



RESPONSEPLANNING
CONSULTANTS LTD

PO Box 12179
Beckenham
Christchurch, New Zealand
Phone: 03 332 7449
Email: info@responseplanning.co.nz

Addendum APPLICATION TO Hurunui District Council

Land Use Consent and Reserves Act Permission

**Gravity Based Recreation Activity
Conical Hill, Hanmer Springs**

June 2021

Addendum to the Application

Introduction

1. This addendum is lodged to the application lodged to install and operate a Gravity-Based Recreation Activity (the proposal or 'Flyride') within the Conical Hill Reserve, Hanmer Springs.
2. Since the application was first lodged there have been some refinements to the design of the project resulting in some changes to the proposal that are different to those described and assessed in the initial application. This document identifies where changes to the proposal have occurred and provides an update to assessments and evaluations (in those areas where the changes are of consequence) to address the updated proposal.
3. In addition to the changes to the proposal that have occurred as a result of a more refined design process it is acknowledged that the original application contained an error in the number to trees that are proposed to be removed. This error is rectified in this addendum.
4. The key assessment that is affected by the changes described is the landscape assessment. An addendum to the landscape assessment and visual simulations is provided. In addition an addendum to the noise assessment is also provided. This addresses any implications of the changes to the proposal from a noise perspective.
5. This addendum identifies those parts of the application and assessment of effects and evaluation of statutory documents that are to be superseded by the information in this addendum. Where changes have occurred reference to the paragraphs superseded in the application documentation are referenced.
6. The following appendices are attached in support of, and form part of, the application:
 - Appendix Addendum One – Assessment of Landscape and Visual Amenity Effects Report
 - Appendix Addendum Two – Graphic Attachment to Assessment of Landscape and Visual Amenity Effects Report (Graphic Attachment Revision 2) (GA-REV 2)
 - Appendix Addendum Three – Visual Simulations related to Assessment of Landscape and Visual Amenity Effects.
 - Appendix Addendum Four – Acoustic Engineering Services – Tower Height Changes.
7. Both the documentation in the application and this addendum are provided as part of the application documentation. With respect to this addendum, this document and Appendix 1 the Assessment of Landscape and Visual Assessment Addendum are to be considered together when considering the proposal and the evaluation of the proposal. In any situation where the information in this addendum supersedes or results in any tension with the original application documentation, the information in this addendum, including Appendices 1 and 2 are to be preferred.

Description of the Proposal

8. The proposal is described in the application documentation other than the changes identified below. Details of the proposed changes are also addressed in the Landscape and Visual Assessment Addendum in Appendix 1 of this document.

Start and Stop Stations

9. This addendum supersedes paragraphs 12-18 in the application.
10. A number of changes have been made to the design of the Start Station. This is in response to the requirements for the solar system design, storage requirements and to ensure operation and rider safety. Details of the Start Station are shown on Sheets 18-22 of GA-REV 2.
11. Minor refinements are proposed to the Stop Station. These relate to changes to the roof design and storage. Changes have also occurred to the design of balustrading, decking and access gate. Details of the Stop Station are shown on Sheets 24-28 of GA-REV 2.
12. The start station is located near the top of Conical Hill at 547.57 masl. Riders will begin the gravity ride at this location.
13. The stop station will be located at 487.57 masl on the south face any clearing towards the bottom of the hill. Riders will end the gravity ride at this location.
14. The roof structure of the proposed Start Station has been amended. Solar panels will be sited on the roof structure of the Start Station. To achieve the minimum area and angles necessary the roof design has changed. The roof is a mono-pitch roof at 20 degrees. The maximum height of the Start Station will not exceed 8m.
15. The storage proposed at the Start Station has been increased to include storage for all necessary equipment, including solar batteries, safety equipment, cleaning equipment and ancillary storage. The storage will be in the form of a 3.8m long built-in timber storage bench (which can double as rider waiting seating) and a 2.2m by 3.8m timber cabinet.
16. A briefing screen will also be included within the briefing area which will be used for video briefing riders and providing ride information. This will only be used during the operating hours of the activity.
17. The proposed Stop Station roof design has been amended as solar panels are no longer proposed for its roof. The roof pitch has been set to 25 degrees and will be symmetrical. The height of the roof has not changed and does not exceed 8m.
18. The proposed finished floor level is at 487.57. Storage for the stop platform has been modified to ensure that the proposed storage across the back of the platform has a gap for the tensioned cable to pass through.

19. Both the start and stop structures provide gated access to ensure the safety of users and also provide security of access outside operating hours. Both platforms are fully covered to provide weather protection for riders and staff.
20. Both structures will have a timber deck with colour steel post and roof, timber balustrade and timber gates. The structures will be open with timber balustrade but no walls. The timber will either be left to weather naturally or will have a transparent coat that will not change the timber natural colour. The proposed roof structures will be colour steel roofing and a dark recessive colour.
21. As was described in the application an accessible toilet will be installed near the start station platform.
22. Access to the start station will be by accessible tracks via existing walking tracks on Conical Hill Reserve, or by way of existing walking and cycle tracks on commercial forestry land which surrounds the reserve to the west, north and east. From the stop station, riders have the option of leaving the area of the ride by link tracks to existing tracks within the reserve whereby persons will either leave the proposal area to access other parts of the reserve or will return via the existing walkway to the start station.
23. Ride trolleys will be returned to the Start Station by returning up the cable when riders are not present.

Poles and Cables

24. This addendum supersedes paragraphs 19-22 in the application.
25. There has been revision of the proposed poles and cable requirements. The proposed locations of the poles have not changed. However, the height of the poles has been changed to ensure that the required rider clearances above ground is achieved.
26. The poles and cable providing the ride will consist of seven poles (labelled T1-T7 on the Graphic Attachment). The poles will be one of three different designs and will have guy lines. The poles will have a paint or powder coat finish in a dark recessive colour with LRV less than 10%. Colour options, selected from the Hanmer Springs Design Standards roof colour options, are ColorCote Karaka, Grey Friars or Ironsand or Resene Pine Tree, Rangoon Green, or Maire.
27. The location of the seven poles is shown within the Graphic Attachment attached to this application. Primarily the poles are located within forested areas. It is noted that the location of the poles is identified but the consent seeks the ability for detailed micro-siting to occur, subject to detailed on site geotechnical of each site. The extent of micro-siting sought in this application is that any pole may be relocated within ten metres of the location shown, for T1-T7 on the plans supporting this application (in Appendix Two). The micro-siting allowance is sought to enable the exact location of the poles to be refined to ensure the most appropriate location for each pole addressing ground conditions and also enabling options for avoiding and managing any skink and gecko habitat areas.

28. The height of each pole varies (depending on its location) but are between 6.4 to 11.5m in height which is an increase over the original application documentation. The increase in pole height required to achieve required rider clearance has been informed through the process of surveying the ground level under the ride path. The final pole locations will be subject to micro-siting, if necessary. The height of the poles is described in the following table:

Pole	Height in Original Application	Proposed Revised Height	Increase
T1	6.0 m	6.4 m	0.4 m
T2	10.2 m	11.0 m	0.8 m
T3	7.4 m	8.5 m	1.1 m
T4	8.7 m	9.8 m	1.1 m
T5	7.3 m (2 towers)	11.5 m	4.2 m
T6	6.8 m	8.5 m	1.7 m
T7	7.3 m	7.3 m	0 m

29. With respect to cables and other fixtures an overhead power/data cable has been proposed to run from the Start Station to the Stop Station via the tops of the ride poles. This was not described in the original documentation. This will enable solar generated power from the Start Station to be distributed to the Stop Station. It is shown on Sheet 13 of the GA-REV 2.
30. In addition to the proposed height changes, greater detail for the ride, maintenance and communication elements of the tower design have been explored. This includes addition of elements including cameras, Yagi-Uda antennae, glide plate and fixed ladder rungs.
31. The installation of the poles and cables will require selective tree removal. In the original application a minimum of eight trees were identified as needing to be removed. While the need for removal and pruning of other trees to achieve a minimum clearance of trees and riders was identified as being necessary the eight trees identified was an error and did not provide sufficient information to understand what would be needed to ensure rider safety requirements were also achieved. This addendum redresses this error.
32. Further site investigations have now been completed that have addressed the trees required to be removed in more detail. The majority of trees to be removed are invasive wilding pine species including Larch, Monterey Pine and Douglas Fir. The trees identified as being removed to install and operate the ride safely are identified in the table below.
33. The tree numbers provided below are an estimation as to the number of trees that will be removed or pruned. There may be some additional removal and pruning of trees required relating to the construction of the access tracks and to ensure the necessary clearances are achieved from the power/data cable. Micrositing allowances sought for the poles location and access tracks, to facilitate the best siting to minimise impact on lizard habitat and minimise earthworks may result in different trees being affected, or some additional trees being affected than those identified. All efforts will be undertaken

to minimise the removal of trees. However, in terms of the construction methodology minimising the habitat of lizards affected or disturbed will take priority over avoiding the removal or trimming of trees.

Span	Remove (number & species)	Prune (number & species)	Heights
1	4 – Larch & Douglas fir	0	12-13 m
2	6 – Larch	1 – Douglas fir	12-14 m
3	30 – Larch, Monterey Pine, Douglas fir	several - Kanuka	8-18 m
4	5 – Douglas fir, Monterey Pine	1 – Douglas fir	10-20 m
5	4 – Monterey Pine	several - Kanuka	5-20 m
6	8 – Monterey Pine, Douglas fir	several - Kanuka	6-24 m
7	15 – Larch, Mountain Ash, Monterey Pine, Leyland Cypress, Kanuka	2 – Mountain Ash	6-22 m

Earthworks

34. This addendum supersedes paragraphs 23 to 25 of the application documentation. The earthworks associated with the Start and Stop station have been changed. The amount of earthworks associated with both the Start and Stop Stations has increased.
35. Earthworks will be involved during the construction of the activity.
36. The earthworks required are related to:
- (a) Start Station, (approximately 129m² area with volume to 36m³ cut and 2m³ fill) including:
 - i. Providing access to the platform
 - ii. Providing a small flat area for rider briefing and waiting adjacent to the platform
 - iii. Providing an area for the installation of a toilet.

The proposed earthworks around the Start Station platform has been refined including smoothing of levels to the back of the platform to provide vehicle access for removing the trolleys at the end of the day. The volume specified is exclusive of the works required to provide foundations for the platform.

- (b) Construction of the Poles (the final volume for the pole construction is dependent on the contractor and their final method of construction¹) – but will address:
 - i. Providing access to the pole locations
 - ii. Levelling around the pole bases to provide for installation of poles and anchors (approximately a 2m radius)
 - iii. Excavation for the pole foundations.
- (c) Stop Station (approximately 176m² with volumes of 71m³ of cut and 2m³ of fill).

¹ The overall quantum of earthworks will be as limited to the extent possible in liaison with the appointed Contractor.

- i. To provide accessible path connection from the proposed stop station to the existing Conical Hill walking track

The proposed earthworks at the Stop Station platform have been refined including smoothing of the proposed track to a continuous grade of 6.5%. The batter slope grades have also been refined with a maximum slope of 1:1 proposed. This will be stabilised with geogrid and planted. The volume specified is exclusive of the works required to provide foundations for the platform.

37. Revegetation of areas disturbed during construction will occur using indigenous plants from the Conical Hill Landscape Concept Revegetation Plan.

Construction Access

38. This addendum provides new paragraphs below.
39. Further detailed work has been completed on providing construction access to the site. A key driver for the approach to construction access has been to minimise disturbance to Rough Geckos and high quality lizard habitat on the hillside. The work on the preliminary construction access program has been completed in co-ordination with the Herpetologist who is working on the associated wildlife permit being sought from the Department of Conservation.
40. Construction access is primarily to be achieved from existing tracks and forestry cuttings on the hill. This will require the reinstatement of some of the tracks which are overgrown in some locations. Poles 1,4 and 7 are accessible from existing tracks with a short section of new track or levelling required for construction. To access Poles 2, 3, 5² and 6 new track areas will be required. Any new tracks will have a formed width of approximately 2.5m. Post construction the track width will be reduced to approximately 1.5m width to enable continued access for maintenance. Disturbed areas not required for continued maintenance will be planted with native planting. Further details of the location of the tracks and new access locations and replanting are described in detail in the Landscape and Visual Assessment Addendum and are shown on Sheet 12 of GA-REV2.

Description of the Site and Surrounds

41. The addendum makes no changes to this section of the application documentation.

² While creating a track is the preferred option the applicant is seeking to retain the option of using helicopter access as a construction option for Pole 5. Confirmation of the method utilised will not occur until final detailed design. The tracking option has the greatest potential effects and as such the effects of the formation of new tracking has been evaluated.

Statutory Assessment

Hurunui District Plan

Rules

42. The changes to the proposal described in this addendum do not result in any additional non-compliances with rules over and above those described in the application documentation.
43. While the height of a number of the Poles has increased a breach in the height rule relating to the height of the poles was already addressed in the application. The changes to the start and stop stations do not result in any additional breaches of District Plan rules.
44. With respect to noise – this was a matter identified as necessitating consent. A breach of the noise rule was already identified in the application. The implications of the increase in the pole heights on noise has been addressed in relation to effects of the proposal. It does not result in a breach of a rule that was not already identified.
45. The increase in earthworks does not result in any rules in the District Plan being breached. These works therefore fall within the expectations for earthworks expressed in the District Plan.
46. The removal of additional trees do not result in any rules in the District Plan being breached.
47. The key effects of the changes to the proposal are in relation to visual effects. The actual or potential visual effects of all the changes have been assessed and are addressed in detail in Appendix 1 of this addendum. Consideration has been given to whether the increase in height of the Poles alters the noise assessment provided as part of the application documents. Confirmation has been received from the consultant who completed the noise assessment that the changes to the proposal addressed in this addendum do not change the conclusions in the noise assessment.
48. The changes to the form of the roof for the Start Station is addressed in the Landscape and Visual Assessment Addendum attached as Appendix 1 of this report. The consistency or otherwise of the design with the design guidelines is considered. When considering the statutory requirements any change of the roof design does not result in an additional non-compliance with the rules relating to design. The guidance documents have been considered and evaluated. This is done in the landscape and visual assessment addendum.
49. There are no changes to the statutory assessment section of the application, other than the height of the Poles are identified. The activity status is considered to remain unchanged being a discretionary activity.
50. This addendum supersedes the table addressing height in paragraph 38 of the application, detailed below.

Open Space Standards for Permitted Activities	<i>Evaluation</i>
<i>Standards</i>	
1. Height The maximum height of any building or structure is 8 m.	Poles T2, T3, T4, T5 and T6 are greater than 8m with the maximum height being 11.5m of T5. The other poles and the start and stop stations do not exceed 8m.

Objectives and Policies

- 51. The assessment of the objectives and policies undertaken in the application documentation has been reviewed considering the changes to the proposal described in this addendum.
- 52. This review included consideration of the provisions addressed in the application itself and for those provisions relating to character, amenity values, qualities of the environment and special qualities of the environment the evaluation that was undertaken in the landscape assessment in Appendix One of the application documentation.
- 53. No changes are needed to the evaluations undertaken. The evaluation undertaken in the application and in the Landscape and visual assessment remains relevant to the changes addressed in this addendum.

Reserves Act

- 54. The addendum makes no changes to this section of the application documentation.

Reserve Management Plan

- 55. This addendum supersedes paragraph 73 relating to indigenous vegetation and paragraphs 74 relating to lizard species. It also seeks to amend any reference to "South Marlborough Grass Skinks" in paragraphs 75, 76, 79, 82, 151, 153, 156, 166 and 172 to "Canterbury Grass Skink".
- 56. With respect to indigenous vegetation the proposal will result in minor removal and disturbance of kanuka and broom which forms part of undergrowth. The Kanuka is undergrowth and intermixed with broom and other exotic species, as such it is not an identifiable area of indigenous vegetation. Any removal of kanuka will not impact of the preservation of the natural character of indigenous vegetation within the reserve.
- 57. With respect to lizard habitat the list of species identified in the application document referred to South Marlborough Grass Skinks when it should have referred to the Canterbury Grass Skink. The Canterbury Grass Skink has a threatened species category of At-Risk Declining. All references to South Marlborough Grass Skinks in the

application are to be changed to refer to the Canterbury Grass Skink. There is no change to the evaluation undertaken only the species name.

58. The assessment of the objectives and policies undertaken in the application documentation has been reviewed considering the changes to the proposal described in this addendum. No changes are needed to the evaluations undertaken other than those identified above. The evaluation undertaken in the application and in the Landscape and visual assessment remains relevant to the changes addressed in this addendum

Actual and Potential Effects on the Environment

59. This addendum supersedes paragraph 116 of the application documentation to amend the reference to two poles exceeding 8m to address all poles over 8m. The paragraph should read:

"This provides that the key focus for the effects to be considered are the height of those poles that exceed 8m in height; not providing carparking on site and noise from the operation where the exceedance may occur at the site boundary. These matters are considered and assessed as part of the application."

Built Form, Visual Amenity and Landscape Character

60. This addendum supersedes paragraph 112 of the application documentation to amend the reference to two poles exceeding 8m to address all poles over 8m. The paragraph should read:

"The design, scale and nature of the proposed buildings and any potential impact of the structures and activity occurring on the site are important considerations. If the permitted baseline is applied the focus would only be on the height of the Poles that exceed 8m in height."

61. In addition to the paragraph above the addendum also updates all references in this section so that the landscape and visual assessment not only include the matters in Appendix One of the application documentation but also to include consideration of the updated Landscape and Visual Assessment included in Appendix One of this addendum.
62. The effects of the additional height of the poles, the changes to the start and stop stations and the removal of additional trees and additional tree trimming has been considered in detail in the Landscape and Visual Assessment Addendum attached as Appendix 1.
63. The updated evaluation with respect to the changes to the proposal addressed in this addendum do not alter the evaluation and conclusions reached that the proposed built form is not out of character with the setting and will not result in adverse effects that are not appropriate within the environment.
64. Overall, with respect to landscape values, visual amenity and character while there will be a change, the activity being a recreational activity in a recreation reserve is not at odds with the environment that should be anticipated to occur.

Type and Level of Activity and Recreation Character

65. The addendum makes no changes to this section of the application documentation.

Noise

66. The addendum provides additional and updated information in relation to implications of the increase in pole height on noise.
67. The addendum does not alter the conclusion of the original assessment in that noise effects would be minimum provided there was some management of design and speed in key areas. The addendum confirms that this remains the overall conclusion. The addendum identifies that increase in pole height would slightly alter the area of the ride identified as potentially requiring management
68. The addendum provides specific consideration to the properties at:
- (a) 24 Oregon Heights
 - (b) 26 Oregon Heights
 - (c) 17 Oregon Heights and
 - (d) 19 Oregon Heights.

Traffic and car parking

69. The addendum makes no changes to this section of the application documentation.
70. It is acknowledged that an evaluation of carparking matters has been provided separately to the Hurunui District Council. This information forms part of the information supporting the resource consent application.

Gecko and Skink Management

71. The addendum corrects the reference to the Canterbury Grass Skink rather than the Marlborough Grass Skink.
72. The key management approach to lizards is through the Wildlife Act. The wildlife permit application process is proceeding with the Department of Conservation.

Monitoring

73. The addendum makes no changes to this section of the application documentation.

Consultation

74. The addendum makes no changes to this section of the application documentation.

Conditions Offered

75. The addendum seeks to change the reference to South Marlborough Grass Skink to Canterbury Grass Skink in paragraph 166 of the application documentation as set out below:

Prior to any physical construction works occurring on site the applicant will provide the consent authority with either:

- (a) confirmation, in liaison with the Department of Conservation, that no Rough Gecko habitat or Canterbury Grass Skink habitat will be disturbed as a result of construction of this proposal, or*
- (b) if there is potential for Rough Gecko habitat or Canterbury Grass skink habitat, or other lizards to be affected the applicant will not undertake physical works associated with the construction of this proposal unless any permit required under the Wildlife Act has been obtained from the Department of Conservation.*

Notification

- 76. The addendum makes no changes to this section of the application documentation.

Part II RMA

- 77. The addendum makes no changes to this section of the application documentation. The evaluation undertaken has been reviewed in light of the changes to the proposal and remains relevant.

Reserve Act Licence

- 78. The addendum makes no changes to this section of the application documentation.

Conclusion

- 79. The addendum makes no changes to this section of the application documentation. The conclusion has been reviewed in light of the changes to the proposal and remains relevant.

APPENDIX ONE
Landscape and Visual Amenity Assessment Addendum

APPENDIX TWO
Graphic Attachment Addendum

APPENDIX THREE

Visual Simulations related to Assessment of Landscape and Visual Amenity Effects

APPENDIX FOUR
NOISE ADDENDUM