

RC210098 - Hanmer Springs Flyride

To: Hurunui District Council

This is a submission on an application from Hanmer Springs Thermal and Spa (the applicant) for a resource consent to install and operate a gravity-based recreation activity (flyride) on the western face of the Conical Hill Reserve at 54 Lucas Lane, Hanmer Springs.

1. **Name of Submitter**

- Peter & Michelle Corbishley, Owners of 5 Oregon Heights, Hanmer Springs

2. **For the purpose of the Section 308B of the resource Management Act 1991**

- I am not a trade competitor

3. **I am or I am not directly affected by the effect of the subject matter of the submission that:**

- a) Adversely affects the environment; and
 - b) Does not relate to trade competition or effect of trace competition
- We are affected

4. **The specific parts of the application that my submission relates to are:**

1) **Rule breaches**

- Five (5) out of seven (7) poles proposed ***are higher than the maximum height of 8 metres allowed within the Open Space Zone***, being 11, 8.5, 9.8, 11.5 (x2), 8.5 metres.
- As the poles and line of the proposed flyride are captured under the definition of 'building,' being structures which are more than 2.5 metres in height, ***they are required to comply with the Hanmer Springs design standards. The poles and line are constructed of steel which is not a permitted cladding material under the Hanmer Springs design standards.***
- As the application comprises a new activity which is to be established on site, ***carparking is required to be provided. No carparking is proposed as part of this application.***
- The part of the site where the proposed flyride is to be located is within an identified slope hazard 4 area. ***Therefore, the siting and erection of the proposed flyride is a discretionary activity.***
- Overall, the application is a discretionary ***(unrestricted)*** activity in accordance with the District Plan.

In addition, as the ***flyride is proposed to be located on Conical Hill Reserve, the Reserve Management Plan and Reserves Act apply.***

- Under the Reserve Management Plan, any commercial activity is only permitted on reserve land unless specifically allowed for in an individual reserve policy or otherwise licensed by Council.
- *The Conical Hill Reserve Management Plan (Forest Management Programme 2012-2022)* which was approved by the Hanmer Springs Community Board in 2012, does not specifically allow for commercial activities on Conical Hill.

I note: that Hurunui District Council is the owner, of Hanmer Thermal Pools!

Can you please confirm Council's intention and timeline are to:

- 1) rewrite or amend the Conical Hill Reserve Management Plan,
 - Prior to the approval of the Proposal for the Flyride; and
 - if Council chooses to rewrite or amend the Conical Hill Reserve Management Plan, will Council need to seek Community Consultation on the Plan and then, submit a report to Ordinary Council Meeting for endorsement of the amendments of the Conical Hill Reserve Management Plan for approval.
- 2) the flyride will be required to be licensed (certified) by Council.

5. My Submission is in

- [Opposition](#)

Include whether you support or are neutral to specific parts of the application or wish to have them amended and provide reasons for your views. This may be provided on a separate sheet if you need more space

We are thankful to Hurunui District Council for the opportunity to “Have a Say” on this Flyride proposal.

We support and encourage the prosperity growth of the township in general, specifically the residents and the business community. We understand that tourism is an integral part of wealth success of Hanmer Springs and generates employment opportunities.

We are also supportive and sympathise in sharing the concerns raised relating to the unaddressed issues with this proposal involving:

Our main concerns and objections to the current Flyride proposal are:

1. **Carparking is required to be provided.**
No customer carparking is proposed as part of this application.

Access to and from the ride experience for participants and spectators is by pedestrian focussed tracks. There is ***no customer car access proposed or provided to any part of the site, nor any new carparking.***

The Hurunui District Council Plan requires an on-site parking requirement.

The Parking Assessment conducted by Novogroup Planning, Traffic Development dated May 2021, does **not include a proposal for customer car parking** for the flyride site.

Additional car parking concerns are:

a) Visitors / patrons of the Flyride will take numerous walkway shortcuts that are potentially dangerous in order to exit onto Oregon Heights Road

- *We are very concerned about potential pedestrian safety issues, relating to the users of the Flyrider, exiting the ride and using unauthorised / shortcut walking tracks to gain entry onto the Oregon Heights Road Private Road, (House Numbers 5 – 24) as there is no footpath access on Oregon Heights Private Road.*
- *Additional concerns are that the Flyrider visitors & customers will potentially be illegally driving and illegally parking on Oregon Heights Private Road relating to House Numbers 5 – 24, as a matter of opportuneness and convenience.*

Can you please advise, what are the Regulating / Policing / Compliance / Signage / Potential antisocial Issues to address these concerns?

- The Addendum states (60) **it makes no changes to this section of the application documentation.**

As identified in the “Conical Hill Landscape Concept Plan – 2018”

Key issues and opportunities were identified, which could assist in pedestrian traffic management to the Flyride

b) Entrance to Conical Hill - Clear Gateway Signpost signage is needed



1. Entrance Legibility

Current primary entrance to Conical Hill is not well signposted.

Opportunity to create a more prominent gateway by designing the entrance with signage, planting and footpath to base of stairs.

c) **Wayfinding Signage – Opportunities for signage at key points on the track advising direction “To and From” the Flyride**



3. Wayfinding

Limited signage containing track information.

Opportunity to improve signage at key points with track (track difficulty, return trip times etc.) and educational (flora and fauna) information.

2. **Noise** – it was noted in the “Acoustic Engineering Services Report” report, dated 23 December 2020,

Item 2.4 Existing noise levels

- a) **the main noise** source from this activity will be
- the noise from participants’ vocal reactions to the ride, screaming and/or shrieking during the ride experience.
- b) **Other noise sources** from the activity are expected to be:
- People accessing the attraction by walking up and down the existing Conical Hill summit pathway
 - Noise from trolleys moving on the Switchback system track
 - Noise produced by the electric motor and gearing of the trolley return system
 - Private vehicles manoeuvring and parking on Conical Hill Road
- c) Throughout this **19 Oregon Heights & 24 Oregon Heights**
- The report analysis indicates that noise levels at the nearest dwellings due to rider users will typically not exceed **45 dB LAFmax** provided
 - The likelihood of users exerting **peak effort vocalisation** as they traverse the **final two spans (7 and 8) of the ride**. This may involve control of the speed of the trolleys, or other aspects of ride design. **We understand that this level of control is practicable. For this scenario noise levels of up to scenario noise levels of up to **65 LAFmax****
- d) Noted in the **Addendum by Acoustic Engineering Services** dated 24 June 2021, 17 Oregon Heights is likely to be impacted by a noise level increase, due to pole / tower height changes.

NB: We find it difficult to accept or agree on the *proposed noise* decibel levels of **45 and 65** presented on the above 2 scenarios, will represent, real time, when Flyride is in operation. It is our genuine belief that the noise levels will be much higher from the customers / visitors than presented in the report.

Please see the “Examples of Decibels Table below” to provide clarity and an understanding what these levels presented in the “Acoustic Engineering Services Report” report, dated 23 December 2020, equate to in real life scenarios.

DECIBEL	SOUND	EXAMPLE	Acoustic Report Suggests the noise levels
10	Almost inaudible	A leaf falling	
20	Audible	Rustles of autumnal leaves	
30	Very quiet	Whispering	
40		Living room, quiet classroom	<p>Acoustic Report suggested – 9 Oregon Heights & 24 Oregon Heights</p> <p>The report analysis indicates that noise levels at the nearest dwellings due to rider users will typically not exceed 45 dB LAFmax provided</p> <p>NB: we find it difficult and unrealistic to accept or agree on the proposed decibel levels of 45 on this scenario</p>
50	Limited sound	Refrigerator working, car driving past	
55		Percolating coffee-maker	
60	Audible	Sound of human voice, machinery	<p>Acoustic Report suggested</p> <p>The likelihood of users exerting peak effort vocalisation as they traverse the final two spans (7 and 8) of the ride.</p> <p>This may involve control of the speed of the trolleys, or other aspects of ride design. We understand that this level of control is practicable. For this scenario noise levels of up to scenario noise levels of up to 65 LAFmax</p> <p>NB: we find it difficult & unrealistic to accept or agree on the proposed decibel levels</p>
70	Irritating	Television set on loud, vacuum cleaner, several people on the telephone	

			of 65 presented on this scenario
75	Constant sound	Busy restaurant around lunchtime	
80	Unpleasant	Alarm clock, freight traffic, doorbell	
85	Loud	Sawing, mixer	
90	Extremely unpleasant	Truck close by, screaming, yelling, shouting	
95	Noisy	Drill, violin	
100	Extremely unpleasant	Machine in a factory, compressor, fighter jet at 300 m	
105	Even louder	Helicopter close by, large drum	

3. If the Development Application / proposal is approved, can you please advise, what would Councils proposed DA conditions of consent consider including to ensure that in the future, the possibility of the licence for the Flyrider is purchased by a private business or owner, to ensure that:

- the appropriate restrictions, relating to pedestrian safety, Customer Car Parking and appropriate Customer Amenities are agreeably managed,
- together with the regulation of any potential further commercial development opportunities on Conical Hill are considered, in the interest of the Community.

4. Removal of trees

The removal of trees from the original application has **risen from approximately eight (8) to seventy two (72)**, being removed, which equates to over an **800% increase**.

With such a miscalculation by the applicant, we have *no confidence* that any control measures will be put in place by Hurunui District Council, or further trees will be removed.

5. Landscape and visual assessment.

As homeowners at 5 Oregon Heights, we **strongly object** to the visual impact the T7 pole and Stop Station will have near or property (*Rough and Milne landscape Architects document, 24 June 2021, Viewpoint 9, sheet 37*) and property values to the area.

6. Start station vehicular access:

We ***strongly object*** to daily vehicular access, which would be granted to the applicant to ***remove the trolleys at the end of the day.***

We use these walking tracks extensively and we do not want to be having to look over our shoulders for any vehicles, whilst using these tracks.

7. No Provision has been made in the application for emergency service vehicle access.

In my professional opinion as a Building Consultant and Licenced Builder (NSW) and having undertaken Expert Witness Reports for the NSW Civil and Administrative Tribunal (NCAT), I have never come across so many breaches for an application in my 40 years in the industry.

We strongly request that Hurunui District Council decline the application for the proposed flyride on Conical Hill.

There are numerous alternative locations that could be explored, which would not threaten the Lizard / Gecko wildlife, nor impede on the local resident's entitlement to peaceful and private environment.

We wish to be heard regarding our submission on this proposal.

Your sincerely

Peter and Michelle Corbishley

5 Oregon Heights

Hanmer Springs

88 Alison Road

Randwick, Sydney