

BarnHill Corporate Trustee Ltd



STAGE 3B RURAL VISITOR ZONE SUMMARY OF EVIDENCE

Debbie MacColl | Bunn Family | 28 July 2020

1. I have read Ms Grace and Ms Mellsop's statement of evidence, second rebuttal evidence and summary of evidence.
2. The Objectives and Policies of the RVZ as proposed by Emily Grace in her second rebuttal evidence 19 June 2020 of the PDP CH 46 is an accurate description of the purpose of a RVZ from our perspective. These align and support our objectives of carrying out a development that is sensitively located in the landscape and the Business Model for our proposed 2.8ha Morven Ferry Road RVZ.
3. Ms Grace has rightly stated in her second rebuttal evidence 19 June 2020 point 6.4 that I am not a planner. I have, however, a long involvement since the 1980s with the QLDC from a variety of perspectives. Through this time, I have submitted and attended hearings for several district plan changes and resource consents. I also own and am a director of various property developments, so my experience of the QLDC planning rules comes from being involved at a grass roots level and my comments on the proposed RVZ come from both a practical and strategic perspective.
4. The key issue raised by Ms Grace and Ms Mellsop is that 1500m² of development on the site as a controlled activity would adversely affect visual amenity values. We do not accept this position and have called expert landscape evidence to support our position. If Council's position is accepted we will have been through this process to re-zone our land but will only be able to build one building of 500m² before having to apply for restricted discretionary consents. In my opinion that is not an efficient process. The economic sustainability of the re-zoning has been overlooked. In my evidence I noted that a 500m² total footprint area for a RV zone is uneconomic and would be contrary to, and hinder the Strategic objectives of 3.2.1.1, 3.2.1.6 and 3.2.1.8. It is impossible to plan a viable development without carefully considering its economic sustainability. For a submitter, be it for a hearing or a Resource Consent, economic resilience and therefore a prosperous development is a key driver. The better a development is planned and landscaped often results in greater economic success, so the three key drivers of planning, landscaping and economic resilience are intricately interlinked.
5. Our research of other Visitor Accommodation models within the district indicates a 1500m² building footprint is economically viable. This would include all buildings necessary, such as accommodation units, reception area and office, workshop/maintenance shed, meeting room,

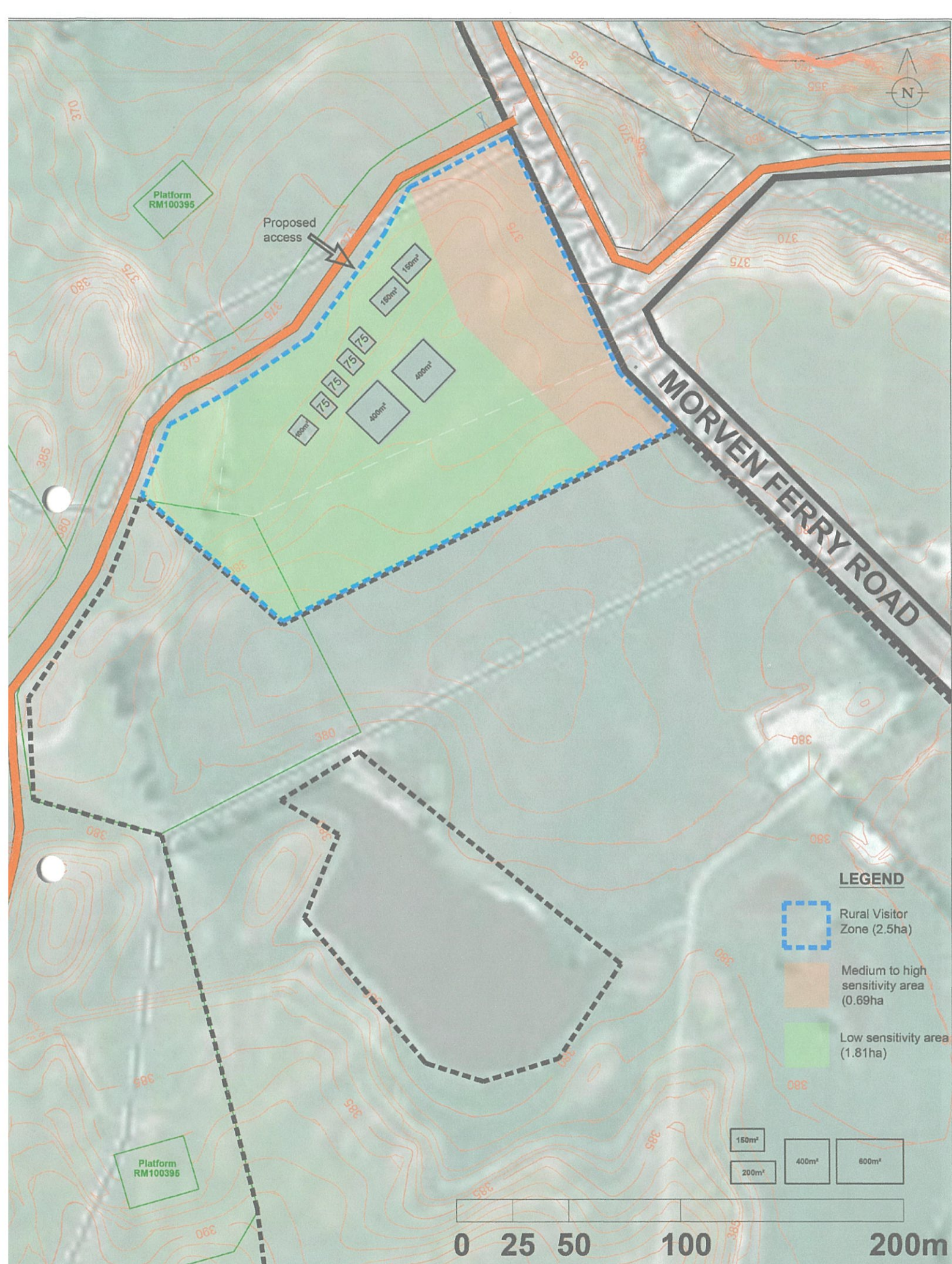
and a small café/shop.

6. The economic reality of a customer-based activity also means that in most cases there must be a visible element of the area from public places. Our customer base will generally fall into two categories: 1) cyclists or walkers who have travelled from either of the three trails to the Junction point; or 2) the out of town visitor looking for accommodation. These customers will generally be unfamiliar with the area and will need the reassurance of arriving at their destination.
7. As in any rural tourism sector, quality accommodation, landscape experience and convenient access are key requirements in facilitating visitor stay and travel needs. In this regard, we worked very closely with our team of experts to identify the most appropriate area of the farm that enables a sensitive design and layout of the envisaged buildings, whilst maintaining visual amenity of the surrounding landscape.




Overall Objectives

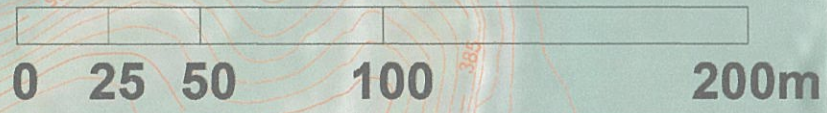
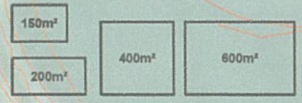
8. We believe The Morven Ferry Rural Visitor Zone, will:
 - Provide an appropriately located visitor facility that will benefit both locals and visitors.
 - Become a destination point that will enhance the benefits of the current trail network by providing a much-needed facility of amenities, accommodation, and rural recreational activities.
 - Provide a healthy, peaceful, and safe rural environment for people to stay and visit.
 - Enable evolving forms of sustainable land use on the farmland adjacent to the zone.
 - Enable the adjacent wetland habitat to be maintained and enhanced and increase the biodiversity within the landscape.
 - Increase employment opportunities for local residents.





LEGEND

-  Rural Visitor Zone (2.5ha)
-  Medium to high sensitivity area (0.69ha)
-  Low sensitivity area (1.81ha)




DATA QUALITY STATEMENTS

PROPERTY DATA
The property data has been sourced from land information New Zealand (LINZ). The accuracy of the boundary data is estimated to be within 50mm.

SURVEY DATUMS
Horizontal coordinates are in terms of Mount Nicholes 2000 Circuit. Vertical elevations in terms of Mean Sea Level (Dunedin Vertical Datum). LIDAR contours sourced from QLDC.

**ZONE CONCEPT OVERVIEW
MORVEN FERRY ROAD
WAKATIPU BASIN**

DATE: 28 May 2020 Scale: 1:1500 DRAWING & ISSUE No. 3015-570-1C
 BY: Antony White Original Plan A3



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