p style="text-align: center;">TRANSPORT</p> <p style="text-align: center;">Access</p> <p style="text-align: center;">Means of Access</p>	<p>Access to the site is from Cardrona Valley Road. There are currently two vehicle crossings into the site, both are indicated below. The first vehicle crossing (indicated below) is located on a narrow section of road and exits the carriageway at an angle. I do not consider this access point to be safe as there are limited site distances to the south reinforced by the double yellow line. It is not possible to pull off the road to give way to through traffic heading south due to the barrier on the side of the road. It is also not possible for a vehicle to pass a stationary vehicle safely due the limited sight distance as demonstrated by the double yellow lines. Vehicles heading north would need to cross into the oncoming lane or undertake several vehicle movements to enable entry into the site.</p>  <p>The second vehicle crossing (indicated below) is located on the side of bridge 11 at the junction of Cardona Valley Road and the Crown Range Road. The location of this vehicle crossing would also require several vehicle movements to enable ingress from the south. The applicants have indicated that this vehicle crossing point is to be relocated approximately 18m to the north. A condition is recommended to ensure that the existing vehicle crossings to the site are permanently removed and that the roadside berms and any roadside drainage is reinstated.</p> <p>The new access is to be formed in accordance with Diagram 2 Appendix 7 of the District Plan. As the boundary fence is located less than 6m from the edge of the carriageway the applicants are intending to recess the fence and gate to allow a vehicle to pull completely off the carriageway to enter this site. The site distances from the new entry point have been demonstrated as being 170m in both directions. The District Plan requirement for site distance for non-residential vehicle crossing is 250m. While the sight distance does not comply with District Plan rules for a 100km/hour speed zone. There are bends located approximately 170m in each direction of the crossing and a 70km speed zone located approximately 240m to the north providing a lower speed environment. Therefore, I am satisfied that the proposed vehicle crossing optimisers the available sight distances and is the most appropriate location for this site.</p> 	<p>X</p>

<b>TRANSPORT</b>	<b>Access</b>	<b>Means of Access</b>	<p>A condition is recommended to ensure that the vehicle crossing is formed in accordance with Council's standards, and as indicated on the Darby Partners '<i>Blackmans Creek Farm Track – Cardona Valley Entry</i>' (dated 19/03/2015, Job Code SB_12_2, Drawing No. RC-006).</p> <p>The applicants are proposing to upgrade an existing farm track to provide an all-weather access through Blackmans Creek land through to the Willow Basin of Glencoe Station. The owners of Blackmans Creek land (Lot 1 DP 475309) have given permission for the landowners of Glencoe Station (Run 25). I note that the current Crown lease on Glencoe Station is due to expire in less than 4 years. In order for the access rights to be protected the applicants will need to create a right of way in favour of Glencoe Station over Blackmans Creek land via section 348 of the Local Government Act 1974. Without the right of way being created the access rights cannot be protected in the event that either property changes ownership. An appropriate advice note is recommended.</p> <p>The Southern Land plans indicate that the carriageway of the farm track will be between 3 – 3.5m in width with two 0.5m berms and a 0.5m swale formed to the inside of the carriageway. The Long-section plans submitted indicate that the access will be approximately 8km in length. The plans indicate that the gradient of the access will not exceed 1(V):6(H). I am satisfied that the track will be formed to a standard suitable for the proposed activity and that there will be no adverse effects on any neighbouring properties. An appropriate condition is recommended to ensure that the access is formed in accordance with the Southern Land plans submitted with the application.</p>	<p><b>X</b></p> <p><b>X</b></p> <p><b>X</b></p>
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ENGINEERING		COMMENTS	Condition	
EARTHWORKS	Extent	Description	Earthworks are required to upgrade a farm track to allow access to a groomer shed located on Glencoe Station.	
		Cut /Fill Volume (m <sup>3</sup> )	Approximately 44,360m <sup>3</sup> of cut and approximately 10,320m <sup>3</sup> of fill used for tracks. The earthworks will be undertaken in a balanced cut to fill operation with the excess excavated material used to fill in hollows in the terrain.	
		Total Volume (m <sup>3</sup> )	Approximately 88,720m <sup>3</sup> of earthworks.	
		Area Exposed (m <sup>2</sup> )	The access track will be approximately 8km in length and the approximate exposed area of land will be 5.9ha.	
		Max Height Cut/Fill (m)	In the Ski Area Sub-zone the maximum height of cut will be approximately 6.4m at the 5,600m chainage mark and the maximum depth of fill will be approximately 2m at the 4,800m chainage mark.  In the Rural General zone the maximum depth of fill will be approximately 1.24m and maximum height of cut will be approximately 3.7m as indicated at chainage 1,994m and 2,700m respectively.	
	Prox. to Water	The earthworks for the access track will cross several tributaries to Callaghan's Creek and Little Meg. There is also a section of the access that will traverse a cushion bog indicated at chainage 6,000m. A ' <i>Construction Environment Management Plan Prepared for Glencoe Station Ltd</i> ' has been prepared by Darby Partners (dated 16 January 2015) that details site management measures to be undertaken during the construction of the road and in particular areas where water courses may be encountered. I accept the report and recommend a condition to ensure that the report is adhered to.	X	
	Stability	Geotech assessment by	Not necessary	
		Retaining	It is unclear whether any retaining is necessary. Therefore, I recommend a condition to ensure that any retaining is undertaken in accordance with Council's standards, and I recommend an advice note to alert the applicants that any retaining subject to surcharge loading requires Building Consent.	X
		Recommendations on cut/batter slopes	A condition is recommended to ensure that no batter slopes are formed at a gradient that exceeds 1:1.	X
		Fill certification	Fill certification is not required. All roading fill should be placed in accordance with TNZ F1 (Transit NZ Specification for Earthworks Construction). This specification is specific to road construction. An appropriate advice note is recommended.	X
Engineers supervision		The proposal is to upgrade an existing farm track for access to a grooming shed. As the access will not be for public use I am satisfied that supervision is not necessary.		

ENGINEERING		COMMENTS	Condition
Site Management	Report reference	As per the Darby Partners 'Construction Environment Management Plan Prepared for Glencoe Station Ltd' (dated 16 January 2015), and in accordance with the Guide to Earthworks in the Queenstown Lakes District brochure.	X
	Neighbours	I am satisfied that neighbouring properties will not be affected by the proposed earthworks.	
	Traffic management	A traffic management plan will be necessary for the works required to install the new vehicle crossing. An appropriate condition is recommended.	X
	Construction crossing	Not required.	
	Revegetation	An appropriate condition is recommended for monitoring purposes.	X
TITLE	Covenants/consent notices	I am satisfied that the instruments currently registered on both properties have no bearing on this report.	

### RECOMMENDED CONDITIONS

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

#### **General**

1. All engineering works, including the construction of any retaining walls within the site, shall be carried out in accordance with the Queenstown Lakes District Council's policies and standards, being New Zealand Standard 4404:2004 with the amendments to that standard adopted on 5 October 2005, except where specified otherwise.

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

2. At least 5 working days prior to commencing work required for the installation/removal of vehicle crossings to the site the consent holder shall advise the Principal Resource Management Engineer at Council of the scheduled start date of physical works. Compliance with the prior to commencement of works conditions detailed in Condition (3) below shall be demonstrated.
3. Prior to commencing works on site, the consent holder shall submit a traffic management plan to the Road Corridor Engineer at Council for approval. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor. All contractors obligated to implement temporary traffic management plans shall employ a qualified STMS on site. The STMS shall implement the Traffic Management Plan. A copy of the approved plan shall be submitted to the Principal Resource Management Engineer at Council prior to works commencing.
4. The consent holder shall install measures to control and/or mitigate any dust, silt run-off and sedimentation that may occur, in accordance with NZS 4404:2004, Darby Partners 'Blackmans Creek – Farm Track Upgrade: Construction Environment Management Plan Prepared for Glencoe Station Ltd' (dated 16 January 2015) and 'A Guide to Earthworks in the Queenstown Lakes District' brochure, prepared by the Queenstown Lakes District Council. These measures shall be implemented **prior** to the commencement of any earthworks on site and shall remain in place for the duration of the project, until all exposed areas of earth are permanently stabilised.

#### **To be monitored throughout earthworks**

5. The provision of a sealed vehicle crossing from Cardrona Valley Road to be in terms of Diagram 2, Appendix 7 and Darby Partners 'Blackmans Creek Farm Track – Cardrona Valley Entry' (dated 19/03/2015, Job Code SB\_12\_2, Drawing No. RC-006). This shall be trafficable in all weathers

and be capable of withstanding an axle load of 8.2 tonnes or have a load bearing capacity of no less than the public roadway serving the property, whichever is the lower. This shall include recessing the fence line to allow a vehicle to pull completely off the carriageway. Provision shall be made to continue any roadside drainage.

6. The existing vehicle crossings to Lot 1 DP 475309 shall be permanently and physically closed, with the gates removed and the fence line, berm area and water tables reinstated in accordance with Council's standards.
7. The farm track access remedial work shall be undertaken in accordance with the Southern land and Darby Partners stamped as approved plans in condition (1).
8. Safety barriers/edge demarcation shall be provided for vehicular safety where the internal accessways run parallel with land which drops away to a height of greater than 1m at an angle of greater than 45° within 2m of the edge of the accessway, in accordance with Clause 3.3.4 of QLDC's Development and Subdivision Engineering Standards (amendments to NZS 4404:2004).
9. No permanent batter slope within the site shall be formed at a gradient that exceeds 1:1.
10. The earthworks, batter slopes, retaining and site management shall be undertaken in accordance with the Darby Partners '*Blackmans Creek – Farm Track Upgrade: Construction Environment Management Plan Prepared for Glencoe Station Ltd*' (dated 16 January 2015), Southern Land and Darby Partners stamped approved plans.
11. 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.

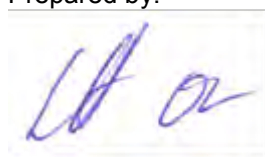
#### **On completion of earthworks**

12. On completion of the earthworks, the consent holder shall complete the following:
  - a) All earthworked/exposed areas shall be top-soiled and grassed/revegetated or otherwise permanently stabilised.
  - b) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.

#### **Advice Note**

1. The consent holder is advised that any retaining walls proposed in this development which exceeds 1.5m in height or walls of any height bearing additional surcharge loads will require Building Consent, as they are not exempt under Schedule 1 of the Building Act 2004.
2. The consent holder is advised that the access rights of Glencoe Station over Blackmans Creek are not protected. In order for the access rights to be protected the applicants will need to create a right of way in favour of Run 25 over Lot 1 DP 475309 via section 348 of the Local Government Act 1974.
3. The consent holder is advised that it is advisable to undertake the earthworks for the track construction in accordance with TNZ F1 (Transit NZ Specification for Earthworks Construction).

Prepared by:



Lyn Overton  
**RESOURCE MANAGEMENT ENGINEER**

Reviewed by:



Richard Flitton  
**PRINCIPAL RESOURCE MANAGEMENT ENGINEER**

**APPENDIX 5 - COUNCIL'S LANDSCAPE REVIEW**



**M E M O**

**FILE REF:** RM150040 Glencoe Station Ltd

**TO:** Alana Standish - Planner

**FROM:** Richard Denney - Landscape Architect

**DATE:** March 13<sup>th</sup>, 2015

**SUBJECT:** Landscape assessment review

---

1. An application has been received for resource consent to undertake earthworks and indigenous vegetation clearance to upgrade and realign an existing farm track to provide access to the Blackmans Creek landholding and Soho Ski Area on Mount Cardrona. The legal description is contained within the application. In terms of the Queenstown Lakes District Council District Plan the site is zoned Rural General and Rural General - Ski Area Subzone), (SASZ). I understand from council's planner that the status of the activity is restricted discretionary. Council's planner has requested a peer review of the landscape assessment report submitted with the application titled "*Blackmans Creek, farm track upgrade: Landscape Assessment prepared for Glencoe Station Ltd*", dated 20 February 2015 by Darby Partners. I shall refer to this document as the report.
2. The report identifies the site as falling within an Outstanding Natural Landscape (District Wide) as per the *Appendix 8B-Map1 Landscape Categorisation in the Wanaka Area* within the Queenstown Lakes District Council, District Plan (District Plan). I concur with this categorisation, as the site is part of the "romantic mountain landscapes" to which the natural forms and processes that have shaped the mountains are dominant.

**Visibility Assessment**

3. The report provides a detailed visual assessment. I concur with the conclusion of the report on the following:
  - The proposed track would be visible from portions of the Crown Range and Cardrona Valley Roads, Cardrona Access Road, Snow Farm Access Road and the Cardrona River margins generally at large distances (except from 200m from the Cardrona Ski Field Road).
  - Visibility of the road may vary depending on the seasons, snow coverage and changing light of the day.
  - The proposed reformed portion of track would be difficult to discern.
  - A small portion of resurfacing to the lower section of the track (assumed to be referring to the access point from the Crown Range Road) would be visible from the Crown Range Road but would not be a discernable change to current visibility of the track.
4. The report defines the viewing catchment as within the Cardrona Valley. I consider the section of track within the Soho Creek catchment would also be visible from the broader Arrow River area and parts of the Wakatipu Basin. This section would fall within the SASZ and would have viewing distances starting from about 6km distant. An unformed legal road originates from Macetown to the west and runs eastward to terminate within 140m of the proposed track above the 1450masl contour. Views towards the proposed track from this unformed legal road would be more prominent but again the visible part of the track would be within the SASZ.



Photo 1. View to Arrow River catchment and Wakatipu Basin from subject site (42mm focal length, context photo only, 1:27pm, 9 March 2015).

### **Landscape Assessment**

5. The report identifies the following assessment matters as per the District Plan: *Assessment Matters General, Earthworks 5.4.2.3 xxvii* for the portion of track within Rural General zoned land and *Site Standard – clearance of indigenous vegetation 5.4.2.3 xxix (c) (sic)*<sup>1</sup> for the portion of track within the SASZ.
6. I consider section 5.4.2.2 (2) *Outstanding Natural Landscapes (District Wide)* and *Plan Change 49 – Earthworks* should also be considered.

#### *Earthworks (within Rural General Zone)*

7. I concur with the report on the following:
  - The proposed earthworks would not form an overly obvious change to the landscape.
  - ‘Best practice’ measures are proposed to reinstate vegetation to all areas subject to earthworks that would minimise potential visual effects of exposed batter slopes. I recommend however that additional standard council standards in regards to timing of such works should be included if consent is to be granted.
  - The Cardrona Valley has numerous existing farm tracks to higher altitudes and there is established context of farm tracks on the upper slopes of the Cardrona Valley.
  - Proposed rehabilitation of the site as outlined within the environment management plan would minimise adverse effects.
8. In addition I note the following:
  - I consider the slope of the subject site to be within open and elevated terrain and part of a prominent slope within the Cardrona Valley. I concur with the report however that the

<sup>1</sup> Correct numbering is 5.4.2.3 xxviii 1(c).

scale of works proposed and given the context of the existing farm track that adverse effects of cut and fill on this slope would be small.

- The proposed track would be gravelled to accommodate use for farming and ski field activities and would be slightly more highlighted by gravel rather than a grassed surface that would highlight the line across the slope. The gravel surface would be most apparent from elevated viewpoints such as the Cardrona Ski Field Access road.
- The track would duplicate an existing access (Cardrona Ski Field Road) and would terminate within 100m of the existing ski field access road within the SASZ.
- The proposed earthworks would incur a small change to the landscape to upgrade the existing farm track within the rural general zone.
- Upgrading the track to accommodate vehicle access to the ski field creates a potential for any further upgrades for ski field access to go beyond that generally anticipated for a farm access track within the rural general zone compared to similar such works within the SASZ.
- Proposed earthworks would upgrade the existing farm track and within a landscape with a number of existing farm tracks. In this regard would be consistent with the character of the surrounding landscape.
- Deviations from the existing track would be relatively minimal decreasing the effects on the visual quality and amenity values of the landscape. I recommend that areas of existing track that are bypassed are reinstated back to a natural slope with excess fill from the proposed works, and re-vegetated as per the environmental management plan.

#### *Clearance of Indigenous vegetation*

9. I do not fully concur with the report's analysis of the landscape and indigenous vegetation however I concur with the general conclusions in regards to adverse effects. I agree that the landscape is a highly valued landscape of the southern lakes high country but just not as recreational resource but also in regards to intrinsic, ecological and visual amenity values. As discussed above the visual catchment of the proposed area of vegetation removal would include parts of the Wakatipu Basin and Arrow River catchment. However the viewing distances are long and the degree of modification proposed would be relatively small within the context of the broader mountain vista. I also concur with the report that ski field activities and associated development as proposed are generally anticipated within the SASZ and the proposed indigenous vegetation clearance would be a relatively small visible change within that zone.
10. The site includes a few schist tors but otherwise there are few geological features of note. Given the low nature of the upland vegetation the removal as proposed would have negligible adverse effects on natural features, geomorphologic or geological sites. There are no immediate water bodies affected by the proposed works.

#### *Outstanding Natural Landscapes (District Wide)*

11. Most of the relevant assessment matters are covered above. In addition the proposed earthworks and gravel surface of the proposed track would increase the visibility of the track but not to a degree significantly beyond that of the existing track. I consider the proposed works would distract from existing natural patterns and processes to only to a small degree and that this would diminish as vegetation establishes on scarred areas.

#### *Plan Change 49- Earthworks*

12. The proposed track upgrade would be associated with farming activities, would enhance the operational efficiency and enable access to ski field terrain although would duplicate an existing access to the general area (but outside of the subject property).
13. Proposed rehabilitation would reinstate indigenous vegetation and exotic grasses that would eventually soften adverse effects created by the proposed earthworks. The timing of the mitigation works would follow on immediately from completion of earthworks with a planting

follow up and associated maintenance over a three-year period to infill any gaps in vegetation or losses. Replanting displaced sub alpine vegetation as proposed, with follow up replanting as required would be an effective. Further details on methodology however should be provided to provide clarity as to expectations of extent of timing of such works.

14. Effects on visual amenity values have been discussed above.

### **Conclusion**

15. The submitted landscape assessment report provides a sufficient analysis of the proposal and landscape context in regards to the appropriate assessment matters within the District Plan. Sections 5.4.2.2 (2) *Outstanding Natural Landscapes (District Wide)* and *Plan Change 49 – Earthworks* should also be a consideration although these assessment matters are generally duplicate the above matters and are generally covered by the report.
16. The viewing catchment as described within the report as limited to the Cardrona Valley, however the site is also visible from the Arrow River Catchment and parts of the Wakatipu Basin. These viewpoints are however over a large distances where proposed works would appear very minimal in this landscape context. The works in this area would be within the SASZ where ski field activity and development is anticipated and would have very minimal visible adverse effects.

### **Recommended Conditions**

17. Should consent be granted I consider that the following conditions should be included:
- i. Areas of the existing farm track to be retired shall be reinstated to a natural gradient as per the surrounding slope and rehabilitated as per the methodology outlined in the "*Blackmans Creek, Farm Track Upgrade: Construction Environment Management Plan*", dated 16 January 2015 (EMP).
  - ii. '*Alpine seed mix*', as described within the EMP shall be of an indigenous species mix that is appropriate to the ecology of the site and is to be approved by a qualified ecologist. Written approval by the ecologist shall be submitted to council prior to installation to be recorded on the consent file.
  - iii. Areas of vegetation rehabilitation and seeding shall be implemented as earthworks are completed to achieve complete vegetation coverage over areas of exposed disturbed earth. Rehabilitation and seeding shall be completed no later than 6 months from completion of earthworks. Any areas of die back within rehabilitated areas shall be replanted or reseeded within 12 months.

Memo prepared by

  
Richard Denney  
**LANDSCAPE ARCHITECT**

**APPENDIX 6 - COUNCIL'S ECOLOGICAL REVIEW**

17 March, 2015

Queenstown Lakes District Council  
Private Bag 50072  
Queenstown 9348

Attn: Alana Standish

**Re: Review of Terrestrial Ecology Assessment for RM150040:  
Resource Consent to Clear Indigenous Vegetation.**

**1.0 Introduction**

On behalf of the Queenstown Lakes District Council (QLDC), Davis Consulting Group Ltd (DCG) has completed a review of the terrestrial ecology assessment lodged in support of a resource consent application for the clearance of indigenous vegetation to support the upgrade of the Blackmans Creek Farm Track in the Cardrona Valley. Based on the consent application DCG understands the proposed vegetation clearance includes:

- Disturbance of 42,200 square metres of vegetation within the ski-area subzone; and
- Disturbance of 16,100 square metres of vegetation within the rural zone below 1070 metres above sealevel.

The following review of the terrestrial ecology assessment specifically addresses the assessment criteria listed under 5.4.2.3 (xxviii) of the QLDC's District Plan. The review included a site visit to assess the ecological values of part of the track. The site visit was completed on the 9 March 2015.

## 2.0 Review of the Terrestrial Ecology Assessment

Six assessment matters are listed in the District Plan and each matter is addressed below.

### 2.1 *The degree of modification of the site and surrounding area.*

The proposed upgrade to the Blackmans Creek farm track traverses a valley floor to alpine environment. From the valley floor to approximately 1300 metres above sealevel the vegetation has had a long history of modification. This is most noticeable at lower altitudes where the original shrubland and tall tussock grassland cover is now dominated by pasture grassland and short tussock grassland. Modification is however noticeable through to approximately 1500 metres above sealevel where the tall tussock grassland has been oversown with clover.

Above 1500 metres asl the farm track will traverse through alpine cushionfields and tussock grassland that is more or less in its natural state.

### 2.2 *The ecological values of the site based on the criteria listed in Appendix 5 of the District Plan.*

The assessment addresses the six criteria listed in Appendix 5 and concludes that the ecological values of the communities above 1000 m asl are significant with respect to representativeness, rarity, diversity, distinctiveness, ecological context and long term sustainability criteria. We concur with this assessment although we note that it is unlikely the threatened plant species listed will be disturbed especially given the identified cushion bogs will be avoided in the construction of the track.

### 2.3 *The extent to which the activity threatens the indigenous plants or animals/birds identified at the site.*

The vegetation disturbance proposed will result in the disturbance of approximately 5.8 ha of short tussock grassland, tall tussock grassland and cushionfield communities. The ecological communities above 1000 m asl are within environments where the percentage indigenous vegetation cover remaining exceeds 77.10%. Given the remaining indigenous vegetation cover is high in these environments DCG considers it is unlikely the indigenous plants and animals are at threat from the relatively small disturbance footprint of the proposed track.



In addition to the above, there are a number of mitigating measures that the applicant has identified and include:

- the identification and avoidance of cushion bogs in the design of the track alignment;
- the reinstatement of approximately 4.2 ha of the disturbed vegetation; and
- use of the existing Blackmans Track where the ecological values have had a long history of disturbance.

*2.4 The extent to which the site and surrounding environment is sensitive to modification.*

There are two areas on the site that are sensitive to modification and include the cushion bogs and alpine cushionfields. As discussed the cushion bogs have been identified and avoided. The alpine cushionfields that will be disturbed are situated in the top section of the track with less than 1000 metres of the track within this environment. Given the deep rooted nature of the cushion plants this vegetation is very sensitive to disturbance. Notwithstanding this point, as discussed above in section 2.3 the vegetation within high elevation environments such as tall tussock grassland and alpine cushionfields are largely intact and the disturbance will equate to a very small percentage area of these communities.

*2.5 The potential to adversely affect the natural character of the margins of any river, stream, lake or wetland.*

The dominant surface water feature in the vicinity of the track is Callaghans Creek. Most of the track will not be formed near the creek however there is a crossing of the upper reaches of the creek is proposed at an elevation of approximately 1350 m asl. There are cushion bogs present immediately above the crossing point. This crossing point is most likely the most sensitive crossing point as it avoids effects on the ecological values and hydrological regime of the cushion bogs but is also near the head of the catchment where water flow will be low.

*2.6 The proximity of any area protected under covenant or other protection mechanism.*

The nearest protected area is the Pisa Conservation Area (approximately 7.5km east and southeast of Soho Basin). However, the site is also adjacent to the recently registered Glencoe QEII covenant.

## 2.7 Summary and Recommendations

In summary DCG considers the proposed vegetation clearance to support the upgrade of Blackmans Track is likely to have a minor effect on the ecology given the relatively low disturbance footprint, revegetation work proposed and careful consideration of the construction methodology to mitigate impacts.

We have reviewed the construction management plan prepared by Darby Partners. We support the general principles within the management plan but recommend some additional consideration of the construction methodology for the crossing of Callaghans Creek is included to ensure any effects at this crossing point are mitigated.

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Please feel free to contact us should you require any further information or wish to discuss this matter in more detail.

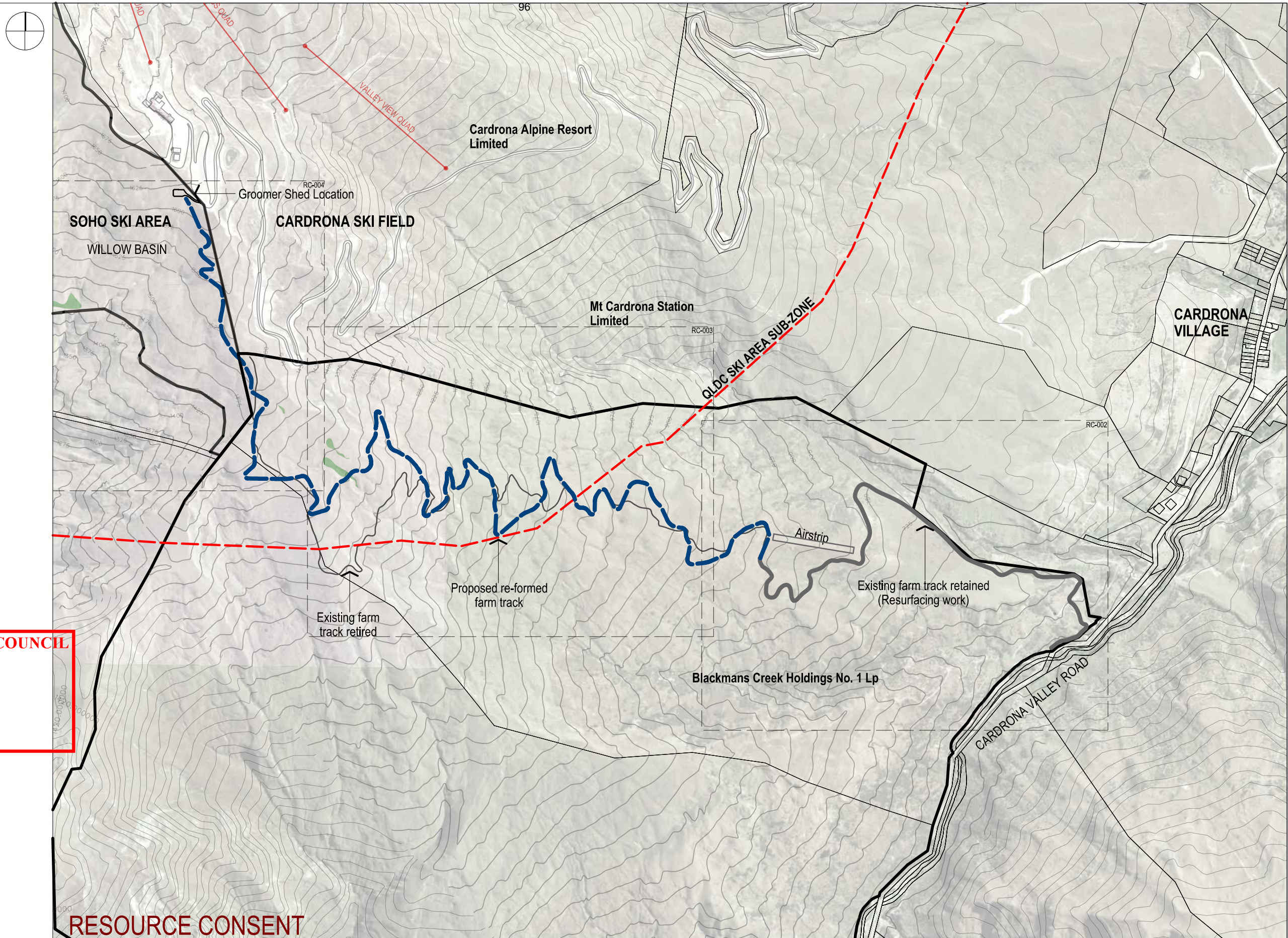
Yours sincerely,

A handwritten signature in black ink, consisting of a large, stylized 'G' followed by the name 'avis' in a smaller, cursive script.

Glenn Davis.

Principal Environmental Scientist





- KEY:**
- - - QLDC Ski Area Sub-Zone;
  - Site Boundary;
  - Cushion Bog (Refer Construction Environment Management Plan);
  - Lot boundary;
  - - - Proposed re-formed farm track (4.5m width, 3.0 formed width);
  - Existing farm track retained (Resurfacing work);
  - Existing farm track retired;

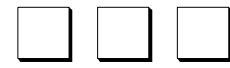
QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:  
RM150040

Monday, 20 April 2015

RESOURCE CONSENT

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SCALE: 1:7,500 (A1); 1:15,000 (A3)



**CLIENT:**  
 Glencoe Station Limited

**NOTES:**

**REVISION:**

NO.	DESCRIPTION	DATE	DRAWN	REVIEWED	APPROVED
1	RC	16.01.15	HF	RT	DT
A	RC amendment	20.02.15	RT	RT	DT

## BLACKMANS CREEK FARM TRACK MASTER PLAN

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RC

JOB CODE:

SB\_12\_2

DRAWING NO:

RC-001

REV:

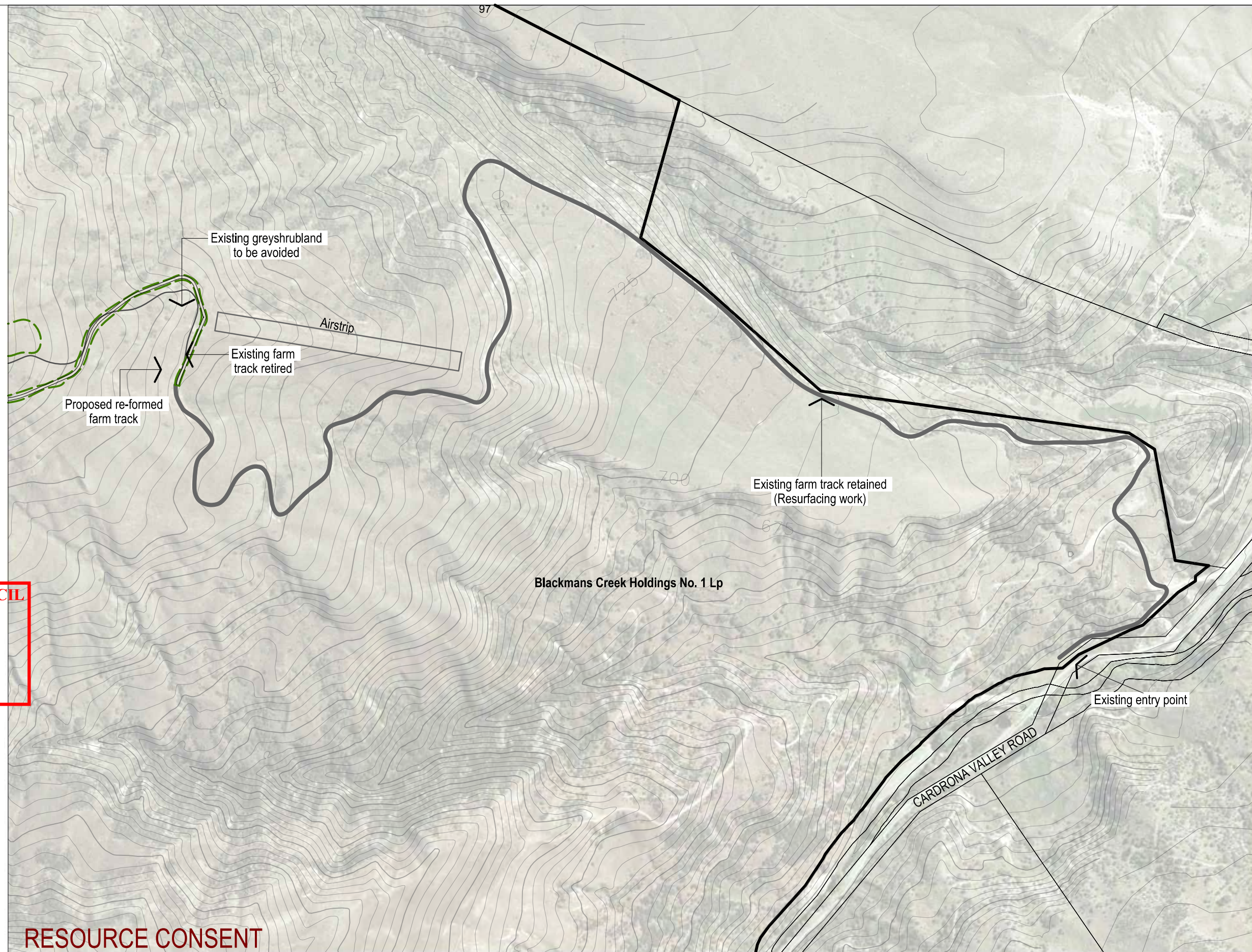
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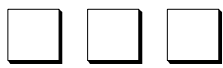
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- Lot boundary;
- Proposed re-formed farm track (4.5m width, 3.0 formed width);
- Extent of earthworks;
- Existing farm track retained (Resurfacing work);
- Existing farm track retired;



**QUEENSTOWN LAKES DISTRICT COUNCIL**  
**APPROVED PLAN:**  
**RM150040**  
**Monday, 20 April 2015**

RESOURCE CONSENT

V:\SB\_Scho\_Basin12\_Blackmans\_Creek\_Access2\_Consents\CAD\SB\_12\_2\_RC-002A\_Blackmans\_Creek\_Farm\_Track\_Detail



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SCALE: 1:2,500 (A1); 1:5,000 (A3)



CLIENT:  
 Glencoe Station Limited

NOTES:

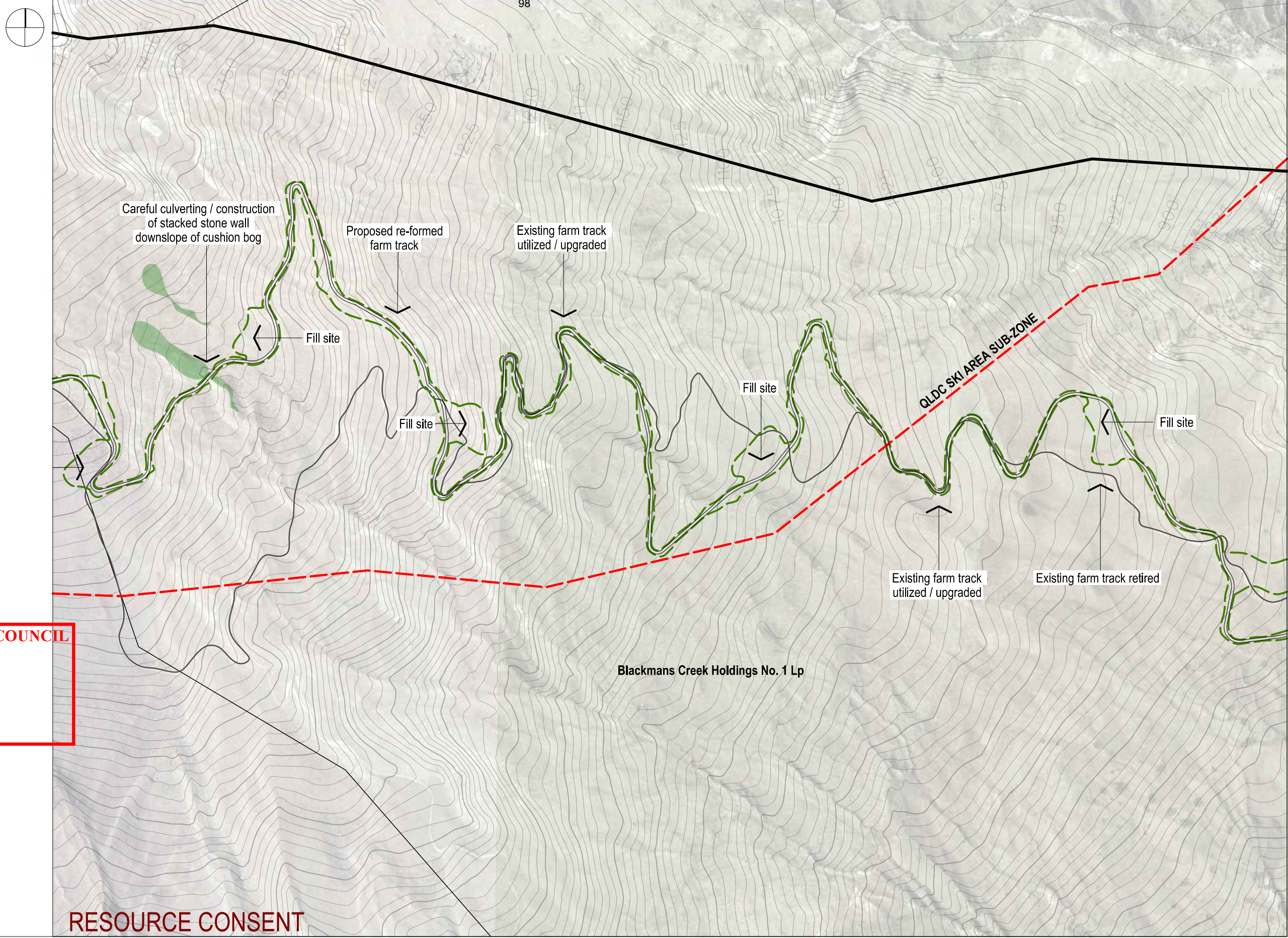
REVISION:

NO.	DESCRIPTION	DATE	DRAWN	REVIEWED	APPROVED
1	RC	16.01.15	HF	RT	DT
2	RC amendment	20.02.15	RT	RT	DT

## BLACKMANS CREEK FARM TRACK DETAIL PLAN

PLAN STATUS: **RC**      JOB CODE: **SB\_12\_2**      DRAWING NO: **RC-002**      REV: **A**





- KEY:**
- - - QLDC Ski Area Sub-Zone;
  - Site Boundary;
  - Cushion Bog (Refer Construction Environment Management Plan);
  - Lot boundary;
  - Proposed re-formed farm track (4.5m width, 3.0 formed width);
  - Extent of earthworks;
  - Existing farm track retired;

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 APPROVED PLAN:  
 RM150040  
 Monday, 20 April 2015

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SCALE: 1:2,500 (A1); 1:5,000 (A3)

CLIENT:  
 Glencoe Station Limited

NOTES:

REVISION:

NO.	DESCRIPTION	DATE	DRAWN	REVIEWED	APPROVED
-	RC	16.01.15	HF	RT	DT
A	RC amendment	20.02.15	RT	RT	DT

BLACKMANS CREEK FARM TRACK  
 DETAIL PLAN

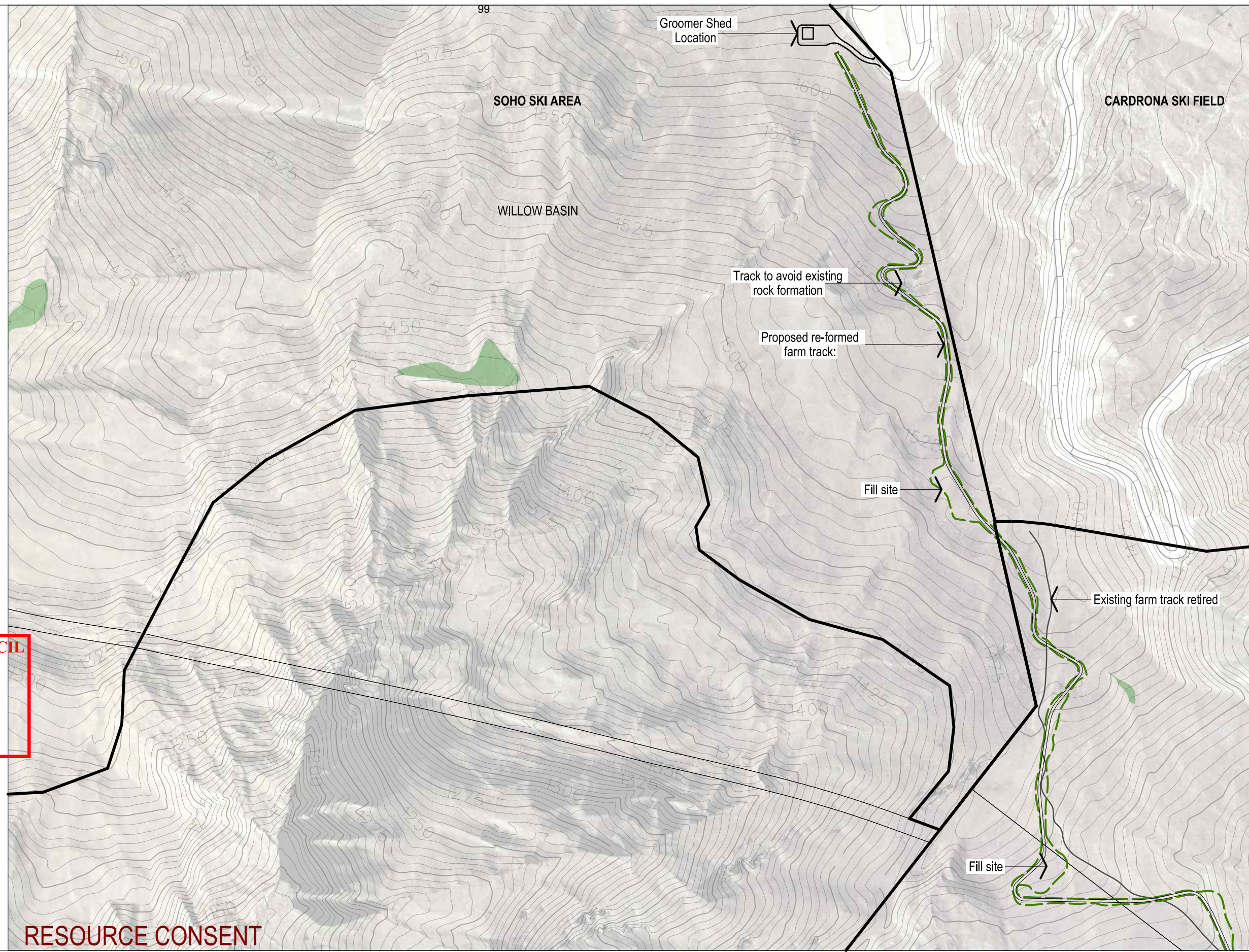
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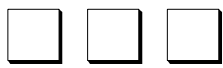
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- Cushion Bog  
(Refer Construction Environment Management Plan);
- Lot boundary;
- Proposed re-formed farm track  
(4.5m width, 3.0 formed width);
- Extent of earthworks;
- Existing farm track retired;

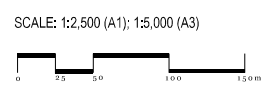


**QUEENSTOWN LAKES DISTRICT COUNCIL**  
**APPROVED PLAN:**  
**RM150040**  
**Monday, 20 April 2015**

RESOURCE CONSENT



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CLIENT:  
 Glencoe Station Limited

NOTES:

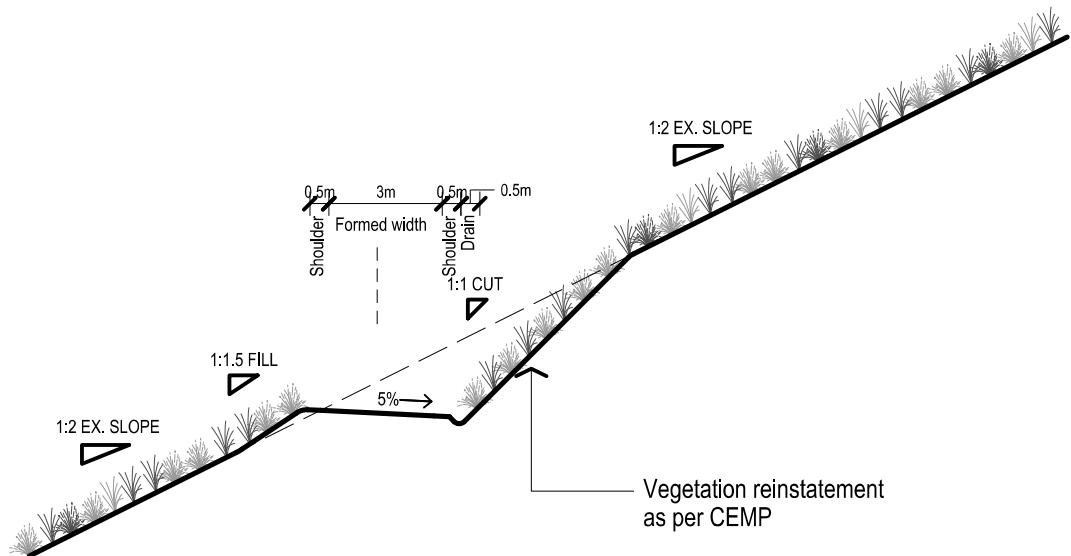
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NO.	DESCRIPTION				
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2	RC amendment	20.02.15	RT	RT	DT

## BLACKMANS CREEK FARM TRACK DETAIL PLAN

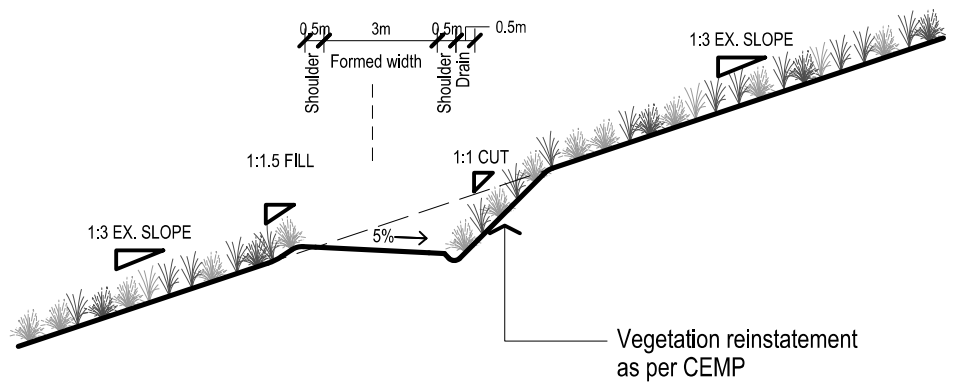
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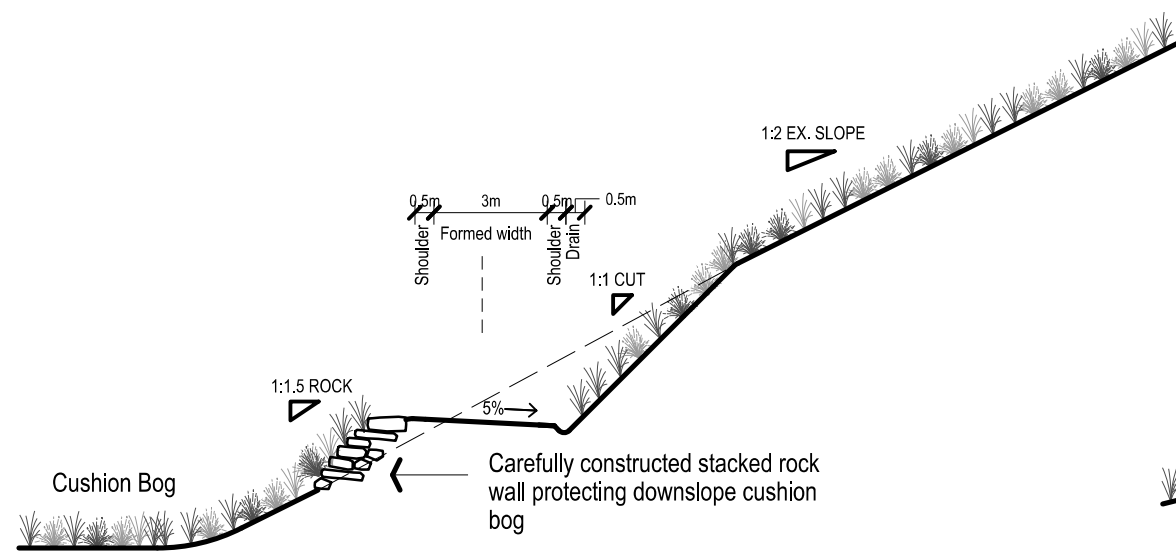




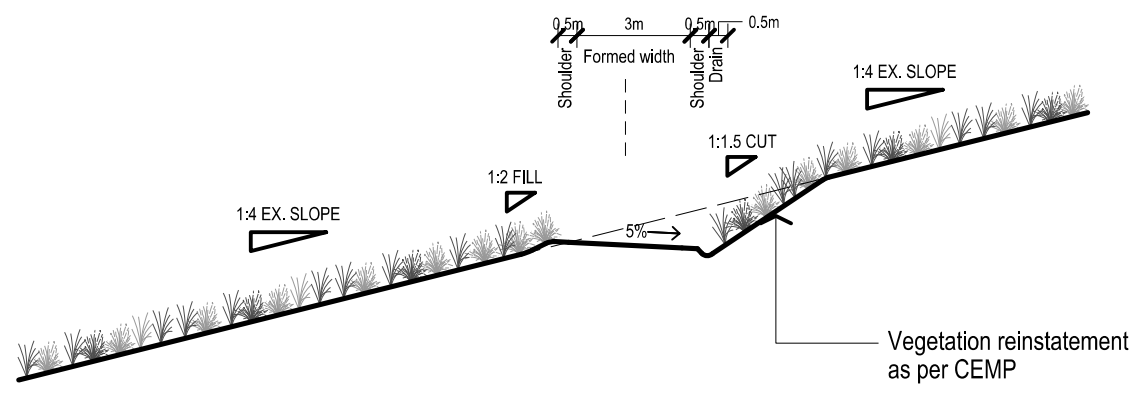
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04 TYPICAL SECTION TRACK ABOVE SENSITIVE AREA  
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03 TYPICAL SECTION TRACK TO 1:4 GROUND  
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**QUEENSTOWN LAKES DISTRICT COUNCIL**  
  
**APPROVED PLAN:  
RM150040**  
  
**Monday, 20 April 2015**

**RESOURCE CONSENT**

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SCALE: 1:100 (A1); 1:200 (A3)  
CLIENT:  
Glencoe Station Limited

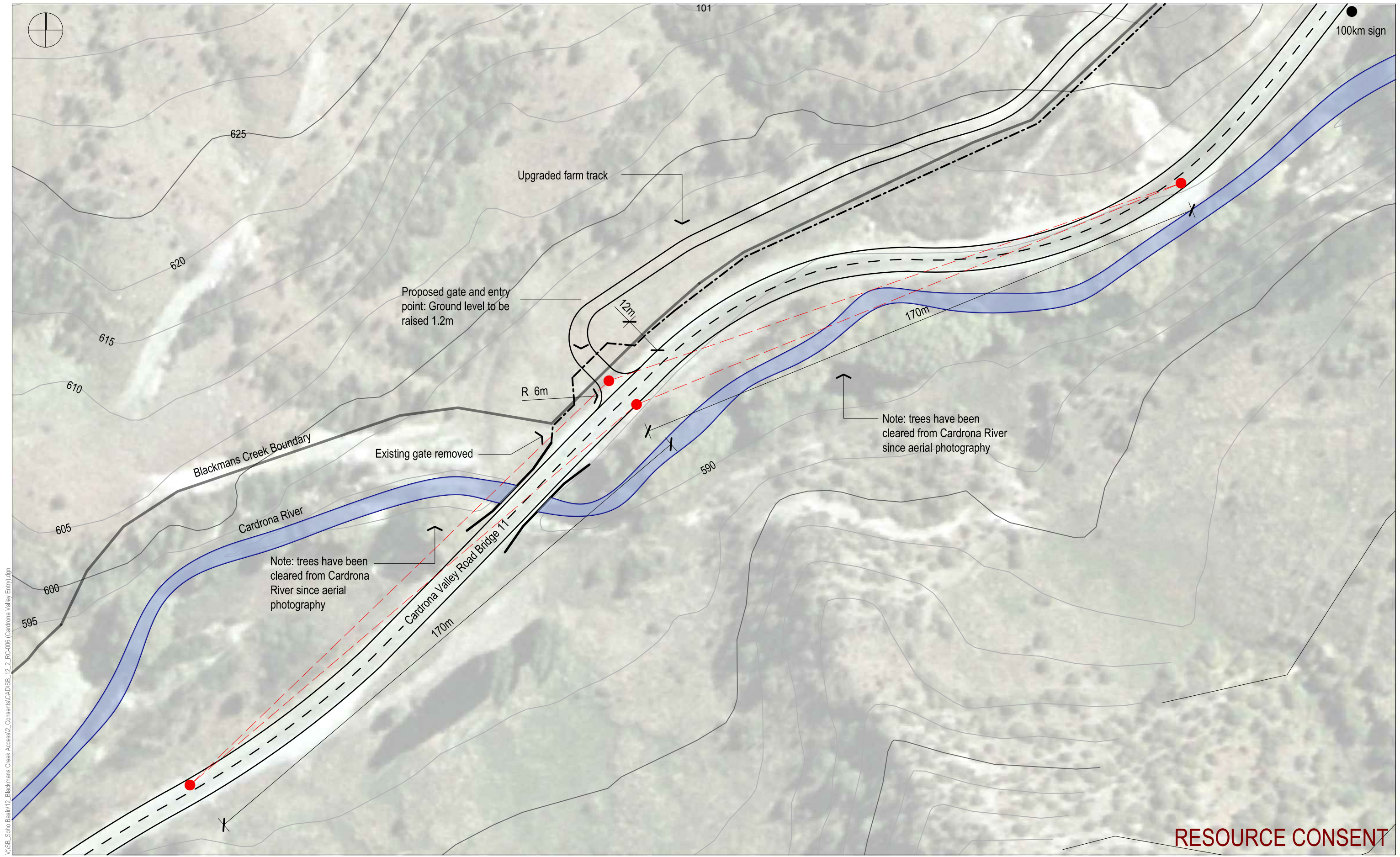
NOTES:  
Refer to Construction Environment Management Plan

REVISION:		DATE	DRAWN	REVIEWED	APPROVED
NO.	DESCRIPTION				
-	RC	14.01.15	HF	RT	DT

**BLACKMANS CREEK FARM TRACK  
TYPICAL SECTIONS**

PLAN STATUS: **RC** JOB CODE: **SB\_12\_2** DRAWING NO: **RC-005** REV: **-**

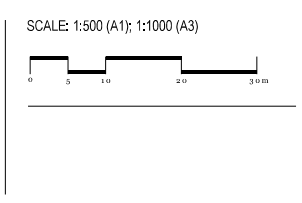
V:\SB\_Soho Basin\12\_Blackmans Creek Access\2\_Consents\CAD\SB\_12\_2\_RC-005 (Typical Cross Section).dgn



V:\SB\_Soho Basin\12\_Blackmans Creek\_Access\12\_Consemt\CAD\SB\_12\_2\_RC-006 (Cardrona Valley Entry).dgn

**RESOURCE CONSENT**

**DARBY PARTNERS**  
 Level 1, Steamer Wharf, Lower Beach Street  
 PO Box 1164, Queenstown 9348  
 Tel +64 3 450 2200 Fax +64 3 441 1451  
 info@darbypartners.co.nz  
 www.darbypartners.co.nz



NOTES:

**QUEENSTOWN LAKES DISTRICT COUNCIL**

**APPROVED PLAN:  
RM150040**

**Monday, 20 April 2015**

REVISION:		DATE	DRAWN	REVIEWED	APPROVED
NO.	DESCRIPTION				
-	RC	19.03.15	RT	HM	DT

**BLACKMANS CREEK FARM TRACK  
CARDRONA VALLEY ENTRY**

PLAN STATUS:	JOB CODE:	DRAWING NO:	REV:
RC	SB_12_2	RC-006	-



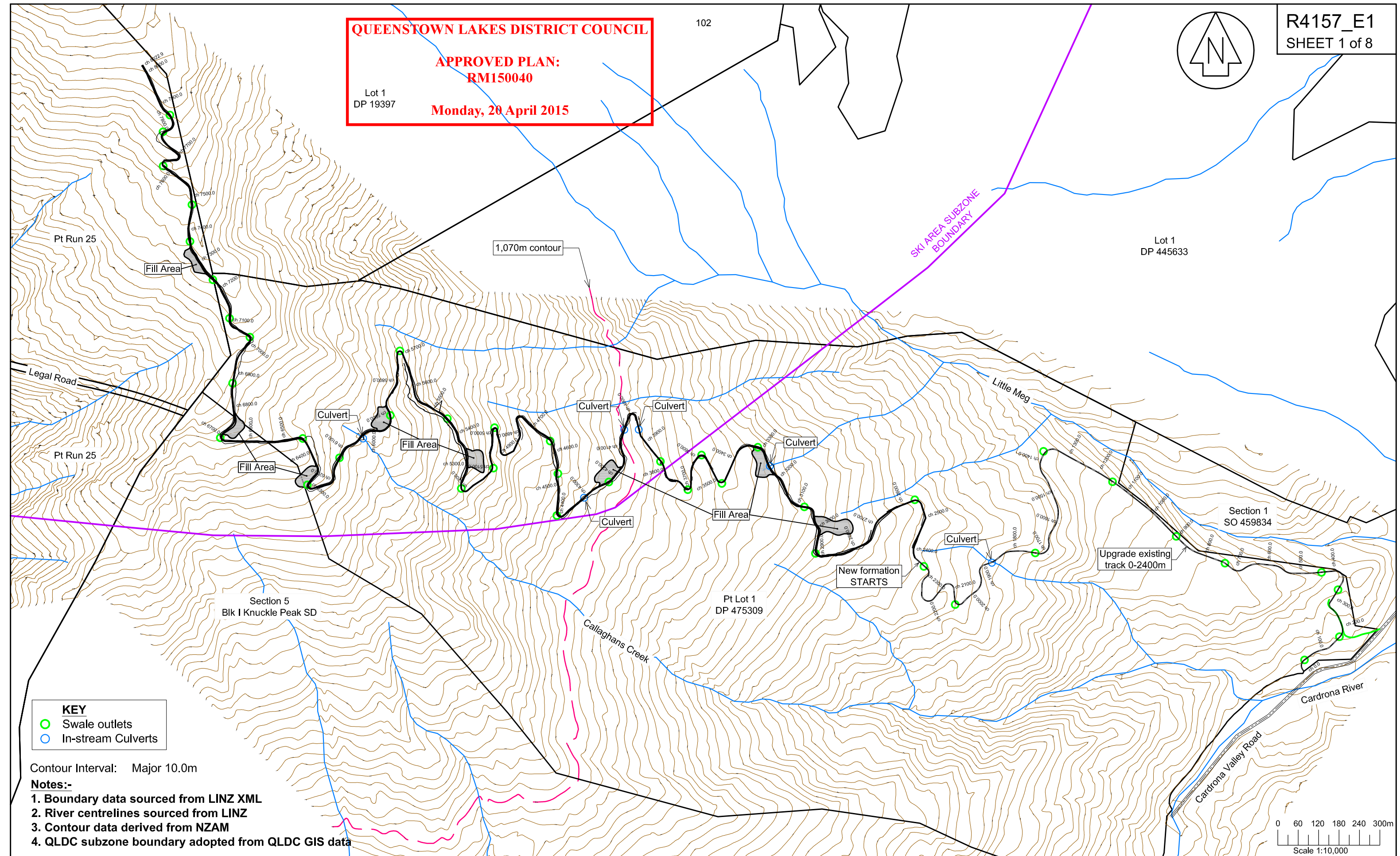
**QUEENSTOWN LAKES DISTRICT COUNCIL**

**APPROVED PLAN:  
RM150040**

Lot 1  
DP 19397

**Monday, 20 April 2015**

**R4157\_E1**  
SHEET 1 of 8

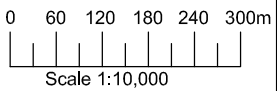


**KEY**

- Swale outlets
- In-stream Culverts

Contour Interval: Major 10.0m

- Notes:-**
1. Boundary data sourced from LINZ XML
  2. River centrelines sourced from LINZ
  3. Contour data derived from NZAM
  4. QLDC subzone boundary adopted from QLDC GIS data



REVISION	DESCRIPTION	DATE
A	ORIGINAL ISSUE	24/11/14
B	AMEND ACCESS WIDTH TO 4m	4/12/14
D	SINGLE X-FALL, ISSUE FOR RESOURCE CONSENT	19/01/15
E	ENTRY ALIGNMENT VARIED	20/01/15
F	ALIGNMENT VARIED	19/02/15

**Blackman's Creek  
3m Wide Farm Access Track**

PREPARED FOR  
**Blackman's Creek Holdings  
No.1 LP**

SCALE  
**1:10,000 @ A3**

DATUM & LEVEL  
**Mt Nicholas 1949  
LEVEL IN TERMS OF MSL**

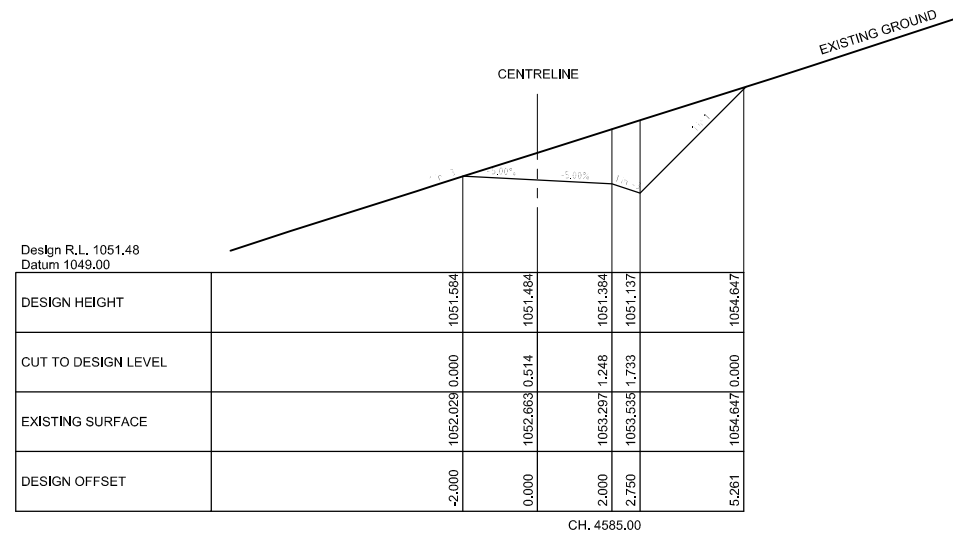
SURVEYED	DATE	CHECKED	DATE
TD	3/12/14	LW VW	19/1/15 19/1/15

DRAWING REFERENCE	REVISION
R4157_E1	F

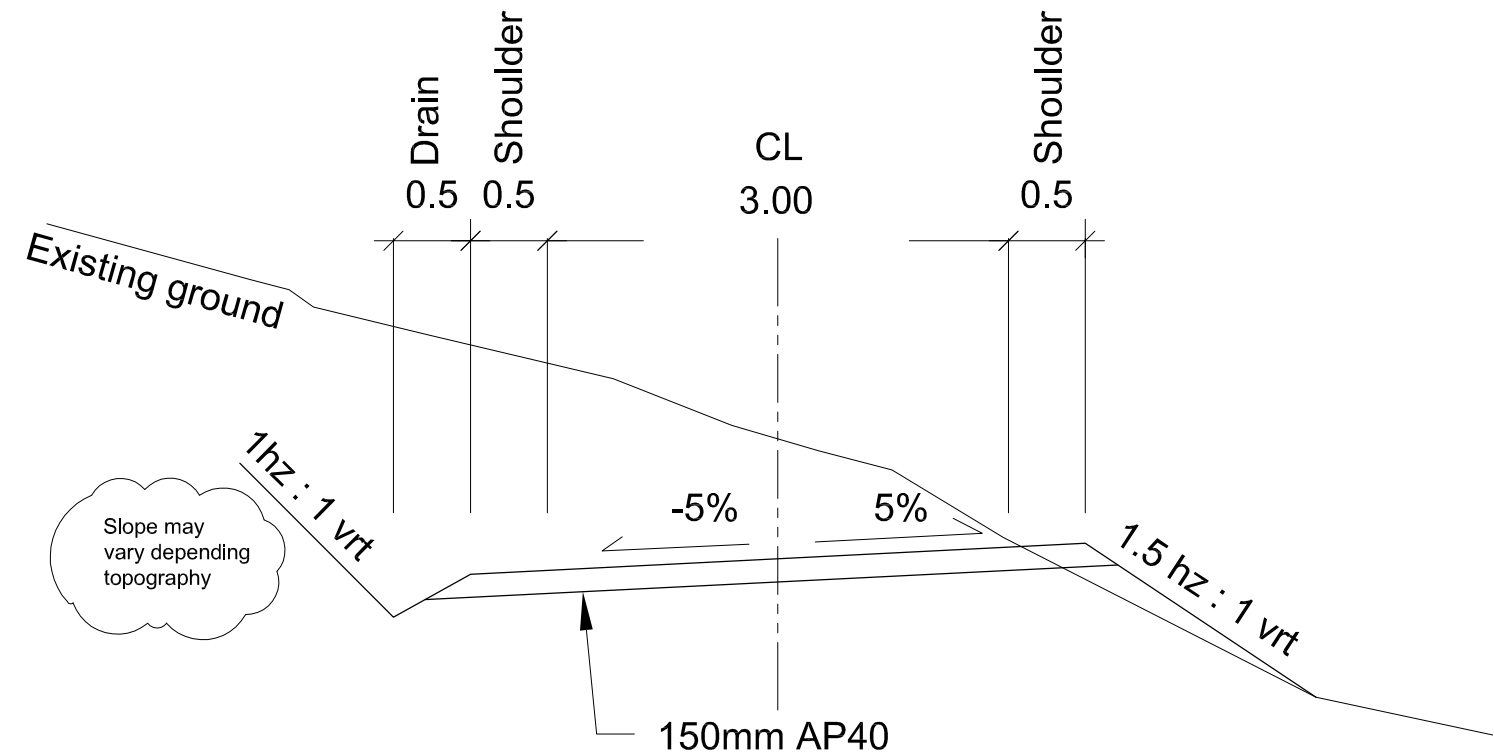
24 Dunganar St, Wanaka, Ph: (03) 443 5577. Email: contact@southernland.co.nz, www.southernland.co.nz  
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**TYPICAL CROSS SECTION OF ACCESS CUT - CH. 4585.00m**  
SCALE 1:100 Hz, 1: 100 Vz



**TYPICAL CROSS SECTION**  
3m Wide Formation  
Scale 1: 50

REVISION	DESCRIPTION	DATE
A	ORIGINAL ISSUE	4/12/14
D	3m WIDE SINGLE X-FALL, AMEND ALIGNMENT, FOR CONSENT	19/1/15
E	ENTRY ALIGNMENT VARIED	20/01/15
F	ALIGNMENT VARIED	19/02/15

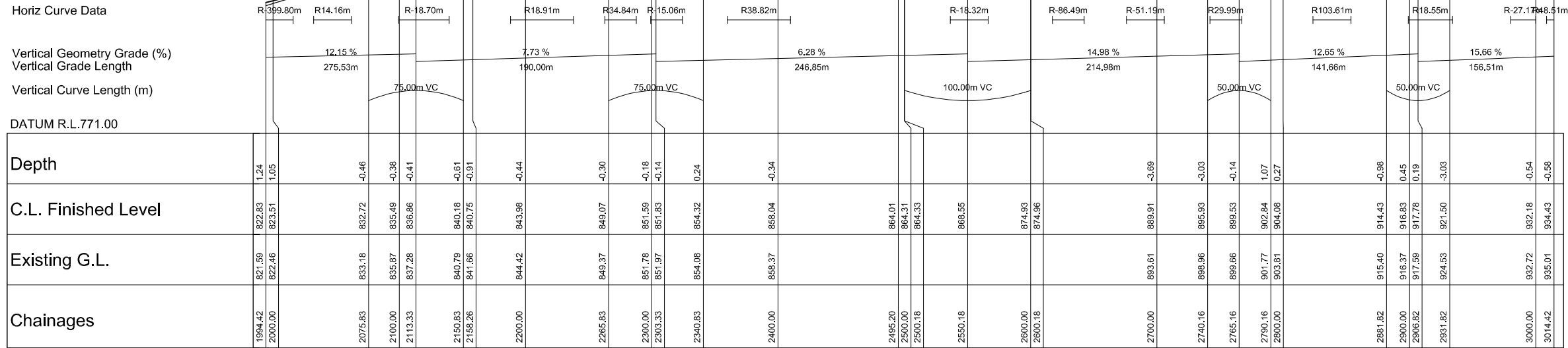
PREPARED FOR				SCALE	
Blackman's Creek Holdings No.1 LP				As Shown @ A3	
SURVEYED				DATE	
DRAWN LW				DATE 19/1/15	
DATE 24/11/14				APPROVED VW	
DATE 19/1/15				DRAWING REFERENCE	
R4157_E1				REVISION	
F					



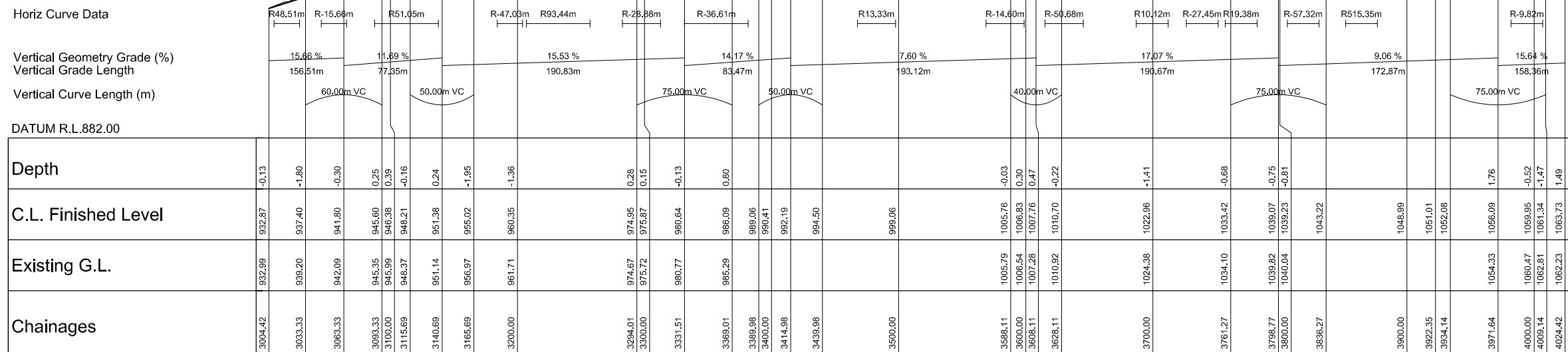


APPROVED PLAN:  
RM150040

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Longsection 2.0 - 3.0km



Longsection 3.0 - 4.0km



REVISION	DESCRIPTION	DATE
A	ORIGINAL ISSUE	24/11/14
B	AMEND ACCESS WIDTH TO 4m	4/12/14
D	4m WIDE SINGLE X-FALL, AMEND ALIGNMENT, FOR CONSENT	19/1/15
E	ENTRY ALIGNMENT VARIED	20/01/15
F	ALIGNMENT VARIED	19/02/15

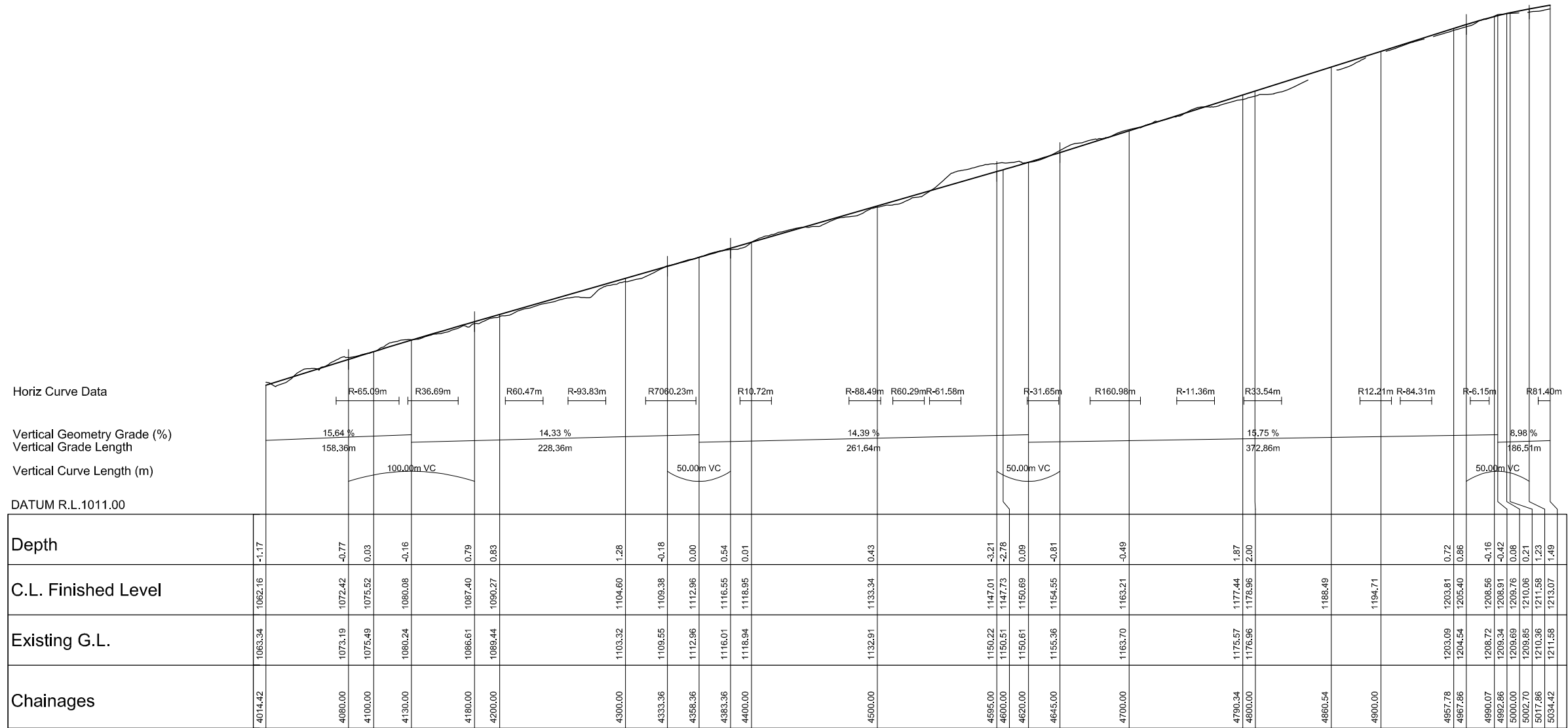
Blackman's Creek  
3m Wide Farm Access Track, Chainage 1.9 - 3.9km

PREPARED FOR				SCALE	
Blackman's Creek Holdings No.1 LP				Hz @ A3 1 : 2000 Vrt @ A3 1 : 1000	
SURVEYED				DRAWING REFERENCE	
DATE	CHECKED	DATE	DATE	REVISION	
24/11/14	LW	19/1/15	R4157_E1	F	
DATE	APPROVED	DATE			
24/11/14	VW	19/1/15			

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:  
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Longsection 4.0 - 5.0km



REVISION	DESCRIPTION	DATE
A	ORIGINAL ISSUE	24/11/14
B	AMEND ACCESS WIDTH TO 4m	4/12/14
D	3m WIDE SINGLE X-FALL, AMEND ALIGNMENT, FOR CONSENT	19/1/15
E	ENTRY ALIGNMENT VARIED	20/01/15
F	ALIGNMENT VARIED	19/02/15

Blackman's Creek  
3m Wide Farm Access Track, Chainage 3.9 - 4.9km

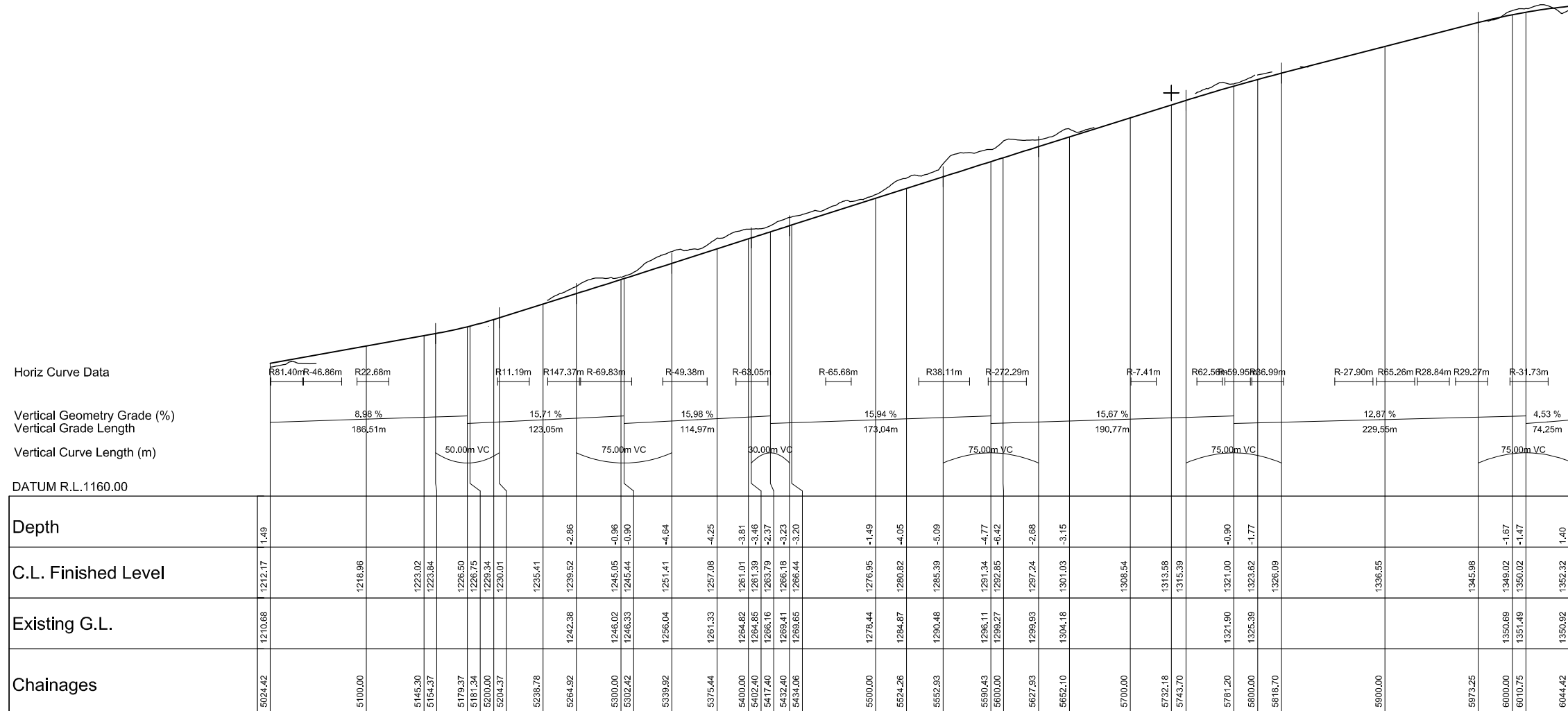
PREPARED FOR				SCALE	
Blackman's Creek Holdings No.1 LP				Hz @ A3 1 : 2000 Vrt @ A3 1 : 1000	
SURVEYED				DRAWING REFERENCE	
DATE	CHECKED	DATE	R4157_E1		
24/11/14	LW	19/1/15	F		
DATE	APPROVED	DATE			
24/11/14	VW	19/1/15			



**QUEENSTOWN LAKES DISTRICT COUNCIL**

**APPROVED PLAN:  
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Longsection 5.0 - 6.0km



REVISION	DESCRIPTION	DATE
A	ORIGINAL ISSUE	24/11/14
B	AMEND ACCESS WIDTH TO 4m	4/12/14
D	3m WIDE SINGLE X-FALL, AMEND ALIGNMENT, FOR CONSENT	19/1/15
E	ENTRY ALIGNMENT VARIED	20/01/15
F	ALIGNMENT VARIED	19/02/15

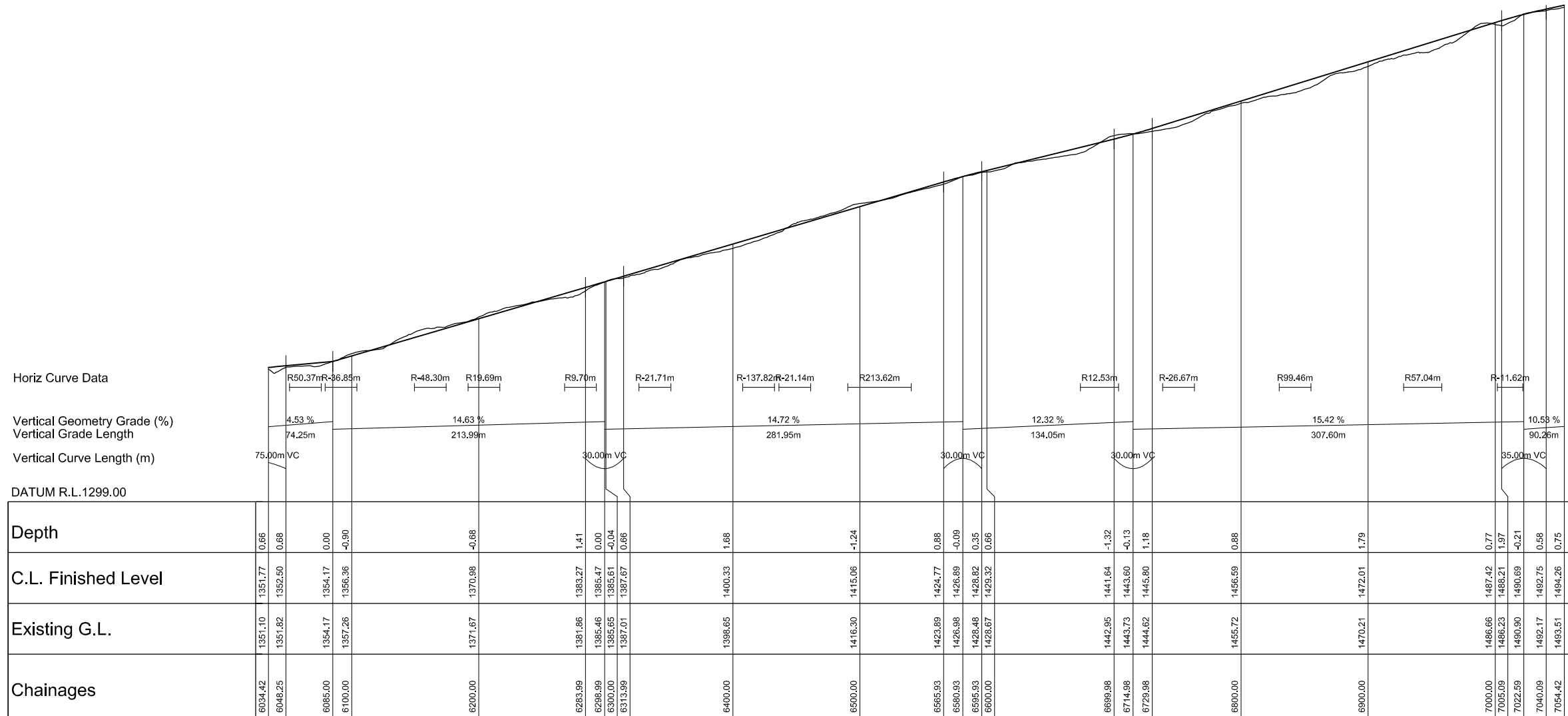
**Blackman's Creek**  
3m Wide Farm Access Track, Chainage 4.9 - 5.9km

PREPARED FOR				SCALE	
Blackman's Creek Holdings No.1 LP				Hz @ A3 1 : 2000 Vrt @ A3 1 : 1000	
SURVEYED				DATE	
DRAWN				DATE	
CHECKED				DATE	
APPROVED				DATE	
DRAWING REFERENCE				REVISION	
R4157_E1				F	

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:  
RM150040

Monday, 20 April 2015



Longsection 6.0 - 7.0km



REVISION	DESCRIPTION	DATE
A	ORIGINAL ISSUE	24/11/14
B	AMEND ACCESS WIDTH TO 4m	4/12/14
D	3m WIDE SINGLE X-FALL, AMEND ALIGNMENT, FOR CONSENT	19/1/15
E	ENTRY ALIGNMENT VARIED	20/01/15
F	ALIGNMENT VARIED	19/02/15

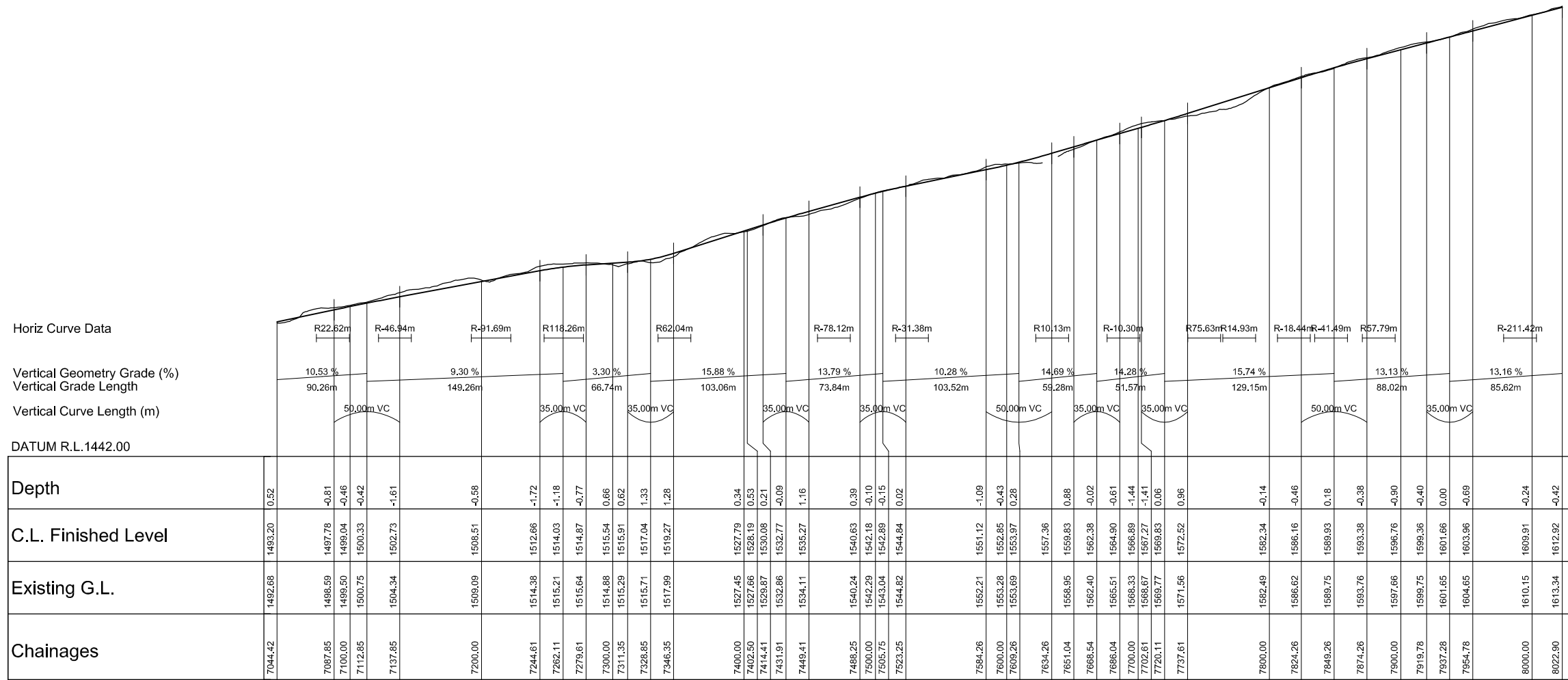
Blackman's Creek  
3m Wide Farm Access Track, Chainage 5.8 - 6.8km

PREPARED FOR				SCALE	
Blackman's Creek Holdings No.1 LP				Hz @ A3 1 : 2000 Vrt @ A3 1 : 1000	
SURVEYED				DRAWING REFERENCE	
DATE	CHECKED	DATE	R4157_E1		
24/11/14	LW	19/1/15	F		
DRAWN	DATE	APPROVED	LEVEL IN TERMS OF MSL		
LW	24/11/14	VW	Mt Nicholas 1949		
			LEVEL IN TERMS OF MSL		

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**APPROVED PLAN:  
RM150040**

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Longsection 7.0 - 8.0km



REVISION	DESCRIPTION	DATE
A	ORIGINAL ISSUE	24/11/14
B	AMEND ACCESS WIDTH TO 4m	4/12/14
D	3m WIDE SINGLE X-FALL, AMEND ALIGNMENT, FOR CONSENT	19/1/15
E	ENTRY ALIGNMENT VARIED	20/01/15
F	ALIGNMENT VARIED	19/02/15

**Blackman's Creek**  
**3m Wide Farm Access Track, Chainage 6.8 - 7.8km**

PREPARED FOR				SCALE	
Blackman's Creek Holdings No.1 LP				Hz @ A3 1 : 2000 Vrt @ A3 1 : 1000	
DRAWN				DATE	
LW				19/1/15	
CHECKED				DATE	
VW				19/1/15	
DRAWING REFERENCE				REVISION	
R4157_E1				F	