

Nathan Clarke

From: Nathan Clarke
Sent: 12 November 2024 10:55 AM
To: Nathan Clarke
Subject: [#DOA 30648] RM230149 - Queenstown Commercial Parapenters Limited - Request for Further Information
Attachments: 240423_Tekapo Landscape and Visual Assessment - RFI.pdf; ltr_tekapo_treeclimb_rfi_transport_240223.pdf; 230501 30648 Topo plan.pdf; Lakeside Drive Tekapo Tree Climb Response_Final_V2_minor_correction.pdf; AEC Letter - Southern Planning TM30648 formal response.pdf

From: **Vin Smith** <vin@do.nz>
Date: Fri, Apr 26, 2024 at 11:21 AM
Subject: [#DOA 30648] RM230149 - Queenstown Commercial Parapenters Limited - Request for Further Information
To: kirstyn@planningsouth.nz <kirstyn@planningsouth.nz>
Cc: Penny Gallagher <penny.g@do.nz>

Hi Kirstyn,

Thank you for your request for further information dated 25 January 2024.

Our response to your questions is outlined in the attached landscape and traffic reports, or addressed specifically below.

1. Traffic Matters

Our response: Please refer to the response from Andrew Leckie from Stantec (dated 23 February 2024) which addresses matters 1(a) – (h).

2. Please provide a copy of the health and safety manual that the proposal will operate under, and in particular, the procedures to ensure that public safety will be maintained while the operation is occurring, during high wind events, and also when the site is unattended.

Our response:

- Due to the Health and Safety at Work Act (Adventure Regulations) 2016 requirements, QCP is required to submit its Standard Operating Procedure (SOP) documentation to Work Safe to be audited and approved before it may legally operate.

- The course participants will not be allowed to have any loose objects on their person, so there should be no risk to the public below. Participants will be actively supervised and monitored by QCP's staff.
- The course will not be operating in high winds as per Adventure Regulations natural hazards/best practice. High winds will be defined within the SOP documentation approved by Work Safe.

QCP will provide the Health and Safety Manual or Plan containing the SOP documentation approved by Work Safe to Mackenzie District Council before the facility is opened to the public. The following conditions of consent are proposed:

Before the ropes course opens to the public, the Work Safe approved Health & Safety Manual or Plan containing the SOP documentation is submitted to the Mackenzie District Council.

A current Health & Safety Manual or Plan and SOP documentation is held by the consent holder at all times and is provided to Mackenzie District Council within 5 working days of written request.

3. The traffic assessment notes that deliveries could include a small drinks fridge or similar which needs to be re-stocked. Please confirm if this would be for staff use or if there will be a retail component to the activity and if so the extent/nature of any retail activity.

Our response: The drinks fridge will be for staff use and no retail sales of beverages will occur. __

4. Please provide detail as to the location nature and size of the zip line structures and activity below 3m height, including an assessment of the effects of these structures and activity as appropriate.

Our response: QCP has confirmed that no zip line structures will be located below 3m in height – this supersedes any reference to ground level zip line structures in the resource consent application. Access to the ropes course will be through the base facility onto its roof. From the base facilities roof, a climbing rope or fixed access structure will be provided to the ropes platform. The ropes platform will be above 3m in height from the ground.

5. With reference to the comments made above, please provide an assessment of the effects on open space amenity, recreational values and natural character of the establishment and use of the 8210m2 facility including consideration of its location within the lake margin and Recreation P zoning.

Our response: Please refer to the response from Annabel Crosbie from DWG (dated April 2024) which addresses matter 5.

Other Matters

A revised scheme plan is also attached to replace the site plan found at Appendix 1 of the application. The revised scheme plan has been provided to Genesis Energy Limited and Aoraki Environmental Consultants Limited (AECL). The scheme plan was revised to tweak the location of the 'site' to ensure it was outside of the bed of Lake Tekapo.

Please find attached letters from Genesis Energy Limited and AECL (previously provided to Mackenzie District Council). The letters confirm that the parties do not have an objection to the proposed activity.

Please let me know if you have any questions or require any additional information.

Kind regards,

VIN SMITH / Consultant Planner / DipAgSci, BRS (Hons), MBA

DAVIS OGILVIE (AORAKI) LTD

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Ngā mihi / Kind regards,



Stantec New Zealand

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Tel: +64 3 366 7449
NZBN 9429040356297 www.stantec.com/nz

23 February 2024

Enquiries: Andrew Leckie
Project No: 310205844

Attention: Penny Gallagher

Dear Penny

**RE: Lake Tekapo Ropes Course
Mackenzie District Council RFI- Transport Responses**

We have reviewed the Mackenzie District Council Request for Additional Information in relation to the proposed ropes course on Lakeside Drive, Lake Tekapo and provide responses to the transport-related requests in this letter.

- a) *Please confirm if any parking surveys have been undertaken for the site and confirm the representativeness of these.*

Stantec Response: No parking surveys have been undertaken. A site visit was carried out around midday on Sunday 16 July 2023, which was the Sunday of the Matariki long weekend. The photographs in the vicinity of the site included in the transport assessment were taken at this time. As shown below, there was a low level of car parking on this section of Lakeside Drive at the time. Over the 250m length of road south of the boat club, there were two cars parked on the lake side of the road and three cars parked on the camp side of the road.



Figure 1: Car Parking on Lakeside Drive, Midday 16 July 2023

The figure below, taken from the NZTA TMS website, presents daily traffic volumes recorded on SH8 east of Lake Tekapo. It shows that the Matariki long weekend in the middle of July was one of the busiest weekends of the year in

Design with community in mind

terms of traffic on SH8. It would therefore be expected that it was also one of the busiest weekends in terms of activity within the Lake Tekapo village.

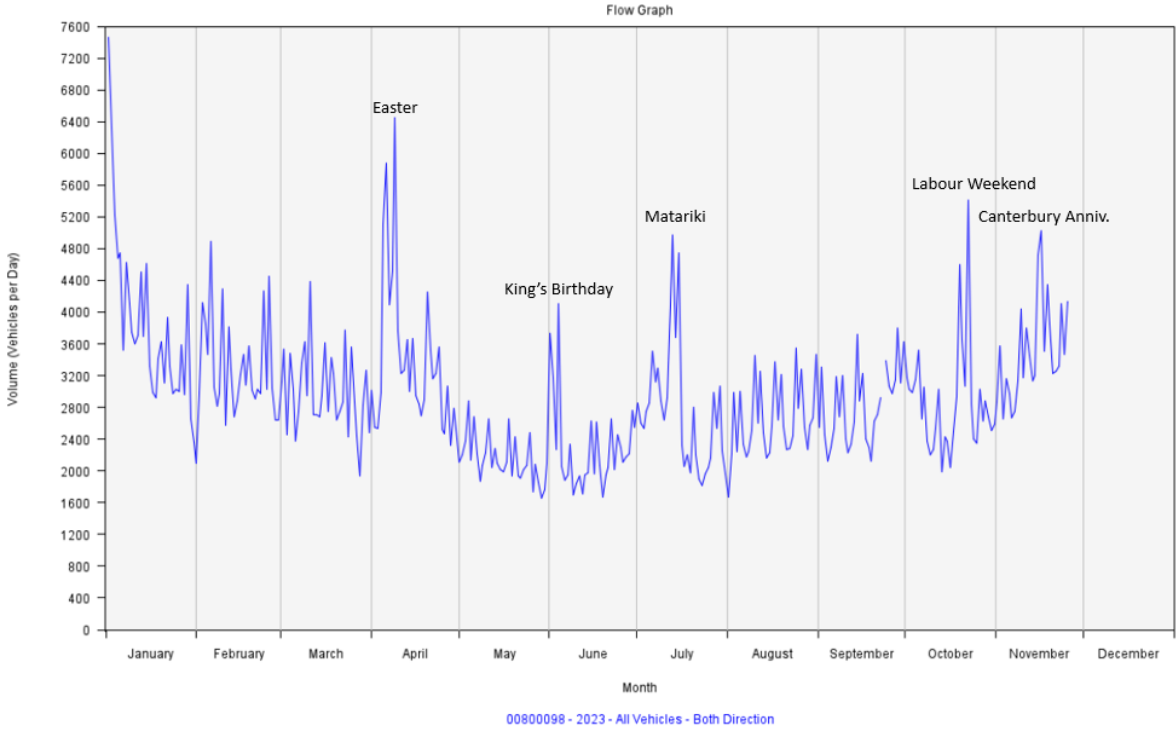


Figure 2: 2023 Daily Traffic Volumes on SH8, East of Lake Tekapo (NZTA TMS)

It is acknowledged that during the middle of winter there is very little activity at the lakeside and clearly Sunday 16 July 2023 was not a busy day in the area of the proposed ropes course. However, it is considered that this level of activity would be representative of much of the year in this location.

The RFI presents a photograph taken on a hot Saturday afternoon in January (during school holidays). The above traffic data shows that January is the busiest month of the year in Lake Tekapo, and this day, being a hot Saturday during school holidays, will likely be one of the very busiest days of the year at the lakeside. Car parking demands during the very busiest times of the year are not typically used for assessment purposes, as it is not an efficient use of resources to design to meet all car parking demands.

In the case of Lakeside Drive in Lake Tekapo, if there are any days where there is no car parking available on Lakeside Drive, people would either park elsewhere, e.g. park in the village and walk, use a different mode of travel, e.g. cycle, or choose not to visit the Lakeside Drive area. Car parking supply potentially limiting the number of vehicles that can be in Lakeside Drive on the very busiest days of the year is not a concern in itself from a transport perspective.

- b) *The assessment of the receiving traffic environment recognises the Station Bay subdivision and the proposed hotel development. However, it is noted that there is also a consented mini-golf and a reception / café complex approved for the holiday park. Please confirm whether these activities have also been considered as part of the receiving traffic environment and, if not, whether this would influence the assessment of the traffic environment.*

Stantec Response: These activities were not specifically accounted for in the transport assessment. However, both activities are providing on-site car parking, and the Decision documents for the two consents describe assessments which found that car parking demands will be accommodated on-site. Based on this, these two activities will not contribute to notable increases in car parking demand along Lakeside Drive and would not impact the assessment for the proposed ropes course.

- c) *Please confirm whether the 15 car parks estimated during peak times excludes all day staff parking and what the estimated parking demand for staff will be.*

Stantec Response: A peak car parking demand of 10-15 vehicles was adopted in the assessment. It should be reiterated that this was adopted in assessment as a possible maximum car parking demand based on the capacity of the activity, not a car parking demand that would be expected every day or at all times throughout a day.

As outlined in the transport assessment, there could be four or five staff at peak times of the year. It is considered likely staff will be active people living locally, and therefore likely to make use of active travel modes. Given the seasonal nature of the activity, staff could be tourists, possibly travelling and living together. Based on all of these factors, any staff car parking demand would be expected to be very low (possibly up to one or two vehicles only) and would have a negligible effect on both the transport assessment and on the availability of parking in the area in practice.

- d) *The traffic assessment assumes that 30% of people could arrive by walking or cycling and that 50% of vehicle movements are pass-by movements. Please provide greater detail regarding the reliability of these assumptions.*

Stantec Response: These numbers were adopted based on engineering judgement to allow what was considered to be a conservative assessment to be made. As outlined above, the assessment is intended to be based on any occasions that the ropes course is operating at capacity, rather than with typical occupancies.

In practice, this will be a small activity which is proposed on Lakeside Drive because there are already a lot of people visiting the area. It will not be a major attractor in its own right, but rather a complementary activity to all the existing and planned activities along Lakeside Drive. These include the Tekapo Springs attractions, the lakeside, the consented mini-golf, as well as the camping ground and other, expanding residential development in the area.

It is considered that the ropes course will be busiest during the busiest times on Lakeside Drive, since this is when there are the most potential visitors, already in the area, seeing the activity. These times are during the summer when the weather is fine, and active travel modes are likely to be more attractive than at other times of the year. Similarly, at these times, the number of people staying in the various accommodation offerings in the Lakeside Drive area will be highest, and these people would be expected to make use of active travel modes given their proximity. During the busiest days, if there is a lack of car parking capacity along Lakeside Drive, this would also likely encourage non-car travel modes. Based on all of the above, the 30% non-car travel mode uptake adopted is considered to be conservatively low for the peak periods.

The sensitivity of the calculated maximum car parking demand (based on the maximum occupancy of 60 people) to both the percentage of people arriving by non-car travel and the average vehicle occupancy has been tested, with the below table presenting the results.

Occupancy: 60		% Non-Car Travel			
		20	30	40	50
Average Vehicle Occupancy	2.5	19	17	14	12
	3	16	14	12	10
	3.5	14	12	10	9
	4	12	11	9	8

Figure 3: Sensitivity of Calculated Maximum Car Parking Demand to Non-Car Travel Percentage and Average Vehicle Occupancy

The table shows that the calculated maximum car parking demand is not especially sensitive to either one of these parameters. A maximum parking demand of 10-15 vehicles was conservatively adopted in the assessment but it is considered in practice that it would be even lower at the busiest times on Lakeside Drive, tending towards the bottom right of the table. This level of additional parking demand would represent a negligible increase in the level of parking activity already occurring on Lakeside Drive at peak times.

The transport assessment outlined that the applicant expects up to 250 users on a busy day. Based on users staying for an average of one hour and having their visits spread across six hours of the day, an occupancy of approximately 40 users is considered an appropriate 'design' occupancy for assessment purposes. The below table is a repeat of the earlier table but based on an occupancy of 40 users. It shows that the expected car parking demand during typical busy days will be less than 10 vehicles, which again would represent a negligible increase in the level of parking activity already occurring on Lakeside Drive at peak times.

Occupancy: 40		% Non-Car Travel			
		20	30	40	50
Average Vehicle Occupancy	2.5	13	11	10	8
	3	11	9	8	7
	3.5	9	8	7	6
	4	8	7	6	5

Figure 4: Potential Car Parking Demand for Design Occupancy (40 Users)

The 50% pass-by figure was solely for the purpose of assessing effects on the SH8 intersection, acknowledging the level of activity within the Lakeside Drive area, associated visitor numbers and the ever-expanding residential catchment. The SH8 intersection has been upgraded recently and its performance is not seen as a critical matter for this application.

- e) *No loading space is proposed. Please provide details of any bus or coach movements which may be associated with the proposal and provide an assessment of the traffic effects of this, including manoeuvring, parking and loading and unloading requirements.*

Stantec Response: The proposed ropes course is a small activity unlikely to be attracting large groups such as tour coach groups, at least partly due to its limited capacity. If coaches did visit, they would need to make use of available space, either in front of the activity or within the space on the opposite side of the road (outside the camping ground). This would work during quieter times on Lakeside Drive but may not be achievable during busier times. If there is a lack of suitable parking, this would be another reason that tour coaches would be unlikely to visit the activity specifically.

The possibility of school groups visiting the activity has been considered. While there is not a large number of schools in the area, it is expected that there would be readily available space in the close vicinity for a school bus to park, noting that parking demand in the area on a weekday during school term would be expected to be low.

- f) *No loading is proposed. The traffic assessment notes that delivery vehicles are expected to be infrequent and small in size, if required at all. Any small and infrequent delivery will be able to use the informal parking*

area in front of the base station and it is considered that any associated manoeuvring will have a negligible effect on the safe and efficient operation of Lakeside Drive. Please indicate on the site plan where the unloading of delivery vehicles will occur.

Stantec Response:

The below image includes a black arrow indicating where existing informal car parking will remain with the ropes course operational. Any infrequent, small delivery vehicles, such as those supplying a vending machine within the base station, will be able to make use of the informal parking area, noting that any deliveries would be expected on weekdays outside of peak times.

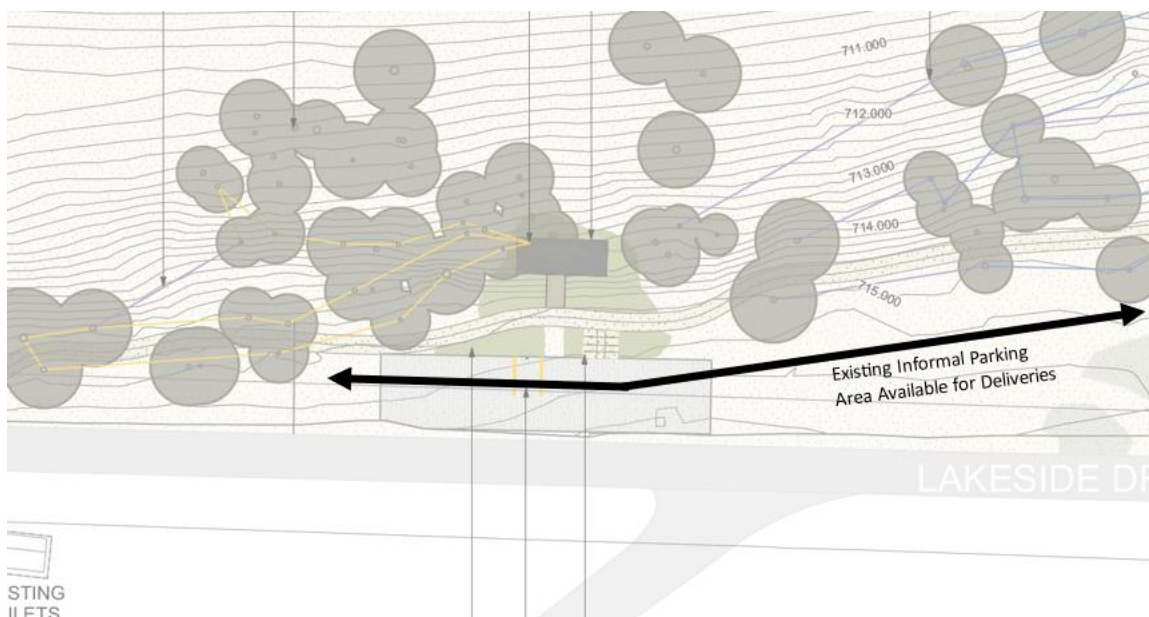


Figure 5: Diagram Highlighting Parking Area In Front of Base Station

- g) Please show the proposed bike parking on the site plan. Please assess whether the bike parks will reduce / interfere with any existing parking in the area.

Stantec Response: The landscape plan shows the cycle parking located between the car parking area and the existing lakeside path. It is proposed in an area 4.7m long by approximately 3.8m wide. As shown below, it will be possible to set out six cycle rails to NZTA Cycle Network Guidance (CNG) standards. The set out would include 0.9m separation to the car park, 1.1m between cycle rails and 0.7m separation to the shared pedestrian / cycle path. This will be more than adequate for a bicycle to rest against one of the end rails clear of the path. The cycle parking will not impact the existing car parking or the operation of the path.

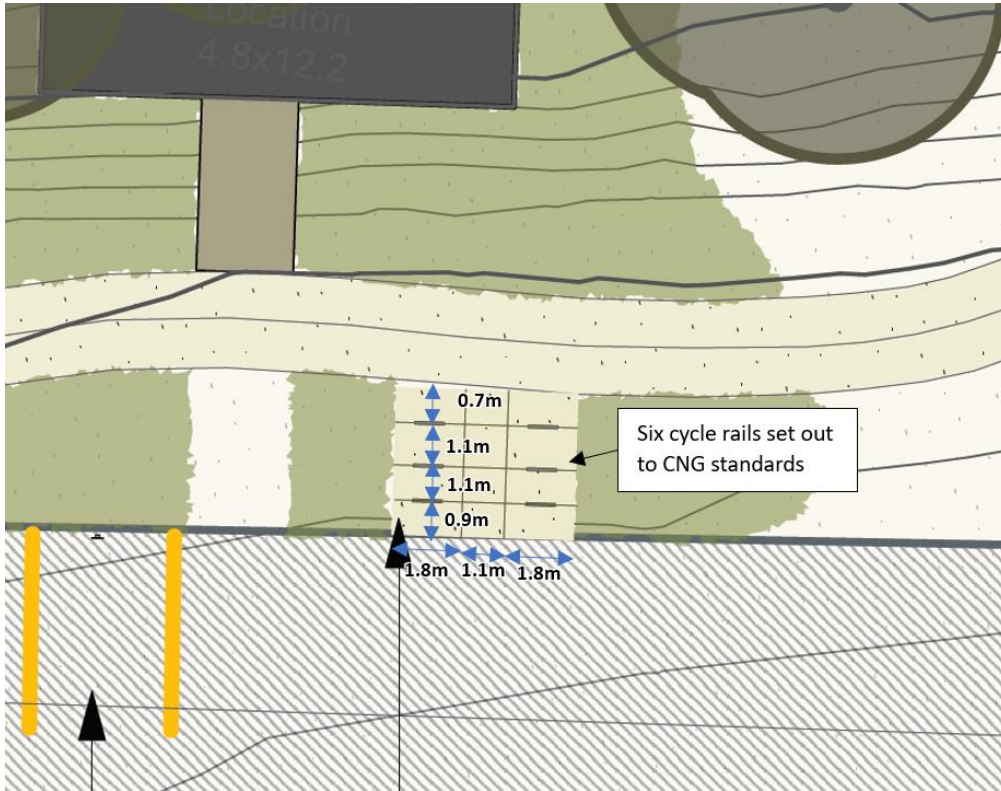


Figure 6: Cycle Parking Area Annotated

- h) The applicant relies on the use of public toilets located adjacent to the site. The traffic assessment is silent on the increase in pedestrians associated with the activity crossing the road to use the toilets. Please provide an assessment of this and confirm whether any additional safety measures are proposed.*

Stantec Response: There are five public toilets on the western side of Lakeside Drive, opposite the boat club and approximately 70m north of the proposed ropes course base station. These toilets serve the wider area and there would be demand already for pedestrians to cross the road to use the toilets, particularly those spending time at the lakeside. Given the small scale of the proposed activity and the relatively short expected duration of stay by visitors, it is considered that any additional demand to cross Lakeside Drive to access the public toilets will be very low compared to existing demand at busy times. Any small increase in pedestrian crossing demand between the proposed activity and the public toilets will have a negligible effect on the safety of the pedestrian crossing movement.

Please do not hesitate to contact the undersigned if you have any queries.

Yours sincerely

Stantec New Zealand

**Andrew Leckie
Principal Transportation Engineer**

TREE CLIMB ACTIVITY PARK

Assessment of Landscape and Visual Effects - RFI

Produced for Lake Tekapo Tree Climb

April 2024



Prepared by Design Works Group
Written: Annabel Crosbie (Intermediate Landscape Architect with BLA)
Reviewed: James Ward (Senior Landscape Architect with BLA)

DW/G
LANDSCAPE ARCHITECTURE

April 2024

OPEN SPACE AMENITY

Description

1. Lake Tekapo and the wider landscape is characterised by its expansive areas of wide open space. At the southern end of Lake Tekapo between the lake and built development, the lake margin includes a wide area of land with a high degree of open space amenity. The southern end of the lake also contains the dam structure across the lake outflow, which artificially controls the lake's water levels. The lake level fluctuates within 10m approx. 711 msl at its highest to 701 msl at its lowest. Controlling the lake levels artificially increases or decreases the extent of lake margin exposed around the shoreline and greatly alters the appearance of the landscape, especially when the lake levels is low. The lake margin encompasses an area of Recreation P zoned lake front reserve, characterized by open grassland and mature conifers. This open space is used for a wide variety of activities. The lake side promenade is a pathway that follows along the lake from Tekapo township to Mount John walkway. Scattered throughout the open space are designated picnic areas which picnic tables, BBQ facilities, rubbish bins and shaded areas. The proposed tree climb activity park spans approximately 240m along the Tekapo Lake shore front, 1.2km west of Tekapo Township, with varying proximity to the lake 15m at its highest level and over 30m at its lowest within the lake margin. During peak lake levels, the open space between the trees and the lake will be at its smallest, potentially affecting perceived spaciousness, tranquillity, and visual continuity. The proposed Base Station occupies a minor part (58.52m²) of a much wider open space.
2. Recreation along the lake shore front varies in intensity depending on the season. During the warmer months of the year, the area under the trees and parking area will receive a much higher volume of recreational users, particularly during Christmas, long weekends, and hot days. During this time the landscape has a higher chance of experiencing low adverse effects to open space due to overcrowding. In winter, the area under the trees will be cold, shady, and at times frosty, making it unattractive to picnickers, boaters, and other lakeside users. No adverse effects to open space due to over crowding will be experienced during these times, with most users passing through the site using the path under the trees. Proposed mitigation measures to address potential overcrowding include limiting the number of users on the ropes course to 60 people at any given time, each person has roughly 2 hours to complete the course.

Proposed Mitigation

3. Mitigation measures include preserving existing pine tree buffers and minimizing built infrastructure. Additionally, strategic planting around the Base Station aims to maintain the visual amenity of the open space and view corridors. Mitigation methods, include the strategic positioning the ropes course within the pine tree canopy 3m to 10m above ground level. The proposed Base Station occupies a minor part (58.52m²) of a much wider open space. Mitigation planting is proposed in the vicinity of the Base Station Building (230m² of Hard Tussock Planting). The selected species *Festuca novae-zelandiae* will mature between 400 - 700mm high, providing visual mitigation of the foundations of the proposed Base Station, on the Lake shore front.

Effects

4. In conclusion, the proposed tree climb activity park and base station at Lake Tekapo's southern end will introduce minor changes to the open space amenity. During peak lake levels, the development may reduce the perceived spaciousness and tranquillity of the area, particularly near the lake margin. However, proposed mitigation measures, such as limiting the number of users and strategic planting, will maintain open space amenity and the visual continuity of the landscape. It is considered the effects of the development will be no more than minor and the overall character and appeal of Lake Tekapo's open space amenity will be preserved.

RECREATIONAL VALUES

Description

5. The proposed tree climb activity park has the potential to introduce new elements that will to some extent affect existing passive recreation values along the lake shore front. The introduction of 202 metres of zip lines, platforms, 200 metres of children's climbing features, and 363 metres of adult climbing features will affect 240 metres of Lake Tekapo shore front. It is considered, although the land under the zip lines will remain accessible to the public, the amenity of the land will experience some change, by the addition of noise and activity, slightly affecting the quality of passive recreational activities such as walking under the trees. Conditions of consent, such as noise control, opening hours, and limiting ground-level activities, will act to mitigate these effects.

6. The existing powerboat and water ski club (96m²), situated at the same distance from the lake shore as the proposed base station building, is approximately 15m from the lake when it is at its highest level (711msl). The club's building has a footprint of 96m². Known as the Lake Tekapo Power Boat and Water Ski Club, around 75 families hold a membership to the club. The club features a two-story block clubhouse and two boat ramps within the Recreation P Zone. On busy days, as many as 150 boats may be in use on Lake Tekapo. The club hosts tournaments, coaching days, and operates a slalom course. The power boat club is considered to be a high level of activity, it is not considered particularly passive in nature.

Proposed Mitigation

7. Mitigation efforts focus on noise control, the design, size and location of the Base Station Building, and limiting ground-level activities to minimize any effects on recreational values.

Effects

8. The public experience of the Lake Tekapo Shorefront will be affected to a minor degree as there will be some effects to recreational values due to the introduction of additional noise and activity. These effect on recreational values are expected to be no more than minor. Mitigation measures proposed, such as preserving existing pine tree buffers, minimizing built infrastructure, and limiting the number of users, will help to mitigate any potential adverse effects.

NATURAL CHARACTER

Description

9. Natural character is essentially a measure of the naturalness (or modification) of the natural elements, patterns and processes that comprise a landscape.

Natural Character of Rivers Lakes and their Margins

The Resource Management Act (Section 6(a)) considers as a matter of national importance:

"...the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development."

10. The greater Tekapo area exhibits medium to high levels of modification within its natural landscape, considering the presence of hydrodams, canals, stop banks, and bridges. Lake Tekapo experiences fluctuations in lake levels due to hydroelectric processes (approx. 711 msl to 701 msl). While the northern end of the lake, in particular, retains a strong sense of remoteness and wildness with a high level of naturalness, the flats at the southern end comprise the primary area of modification. In addition to housing the growing township of Tekapo, multiple subdivision developments, the southern end also features the dam structure across the lake outflow, which artificially regulates the lake's water levels.
11. The application site and surrounding receiving environment is largely devoted to tourist and recreational activity. As a result, it is modified to a reasonably significant extent, and so its degree of naturalness is considered moderate. The presence of the lake does however contribute significantly to natural character, as does nearby Mt John. As for all human activity along the lake shore, which is modest in its scale and extent, the receiving environment represents a transition point between the more intensely urban character of Lake Tekapo Township and the rural natural environment beyond. It is in this transition environment that the proposed activity is located.
12. As observed, the application site and receiving environment is already devoted to a range of tourist and recreational activity. Consequently it is not an area that exhibits high natural character where in the alternative it is entirely free from modification. The proposed Base Station is within 30 - 40m of Lake Tekapo, the lake beach already hosts a range of recreational activity buildings. It is recognized that the area is of high visual vulnerable with a limited capacity for change. To that end with a view to minimising diminished natural character, the proposed base Station will be a small structure with minimal landscaping and some amenity mitigation planting. The addition of car parking will remain informal with 1 accessible car park sign posted and 12 occupancy bike stands to limited development. In this regard the proposal will be consistent with existing patterns of development in the receiving environment. The aim is to maintain those patterns so that the proposed activity does not appear out of keeping with the environment of its setting.

Proposed Mitigation

13. The proposed mitigating measures for preserving the natural character of the Lake Tekapo area primarily focus on minimizing further modification and maintaining the existing landscape patterns. Given the moderate level of modification in the lake margin surrounding the site, due to human activity and infrastructure such as hydrodams, existing powerboat club and subdivisions, the proposed development seeks to blend with surroundings patterns of development. The construction of the base station will be kept minimal in size and landscaping, ensuring it does not disrupt the visual integrity of the landscape. Furthermore, car parking will be kept informal, with limited occupancy to prevent excessive development. By adhering to existing development patterns and minimizing visual impact, the proposed development will have no more than minor effects to natural character.

Effects

14. In conclusion, the natural character of the site and wider Lake Tekapo area, defined by its inherent naturalness and the degree of modification, is of significant importance and is protected under national legislation. Despite exhibiting medium to high levels of modification due to human activity and infrastructure such as hydrodams and subdivisions, and recreational activities along the lake, the southern flats, where the proposed development is situated, are more heavily modified due to the presence of the township and recreational facilities.

The proposed development, while recognizing the existing moderate level of modification, aims to minimize further alteration to the natural landscape. By constructing a small base station, and keeping the ropes course within the existing trees, with minimal landscaping and informal car parking, the project seeks to integrate with the surrounding environment without compromising its natural character. The proposed mitigation aligns with the goal of maintaining existing development patterns and preserving the landscape character of the area. Overall, the proposed activity will have no more than minor effects to the existing natural character of the site.

CONCLUSION

15. The public experience of the Lake Tekapo Shorefront will be affected to a small degree as there will be a change to the existing landscape character of the open space, recreational values and natural character. These landscape effects are expected to be less than minor. Mitigation measures proposed, such as preserving existing pine tree buffers, minimizing built infrastructure, and limiting the number of users, will act to maintain the natural character of the site. Although there will be a slight increase in landscape modification within the site, it is considered that the potential adverse effects will be less than minor and the level of modification will be no more than the existing modifications along the lake margins.
16. Context is a key consideration when assessing the landscape and visual effects potentially arising from any proposed activity. While the zoning in which the proposal is located demands cognisance of its lakeside setting, it also provides for recreational activity, albeit of a passive nature. Within the context of the application site and receiving environment recreational and tourist activity is highly prevalent. As such it informs the character and amenity of the application site setting. So too does the nearby presence of Tekapo Township and its associated infrastructure. As a result, it is concluded that the proposed activity is entirely in keeping with such activity in the surrounding area.

Additionally, its scale is extremely modest, especially in proportion to the much greater expanse of the receiving environment and the activity within. Apart from the base building, the actual climbing activity exhibits very little visual bulk and is essentially transparent. This is countered by the much greater bulk of the mature evergreen pines in which the activity is located.

17. The addition of the Base Station will minorly effect access to the lakefront. Specifically, approximately 22 meters of land within a dense tree cluster, adjacent to the lake where the Base Station and its associated landscaping will be located, will experience some impact. The Base Station and its landscaping, given their modest size, will act to somewhat mitigate adverse effects to openness. By minimizing earth works, landscaping, and keeping structures small, the existing landscape's glacial character will be maintained. Further, the recreational amenity derived from the proposed activity will be enhanced and preserved.
18. Considering the proposed mitigation measures and the development's small scale within an area that already displays a high level of recreational activities, it's considered that the surrounding landscape has the scope to absorb the change. The tree climb activity park is therefore considered to be an appropriate development within the Recreation P Zone which and will be a positive addition to the Lake Tekapo Township, with no more than minor visual and landscape effects.

Annabel Crosbie

A handwritten signature in black ink, appearing to read 'Annabel', written in a cursive style.

April 2024



Issue	Date	Reason	Approved

Client: QCP Limited
 Owner: Mackenzie District Council
 Address: Lakeside Drive, Lake Tekapo
 Appellation: Lot 5 DP 455053
 RT Reference:
 Total Area: 1.477 ha

Survey Datum:
 Horizontal: NZGD2000, Timaru Circuit
 Vertical: New Zealand Vertical Datum 2016

Origin Point: MN B DP 352127
 Easting: 353000.719 mE
 Northing: 843784.571 mN
 RL: 745.86 mH

- Notes:
- All dimensions in metres unless shown otherwise;
 - Survey Completed by Malvin Howey and Zoltan I Levey on the 24/04/2023
 - Equipment used: Leica GNSS RTK GS14 receivers SN #2810935, #2810968 and Leica TS15 Robotic Total Station SN # 162559
 - Heights transferred using GNSS
 - Existing boundaries adopted from GRIP Online database
 - Boundary dimensions and areas are subject to title survey
 - Aerial Photography: <https://basemaps.linz.govt.nz/> DXF created by Grip on 10/05/2023. (<https://grip.co.nz>)
 - For dimensions, areas, easement, covenants and consent notice information, refer to Lots 2 & 5 DP 455053, RT 584960 and RT 999813
 - Major contours shown at 1.0m intervals
 - Minor contours shown at 0.2m intervals
 - Existing services shown are based off MDC's GIS recorders and should be treated as indicative only
 - Visible service at ground level were picked up as part of this survey, a full assessment of underground services was not undertaken
 - Existing services are located within the proposed works area, including services not necessarily shown on this plan. It is the Contractors responsibility to locate and protect all existing services including liaison with the relevant Service Authority, Council or Land Owner

- Key:
- # — Fence
 - Building Line
 - Bottom of bank
 - ⊙ Tree with diameter
 - Sump
 - ⊕ Foul Sewer manhole
 - ⊙ Stormwater manhole
 - LP Lamp pole
 - █ Proposed Ropes Course Area
 - ▨ MD Plan zone; Rec P
 - ▨ Areas of Visual Vulnerability (High)

CAD ref: C:\125\data\DO-TIMARU\30648 TM - Lakeside Drive, Tekapo 1097\06 CADD\Wg\230501 30648 Topo plan.dwg



Davis Ogilvie (Aoraki) & Partners Ltd
 Engineers - Surveyors - Planners
 14 The Terrace, Timaru 7940
 P.O. Box 359 Timaru, NZ
 Ph. 03 688 8350 / 0800 888 350
 Also - Nelson, Christchurch, Greymouth

Ropes Course - Lake Tekapo
Topographic survey

QCP Limited
Lakeside Drive, Lake Tekapo

Design	Drawn	QA check	dwg	Issue
Scale @ A1	ZIL	DS	TP01 A	
1:500	Date	File		
	11/05	30648		

31 January 2024



Penny Gallagher
By e-mail: penny.g@do.nz

West Building
Level 2, 335 Lincoln Road
Addington
Christchurch, 8024

Dear Penny,

Genesis Energy Limited (Genesis) has received a request to provide Affected Party Approval for Resource Consent application RM230149 lodged with Mackenzie District Council (MDC). The application is for a commercial Tree Climb Ropes Course on Lakeside Drive, Tekapo, lodged on behalf of Queenstown Commercial Parapenters Limited (the applicant).

Genesis owns and operates the Tekapo Power Scheme (Tekapo PS). The Tekapo PS is subject to Maximum Control Levels ranging between 709.7 and 710.9 metres above sea level (masl), and as such, has operating easements over Lake Tekapo, including the bed of Lake Tekapo (refer Section 7 on SO 455486). Further to this, Genesis has an easement to convey water and telecommunications on MDC's land (Lot 2 DP 562455 within the Record of Title 999813), although it is acknowledged the proposed Tree Climb operation would be located outside of the Genesis easement boundary on Lot 2 DP 562455.

Genesis provided feedback on the initial proposal in July 2023, citing concerns with the proximity of the operation to the bed of the lake (710.9 masl) and Genesis' operating easement boundary. In response to the feedback, you have confirmed the site will not be located within the bed of Lake Tekapo or within Genesis' operating easement boundary and the base station building will be above 713.0 masl, with the ropes course and platforms installed at higher levels within the trees.

Appended to this letter is a summary graph showing lake levels since 1950. The graph shows lake levels at or close to maximum operating levels and flood events resulting in lake levels above 711.1 masl on numerous occasions over the past 70 years. Based on this data, there are likely to be occasions when the proposed operation may be affected by lake levels and unable to operate.

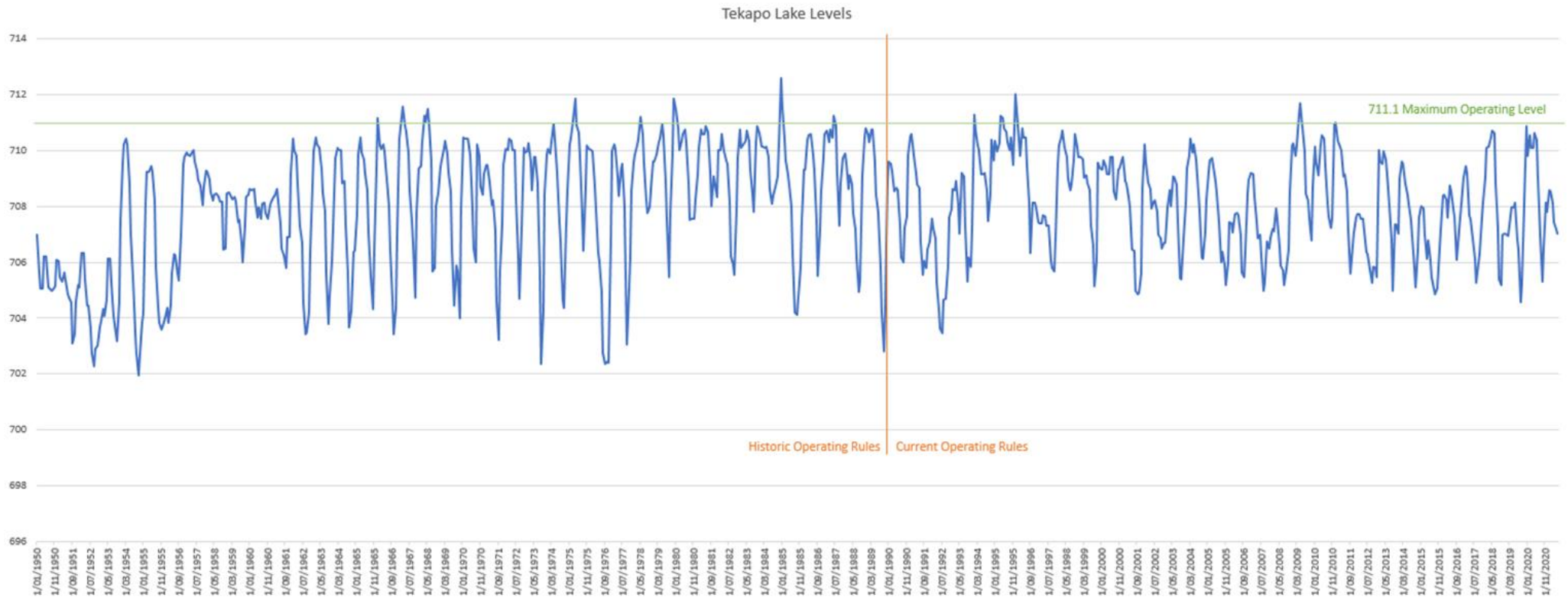
Provided the applicant acknowledges the potential impact of high lake levels on their operation and agrees that Genesis is not liable for any property/infrastructure damage or loss of income due to high lake levels, Genesis does not oppose the proposed activity.

A handwritten signature in black ink, appearing to read 'Ellie Watson', written in a cursive style.

Ellie Watson
Environmental Manager – South Island Renewables



APPENDIX A – Tekapo Lake Level



15 February 2024

Kirstyn Royce
Southern Planning Solutions Limited
30 Kerry Street
ALEXANDRA 9320
[delivered to: kirstyn@planningsouth.nz]

Tēnā koe Kirstyn,

QUEENSTOWN COMMERCIAL PARAPENTERS LIMITED – RESOURCE CONSENT RM230149

Te Rūnanga o Arowhenua (Arowhenua) and Aoraki Environmental Consultancy Limited (AECL) thank you for the opportunity to review and comment on the revised resource consent application to establish and operate a commercial tree-climb ropes course at Lakeside Drive, Lake Tekapo prepared on behalf of Queenstown Commercial Parapenters Limited and submitted to Mackenzie District Council by Davis Ogilvie (Aoraki) Limited.

Arowhenua and AECL note a letter was provided to Davis Ogilvie (Aoraki) Limited on 12 April 2023 stating Arowhenua had concerns with the use of wilding pine trees for the proposed activity and that it is standard practice for wilding pines to be removed where practicable to prevent the spread of the pest pine species. Arowhenua did not have any concerns with the proposed rope climbing activity itself.

AECL have reviewed the additional information provided via email on 14 February 2024 by Davis Ogilvie (Aoraki) Limited on behalf of the applicant. The resource consent application attached to the email set out that both Mackenzie District Council and Environment Canterbury did not have any intention on removing the wilding pine trees on the lake shore; therefore, the activity could proceed. In addition to this, a revised application plan (DOA_30648 dated 02/24) was attached setting out which trees would be utilised.

Based on the additional information provided, Arowhenua and AECL can confirm that they do not have any cultural concerns with the proposed commercial activity taking place so long as an arborist confirms the trees are secure and safe enough for such an activity to occur and the commercial operators utilising the trees make every effort to remove wilding pine seeds before they are blown from the tree or the climbing activity knocks them loose. The removal of wilding pine seeds will reduce the risk of spread.

Please contact the writer if you have any questions.

Ngā mihi,

Ally Crane



General Manager
Aoraki Environmental Consultancy Limited
Mobile: 027 622 3460 | Office: 03 684 8723

cc. Penny Gallagher
Davis Ogilvie (Aoraki) Limited
penny.g@do.nz