

Variation to Chapter 21 Rural Zone (QLDC District Plan) to introduce Priority Area Landscape Schedules.

Debbie MacColl Submitter No 68

Introduction

1. My Name is Debbie MacColl. I own property situated on the South Western end of Morven Hill with my largest title is a 82ha block located in the ONL area as described in 21.22.4. PA ONF Morven Hill. The land that has been in my ownership since 1986, farmed as a grazing operation with a mixture of sheep, cattle, goats, and deer. Morven Hill has been traditionally used for pastoral grazing since the mid to late 1800's.
2. I have attended hearings and made submissions on the current QLDC Proposed District Plan and previous District Plans, so understand the process involved.
3. I support the submissions made by Kincardine Angus Ltd owned by Mike and Gemma Smith, my neighbors to the Southwestern side of my property.
4. I support the Evidence of Kristan Stalker Especially points number 9, 10, 11 and 12 as these points relate to all farming areas within ONL and ONF areas.
5. QLDC is based in a natural landscape of mountains, lakes, rivers and valley floors. The tourism industry of the district is based in all these areas which include activities such as skiing, tramping, mountain biking, parapenting, jet boating etc. Many of which have only been developed in the last 40 years. There can be up to 20,000 people on any one given day out of an approx. 120 day season in our 5 ski areas within the QLDC. Transport links and facilities are key to people enjoying these activities. The proposed gondola to Remarkables ski field is an innovative way to transport people to the mountain.
6. There are various parts of the Landscape Schedules that contradict themselves. For example, in the Morven Hill ONF on page 4 it states there is no landscape capacity for tourism related activities, transport Infrastructure, forestry and rural living, yet all these activities exist in the Morven Hill ONF.

Alterations to capacity ratings for Morven Hill Priority Area schedule.

- A. Morven Hill ONF 21.22.4 PA ONF Morven Hill: Schedule of Landscape Values Landscape Capacity should be altered to the following.
 - i **Commercial recreational activities - Moderate capacity**
 - ii **Visitor accommodation and tourism related activities moderate capacity**
 - v. **Earthworks - limited**
 - vi **Farm buildings – moderate**
 - vii **Transport infrastructure – limited** - this is vital to upkeep the farm tracks and roads servicing Transpower National Grid lines, also the service tracks to all communications infrastructure on both Morven Hill and Little Morven Hill structures. (this applies to other hills in the QLDC)
 - xi **Forestry - limited**
 - xii **Rural living - limited**

Alterations to PA schedules and preamble.

- B. Repeated descriptions in each chapter should be placed in the preamble. It makes the document cumbersome to read and nullifies the specific points relating to each area that the writer is trying to highlight. Sections that would be best placed in the preamble as an overall narrative are:
- a. **Manu whenua features and their locations.** General bullet points in the preamble and actual features should be listed in each schedule.
 - b. **Animal Pest species:** If it is necessary to list species then list should include all of the following: Thar, Deer, Goat, Pig, Wallaby, Dog, Cat, Stoat, Ferret, Wessel, Possum, Rats, Mice, Rabbits, Hare.
 - c. **Transient attributes and values: A general statement that covers all areas in the preamble should be sufficient.** This is completely in the eye of the beholder. E.g. snow – for those tourists and skiers it is a wondrous sight, for farmers, orchardists, grape growers it means frost, loss of income and a lot of work. Every day, every hour the weather patterns and light present a different aspect to any part of the mountains, lakes, rivers, rural areas.
 - d. **21.22.4 ONF Morven Hill, 21.22.6 ONF Slope Hill, and all other PA that have this type of infrastructure. Generally, all this type of infrastructure due to how it works, needs to be sited on high prominent points.** This document needs to recognize more fully the importance of NZ Airways Beacons, weather stations and satellite communications infrastructure on Morven Hill and Little Morven Hill.
 - e. **Transport Infrastructure** for Communication towers, aeronautical navigational aids, weather stations etc. should all be recognised as strategic infrastructure for our modern-day life. Transport infrastructure such as Tracks and roads to these are essential and should be a controlled activity.

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- i. This variation should not give one company a commercial advantage over another. 21.22.13. Queenstown Bay and Environs. **Landscape Capacity Transport Infrastructure –viii. Very limited to no Extremely limited landscape capacity.** Very limited landscape capacity if associated with water-based transport or the TSS Earnslaw. No landscape capacity for other transport infrastructure.
- ii. This limiting of infrastructure to zero around the lake edge is very short sighted as the lake provides an excellent opportunity to transport large numbers of people and become an essential mode of transporting large numbers of people in one vessel from Queenstown to say Frankton. Kawarau River.