BEFORE QUEENSTOWN LAKES DISTRICT COUNCIL

IN THE MATTER of the Resource Management Act 1991

AND submission S0574 by Skyline Enterprises Ltd on the Queenstown Lakes Proposed District Plan

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STATEMENT OF EVIDENCE OF MICHELLE SNODGRASS (Landscape Architect)

Dated 9th June 2017

INTRODUCTION

1. My name is Michelle Snodgrass. I hold the qualification of Bachelor of Landscape Architecture with honours from Lincoln University, and I am a member of the New Zealand Institute of Landscape Architects and I gained my associateship in 2002. I am the Director of Michelle Snodgrass Landscape Architecture which I have been since 2013. Prior to this I worked for Baxter Design Group for 7 years, Scott Wilson in the U.K for 18 months, the Christchurch City Council for 5 years and the Department of Conservation for 2 years. I have been practicing as a landscape architect since 1995.

2. I have read the Code of Conduct for Expert Witnesses contained within the Environment Court Practice note of November 2014 and agree to comply with it. This evidence is within my area of expertise, except where I state that I am relying on information I have been given by another person. I can confirm that I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed herein.

3. I have been asked to give evidence in relation to the landscape and visual effects of the submission to the Proposed District Plan, and the RMA sections 6 and 7and a discussion of the landscape assessment report prepared by Dr. Read for the QLDC S42a report.

4. I have read Dr. Reads report and I agree with her findings and conclusions that the provisions in the original submission were too liberal in light of the prominence and

visual significance of the site. I also agree with the changes to the proposed rules Dr. Read discusses in her evidence, with the exception of Paragraph 8.10 regarding revegetation with appropriate indigenous vegetation within the gondola clearance corridor. I agree with Dr. Read that revegetation of the cleared corridor under the gondola line would have a number of positive effects including exposing the natural topography and demonstrating the process entailed in indigenous vegetation restoration. There is an operational requirement to maintain 45m wide strip underneath the line clear of vegetation for safety and fire reasons. The area outside of the safety corridor and within the 150m wide gondola clearance corridor could feasibly include revegetation with suitable indigenous species.

5. The changes Dr. Read has discussed, to the proposed rules, would be appropriate and result in a zone that maintains the character and quality of the ONL of Bobs Peak while allowing for tourism and recreational development within the proposed zone.

6. The proposed objectives, policies and rules have been revised, taking Dr. Reads comments into account. Mr Dent discusses the revisions in his evidence.

7. It is my understanding that the ultimate result of the proposed area of CTRSZ will be an expanded development zone that will enable continued development of the area for domestic and international tourism and may include but not necessarily be limited to the following aspects:

8. Western Area of Bob's Peak: It is likely that this area will be maintained for access to the upper part of the zone, and potentially for additional storage. Some clearing of Douglas fir may be required.

9. Northern Area of Bob's Peak: comprises the existing firefighting pond, and part of the skyline loop track. A permanent heli-pad to replace the existing heli- pad adjacent to the gondola top terminal is a potential development option in this area as outlined in Mr Dent's evidence. Clearance of the existing Douglas fir will be required to establish a heli-pad or another form of development.

10. Top Terminal: development, upgrading and expansion of the existing restaurant building and associated commercial and commercial recreation activities.

11. Bottom Terminal: Upgrades / expansion of the existing terminal building and potential development of a multi storied car park building.

12. Since the submission my evidence relates to was lodged there have been, and are currently a number of resource consents underway relating to the site:

13. RM160647/Env 2016-CHC-107 for an extended top terminal/restaurant building, new lower terminal building, new gondola line including larger gondola cars and higher pylons, earthworks and landscaping. This application was heard at the Environment Court from the 22nd to the 26th of May and at the time of writing my evidence is awaiting a decision.

14. RM160956 which is an Outline Plan approval for the widening of the gondola line corridor and removal of existing Douglas fir forest within this corridor. This outline plan approval has not been given effect to at the date of writing my evidence. However, the work will be progressing shortly and it is considered a relevant part of the future state of the environment.

15. RM170147 for a new luge lift line including new chairs, pylons, cables, bottom terminal, elevated walkway, removal of buildings at the upper luge terminal and new buildings.

THE PROPOSAL

16. The proposal is to rezone the site from its existing Rural General Zone and High Density Residential Zone Sub-Zone A with a Commercial Precinct Overlay under the Operative District Plan to a new Commercial Tourism & Recreation Sub-zone under the Proposed District Plan, with proposed objectives, policies and rules which would further define the nature of future development on the site.

17. There are three areas that comprise the new sub-zone – the 'Bob's Peak Area', the 'Gondola Corridor' and the 'Lower Terminal Area'. They contain;

    - the existing skyline top terminal, restaurant and luge facilities;
    - the gondola cableway corridor , up to 75m either side of the alignment;
    - the bottom terminal, existing car parking/unloading area including a minor expansion for a new bottom terminal and car park building;
    - an area to the north of the luge building which currently comprises a fire-fighting pond;
    - an area to the west of the lower luge tracks which currently comprises part of the skyline loop track, a storage shed, and the access road;

- all of the existing access track within the Ben Lomond Recreation Reserve utilised for access to the top luge chairlift terminal;

- the AJ Hackett Bungy Lease area

- and the Ziptrek top tree house platform.

18. These locations are all modified by existing infrastructure and with the exception of the bottom terminal and car park, form part of the enclosing landscape of Queenstown. All of those locations are able to be absorbed by the landscape as they are either existing and part of the urban fabric of Queenstown, or, are existing and part of the landscape character of the site.

19. The three areas as described above, is the proposed Commercial Tourism and Recreation Sub-Zone.

20. The proposed Commercial Tourism and Recreation Sub-zone is proposed to be accessed off the existing road which services the top terminal, restaurant and luge facilities.

21. Additional Objectives, Policies and Rules that specifically relate to the proposed re-zone area are proposed to be inserted into the Plan, and be read in conjunction with the Rural Zone provisions of the Proposed District Plan. The proposed Policies, Objectives and Rules are as follows:

21.2.4 Objective – Enable the future growth, development and use of the Commercial Tourism and Recreation Sub-Zone subject to maintaining the landscape and amenity values of the surrounding ONL..

Policies

21.2.14.1 Identify the Commercial Tourism and Recreation Sub-Zone on the Districts Planning Map and enable its development and use for commercial and commercial recreation activities that support the growth of both domestic and international tourism.

21.2.14.2 Control the visual impact of buildings, passenger lift systems and infrastructure associated with commercial and commercial recreation activities;

21.2.14.3 Ensure that buildings, passenger lift systems and infrastructure associated with commercial and commercial recreation activities are not highly prominent on the skyline and remain subservient to the view of Walter Peak when viewed from the north east (Malaghans Road / Gorge Road).

21.2.14.4 Provide for and maintain Gondola access between Brecon St and Bob's Peak including necessary removal of exotic conifers subject to landscape rehabilitation in the event of conifer removal.

21.2.14.5 Ensure the removal of exotic conifer trees in areas other than the Gondola corridor mitigate the post-harvest adverse effects on landscape and visual amenity through landscape rehabilitation.

21.2.14.6 Public access to the Bob's Peak Area of the Commercial Tourism and Recreation Sub-Zone will be facilitated by greater building height in the Lower Terminal Area to accommodate gondola and parking infrastructure..

	Table 11 – Commercial Tourism and Recreation Sub-Zone: Activities	Activity
21.5.53	Buildings Construction, relocation, addition or alteration of any building.. Council's discretion is reserved with respect to the following: Location, external appearance and size; Associated earthworks and landscaping; ….Lighting Provision of water supply, sewerage treatment and disposal electricity and communication services. Parking as determined by an Integrated Transport Assessment. Natural Hazards.	RD
21.5.54	Passenger Lift Systems 21.5.54.1 Passenger Lift Systems within the 'Bob's Peak' area of the Commercial Tourism and Recreation Sub-Zone.	C

	21.5.54.2 Passenger Lift Systems within the Gondola Corridor area of the Commercial Tourism and Recreation Sub-zone. Council's control is reserved with respect to the following matters: Location, external appearance and alignment; Night lighting Height, Associated earthworks Natural Hazards	C
	Commercial Tourism and Recreation Sub Zone: Standards for Buildings and Structures	Non-compliance
21.5.55	Building Height – Bob's Peak Area 21.5.54.1 The maximum height for buildings within the 'Bobs Peak' area of the Commercial Tourism and Recreation Sub-Zone is 10m.	D

	21.5.54.2 The maximum height for Passenger Lift Systems within the 'Bob's Peak' area of the Commercial Tourism and Recreation Sub-Zone is 12m.	D
21.5.56	Building Height – Lower Terminal Area Maximum height for buildings within the 'Lower Terminal' area of the Commercial Tourism and Recreation Sub-Zone is 17.5m	D
21.5.57	Building Coverage Maximum building coverage in the 'Bob's Peak Area' of the Commercial Tourism and Recreation Sub-Zone shall be 35%	D
21.5.58	Forestry Activities Control is reserved with respect to the following: …. Hours of operation, ….health and safety,	C

	….traffic generation, ….associated earthworks, ….landscape rehabilitation	
21.5.59	Commercial Activities	P
21.5.60	Commercial Recreation Activities	P
21.5.61	Parking Areas within the ‘Lower Terminal’ area of the Commercial Tourism and Recreation Sub-Zone	P

22. The proposed CTRSZ will enable controlled activity development. With the matters over which the Council has control at the land use application stage, the Council will be able to control the following aspects of the buildings and structures of the zone to ensure that the relevant Objectives, Policies and Rules are met:

    - The location of buildings.
    - The height, bulk and external appearance of buildings.

- Access and landscaping
- Associated earthworks
- Provision of services such as water supply, sewage treatment and disposal, electricity and communication services.

23. Council will also be able to control the following aspects of the Gondola Cable way and forestry activities:

- The location of cableways
- External appearance
- Lighting
- Associated earthworks
- Landscape rehabilitation

24. It is my understanding that the ultimate result of the proposed area of CTRSZ will be a development zoning that recognizes and provides for the provision of facilities and activities associated with domestic and international tourism. The proposed zoning will afford greater certainty in the consent process which in the immediate future will include projects such as:

- An upgraded gondola cableway located within a cleared corridor
- Bottom terminal building up to 17.5m high

- A multi-storey car park associated with the bottom terminal building
- Additional storage in the western part of the top terminal site
- A top terminal building with an extended restaurant and new top terminal
- Heli-pad

25. All set within an enclosing and existing Douglas fir forest within Ben Lomond Reserve.

LANDSCAPE BASELINE

26. The Skyline Gondola site is a roughly capital 'I' shaped zone of modification from the base of Bob's Peak to the top of Bob's Peak, on the western edge of the Queenstown town centre. The part of the site containing the existing restaurant and luge facilities is approximately 4.1 ha in area and is located in the Ben Lomond Recreation Reserve.

27. The site is part of the foliated schist mountains that make up the enclosing landform of Queenstown, and grades steeply south from the mountain tops to the quaternary sediments that make up the essentially shallow graded base between the toe of the mountains and the edge of Lake Wakatipu, typical of the u-shape of glaciated valleys. The southern face of Bob's Peak comprises shallow, rocky gullies draining to the toe of the mountain.

28. The topography on the western and eastern side of the site, outside of the proposed zone change area, is part of the same mountain face and displays the same steep

grade and a similar landscape character. The surrounding landscape is in turn part of the far larger and overwhelmingly natural and memorable mountain landscape that forms the walls of the Wakatipu basin.

29. The site currently contains the existing gondola top terminal building, luge infrastructure including luge building, gondola cableway, bottom terminal and associated staff car parking.

30. The gondola top station building, is located on the edge of the peak with the luge infrastructure and luge building located on to the north where the grade is somewhat less steep than that of the mountain face above the town.

31. Luge tracks are comprised of concrete and the pedestrian access areas around the top terminal building comprise paving, decking and concrete with the occasional exotic tree. A luge cableway which returns the luge carts to the start of the track is located on the eastern side of the top terminal building at the edge of a slight ridgeline which grades to the east and contains an open grassed area which affords views over Queenstown.

32. The site also contains the AJ Hackett Bungy site which includes existing timber walkways and the bungy facility and is located to the south west of the top terminal building on an open face and close to where the gondolas enter the building.

33. North of the luge building is an existing fire-fighting pond on a flatter area of Bob's Peak which also accesses the Skyline loop track, the Ben Lomond walking track and provides access to the jumping off point for paragliders. The fire fighting pond is

within a small grassed area with the remainder of this part of the site in Douglas fir forest.

34. West of the luge tracks is a small storage shed and the Skyline loop track which is located amongst Douglas fir forest. Current vehicular site access to the top terminal and associated facilities is from Lomond Crescent and does not provide public access.

35. The existing cableway corridor comprises the towers, and cables for the gondolas.

36. The vegetation cover of the top terminal site is grass and small mixed deciduous trees within the luge track complex, with unmanaged grass under the gondola cableway alignment. Within areas to the north and west of the luge facilities, and either side of gondola cableway, the site sits within the existing and long established Douglas fir forest which covers the southern face of Bob's Peak, and mountainsides to the west as far as Fernhill and east into Arthurs Point and from the toe of the mountains to the peak.

37. Overall, while the site of the existing facilities is relatively denuded of vegetation, it sits within the much larger and dominant Douglas fir forest characteristic of the mountain sides of central Queenstown. While the Douglas fir is exotic and considered an undesirable pest species, it is perceived by locals and visitors to be a natural part of an alpine landscape and provides a contiguous landscape amenity.

38. The bottom terminal part of the site includes the bottom terminal building, and a staff carpark which also provides commercial access to the building for goods etc.

39. The site as a whole displays different levels of modification, all of which are associated with tourism and recreational use.

40. The site is located within two parts of the landscape with different characters. The lower part of the site, the bottom terminal and associated car park are with the urban fabric of the town centre, while the cableway and top terminal, luge facilities, zip trek facility, fire fighting pond, storage, walking tracks and AJ Hackett bungy are within the Ben Lomond Recreation Reserve and Ben Lomond Scenic Reserve, a rural landscape. The bottom terminal is at the junction between the topographical change between the quaternary sediments and the steep sides of the schist mountain, and the change from urban to natural.

41. Overall the landscape of which the top part of the site sits within is a small part, is natural and memorable due to the topographical contrast between steep mountain sides, flatter valley bases, and lake, and the contrast between the natural conifer cover of the mountainsides and the urban fabric of Queenstown. The mountains define and enclose the urban area of Queenstown which is subservient to the much larger and dominant natural landscape. The natural landscape area includes but is not dominated by structures and retains, overall, a natural character.

42. The lower part of the site has a range of different urban uses adjacent to it; Queenstown Cemetery to the south west, and the Kiwi Birdlife Park to the west and north west. Further afield, the context is a car parking area, pre-school, Queenstown Primary School, the Queenstown Lakeview Holiday Park, Queenstown Fire Station, Queenstown Medical Centre and café, Mini Golf Queenstown and various commercial enterprises as far as Isle Street and Robins Road. The bottom terminal

site and the surrounds, with the exception of the cemetery, is a node of tourist related facilities and activities.

43. Residential houses, backpackers and boutique hotels are located further out between the commercial/tourist related uses described above and Man Street to the south and south east.

44. The Skyline Gondola is an iconic tourist destination and a Queenstown landmark.

VISIBILITY BASELINE

45. The proposed CTRSZ is potentially visible from a visual catchment that includes Queenstown CBD, the surrounding township, Queenstown Hill, Gorge Road as far as the property known as 'Cliffside', a stretch of Malaghans Road, Fernhill, parts of Frankton, Kelvin Heights, Jacks Point, Queenstown Bay and Lake Wakatipu. The location of the top of the site at an elevated location makes it visible from a broad visual catchment. The gondola cableway is also broadly visible, although less than the top terminal site. The bottom terminal is the least visible part of the site as it is located at the base of Bob's Peak amongst existing urban buildings. Viewers within the visual catchment that are potentially affected by the proposal are listed below. While in theory the Skyline Gondola is visible from large areas as listed previously, and which includes private property, the following is a representative list of public places:

    - Users of Queenstown CBD and associated roads, public facilities such as Stanley Street, Steamer Wharf, The Village Green, Queenstown Bay, the recreation ground and R.S.A memorial hall.

- Users of the Queenstown Botanic Gardens
- Users of the lake and lake edge of Frankton Arm and Kelvin Heights Peninsula
- Users of SH6 adjacent to Jacks Point
- Users of Gorge Road.
- Users of Queenstown Cemetery.
- Users of Remarkables Park at Frankton
- Users of Queenstown Bay
- Users of Lake Wakatipu

46. I have not assessed the site from the lake surface and have estimated the extent of visibility of the existing site.

47. Visibility of the site as a whole is not consistent and there are areas which are less visible than others from the above listed locations. The location of the bottom terminal and associated car park is generally screened by the existing domestic and commercial buildings that make up and are part of, the urban fabric of Queenstown Township. The bottom terminal building is located with other tourist driven commercial development such as the Kiwi Birdlife Park and Queenstown Lakeview Motor Park.

48. The majority of the gondola cableway is visible above the existing built fabric at the toe of Bob's Peak, although the cableway is not as visible as the top terminal building due to the enclosing and screening provided by the existing conifer forest, and the bulk of the cableway components.

49. The existing top terminal building is the most visible part of the proposed CTRSZ area due to its location on the edge of the peak, its elevation above the CBD/township and location on the northern side of the township. The two areas to the north and west proposed as part of the new zone are visible from certain viewpoints, but not all. This is due to the screening offered by the existing top terminal building, the topography of the site, the Douglas fir forest and the elevation of the viewer relative to the top terminal building.

50. As the visual catchment for the proposed CTRSZ is broad and generally is visible from large areas of Queenstown, Frankton, Fernhill, Gorge Road and Kelvin Heights, I have limited the individual viewpoints to the following public places to illustrate the current level of visibility:

R.S.A Memorial Hall Recreation Ground

51. From the recreation ground, the eastern façade of the top terminal, can be seen, as can the majority of the gondola cableway above the urban built fabric of the Queenstown CBD. As the viewer is approximately in line with the cableway at this point, the cableway is clearly visible as three separate cables. The final support tower under which the gondolas run is visible. A very small part of the overhanging structure under which the gondolas travel to enter the top terminal can also be seen. Part of the AJ Hackett bungy structure is also visible. From this viewpoint the top

terminal sits on the skyline and is partially obscured by the existing Douglas fir forest. The existing Douglas fir forest obscures the skyline on either side of the top terminal. The bottom terminal and car park is not visible from this point as it is screened by the residential buildings between Brecon Street and Queenstown Primary School, and the mature exotic trees in amongst the buildings.

The Village Green

52. From the village green, the south eastern façade of the top terminal, which on this face contains the restaurant, can be seen, as can the majority of the gondola cableway above the urban built fabric of the Queenstown CBD. A section of the overhanging structure under which the gondolas travel to enter the top terminal can also be seen. Part of the AJ Hackett bungy structure is also visible. From this viewpoint the top terminal sits on the skyline. The existing Douglas fir forest obscures the skyline on either side of the top terminal. The bottom terminal and car park is not visible from this point.

Steamer Wharf

53. At Steamer wharf the southern façade of the top terminal, which on this face contains the restaurant, can be seen, as can the very top section of the gondola cableway where it changes from vertical to horizontal to enter the building. A section of the overhanging structure under which the gondolas travel to enter the top terminal can also be seen. Part of the AJ Hackett bungy structure is also visible. From this viewpoint the top terminal sits on the skyline. The existing Douglas fir forest obscures the skyline on either side of the top terminal. The bottom terminal and car park is not visible from this point.

Queenstown Botanic Gardens

54. The top terminal building is visible, as is the A.J Hackett bungy structures, and the gondola cableway corridor although the cableway, towers and gondolas are only visible at the top at approximately the location of the A.J.Hackett structures.

Lake Wakatipu

55. From Queenstown Bay, I estimate the degree of visibility of the site would be similar to the view from the Queenstown Botanic Gardens. From the Frankton Arm the view would be similar to that experienced from viewpoints at the Kelvin Heights Golf Course. From further out into the lake I would estimate that the top terminal building is visible, with the ability to discern detail reducing as the distance increases away from the site.

Lakeside Trail where it passes the Queenstown Golf Course

56. The entire top terminal site is visible from this viewpoint. The top terminal building is clearly visible against the bright green background of the grass on the site. The remainder of the structures on the site – the A.J Hackett bungy infrastructure; the luge tracks, building and cableway, are difficult to discern at this distance.

SH6 at entrance to Jacks Point

57. The top terminal site is visible, although the top terminal building is all that is able to be discerned against the green of the grass on the site.

Fernhill Road/Ben Lomond Recreation Reserve

58. The top part of the western facade of the top terminal building, and part of the A.J.Hackett bungy structure is visible. The remainder of the site and existing structures are not visible. The existing topography and Douglas fir tree cover screens the remainder of the top terminal building and site.

Intersection of Fernhill Road and Lynard Crescent, Fernhill

59. The top of the south western corner of the top terminal building is visible. The remainder of the site and existing structures are not visible. The existing topography and Douglas fir tree cover screens the remainder of the top terminal building and site.

Queenstown to Glenorchy Road

60. A viewer gains intermittent views of the top of the south west corner of the top terminal building between Arawhata Road and Fernhill Road.

Gorge Road

61. From Gorge Road, the top of the north eastern facade of the top terminal, and part of the luge return cableway is visible. Part of the open grassed area to the north east of the luge cableway is also visible as is a small area of wind thrown trees. The top terminal and what is visible of the luge return cableway is visible on the skyline. This view is from approximately the end of the industrial zone to ‘Cliffside’ on the western side of Gorge Road approximately 750m from the end of the industrial area.

Malaghans Road

62. The north eastern facade of the top terminal, and part of the luge cableway is visible for a distance of approximately 300m, and 7.9 km from the top terminal building. Part of the open grassed area to the north east of the luge cableway is also visible as is a small area of wind thrown trees. The top terminal and what is visible of the luge return cableway is visible on the ridgeline against the back drop of Walter Peak. The open, grassed area is readily visible due to the contrast between the bright green of the grass and the dark green of the Douglas fir. The top terminal is less noticeable due to its dark coloured cladding.

Frankton/Remarkables Park

63. Views of the top terminal area are difficult to see due to existing buildings, trees and street signs in and around the shopping centre and residential areas. The top terminal site is visible from the corner of Copper Beech Ave and Cheery Blossom Ave. The entire top terminal site is visible including the luge track, luge building and open grassed areas where the site is devoid of trees, although the detail of the site and structures are difficult to discern at this distance.

Bay View Reserve, Kelvin Heights

64. The extent of the site that is visible from this viewpoint is the same as that from the Kelvin Heights golf course.

Frankton Domain

65. The site is not visible from the domain and is screened by Queenstown Hill.

Top of Stanley Street

66. At the intersection of Stanley St and Sydney St the top terminal building and open area to the west and east, gondola cableway, and roof of the bottom terminal is visible.

Queenstown Hill/Car Park at the start of the Queenstown Hill walking track

67. The south eastern façade of the top terminal, the entire gondola cableway, the bottom terminal and the A.J.Hackett structures are visible. The open area to the east and north east of the top terminal is also visible. The luge cableway is also discernible to a minor degree as is the top of the gondola cableway as it enters the top terminal, although both of these structures would likely be missed by the casual observer.

Queenstown Cemetery

68. The western and southern façade of the bottom terminal and southern façade of the top terminal are both visible. The point where the gondolas enter both buildings is also visible. The remainder of the gondola cableway is screened by the forest, while the remainder of the top terminal site is screened by both topography and the Douglas fir forest.

THE LANDSCAPE EFFECTS OF THE PROPOSED ZONE CHANGE

69. The level of magnitude of the effects will be described as:

- None
- Negligible

- Slight
- Moderate
- Substantial
- Severe

70. Landscape effects are those effects on the landscape as a resource, namely its landscape character and the components that make up that character, rather than visual issues. I have considered these effects with reference to the relevant statutory considerations, proposed policies, objectives and rules, and the sites current use, character and applicable planning provisions.

71. The sites location on the top of Bob's Peak, and its clear glacial formation make it a sensitive site that is vulnerable to change. Changes to the landscape could be visible from public places and potentially could affect its character adversely.

72. The site comprises three characteristic parts;

- the top terminal and associated tourist and recreational activities, the firefighting pond, skyline loop track, access road and storage area (Bob's Peak Area);
- the gondola cableway (Gondola corridor);
- and the bottom terminal and associated car parking (Lower terminal area).

73. The characteristics of the three parts are different, although this is less so between the cableway and top terminal. The characteristics of the top terminal site is a

building on a skyline set within an open modified area of hard surfacing and structures within an evergreen conifer forest. The gondola cableway is a linear structure embedded in an evergreen conifer forest on a mountain side. The bottom terminal and carpark characteristics are urban and tourism related. The potential changes to the three parts will differ, and can be absorbed with different levels of mitigation provided by the proposed policies, objectives and rules.

74. The elements of the site and wider landscape that are potentially affected by rezoning the land are the urban character of the Queenstown CBD, the landscape character of the flanks of the Ben Lomond Recreation Reserve, the landscape character of Bob's Peak, and the general effect of the entire proposed zone on the broader outstanding natural landscape. As I have described previously in my evidence, the site is part of two different proposed district plan zones; Rural General and Queenstown Town Centre Precinct 1A. It is an Outstanding Natural Landscape (Wakatipu Basin) with a natural topography and natural, although exotic vegetation character, which clearly displays its glacial formation, and is modified. It is also an urban landscape and part of a tourism and recreation node.

75. The character of the site and surrounding landscape in which it sits have been described previously in my evidence. The site of the proposed zone change includes land used for commercial and recreational activities, and an urban edge. At the broader scale the site is part of a natural and memorable landscape with the contrast between the urban area and mountains emphasising this character. The proposed CRTSZ will officially extend an existing commercial and recreational area over an area that is already functioning to provide tourism related recreational activities and

facilities. The proposed zone will for the most part be confined by the existing areas of modification on the site.

76. Some of the potential development planned for the short term which is likely to occur within the proposed CTRSZ has been described previously in my evidence. It will potentially comprise a new bottom terminal building, new bottom car park, a heli-pad, storage areas, extension to the top terminal restaurant and recreation structures of limited height that will be moderately different to the existing level of development. Vehicle access will remain via the existing access road from Lomond Crescent.

Landscape effect on the top terminal site.

77. The landscape of the top terminal site has been modified to a high degree by the existing top terminal and restaurant building, luge tracks, outdoor seating and walking areas adjacent to the top terminal, to minimal modification in the forest to the west where the skyline loop track is located, and to the north where the fire fighting pond is located. The effects of the change to the proposed zone of CTRSZ from a Rural Zone within those areas of high modification will be none to moderate as the established character is already a recreation based one with urban type elements and varying degrees of modification.

78. The effects of the zone change within the area to the north and the area to the west will be to the natural character provided by the cover of Douglas fir, and the minimally modified topography. The effects on the landscape character will be dependent on the details of the future use which as detailed above is likely to be a helipad in the northernmost area and additional storage to the west, plus cleared forest at the northern and western sites. The magnitude of effect is likely to be slight to moderate,

however the effect would be limited to the two locations, is very small scale, and is part of an existing modified node of recreational activity.

79. The change in landscape character created by potential future development would be experienced by users of the site which would be expected as part of the use of the site, and by viewers outside of the site in Queenstown, Frankton, Kelvin Heights, Fernhill, Queenstown Hill and Jacks Point. The effect on the landscape character for those viewers would be negligible to slight and in my opinion will be adequately protected by the proposed matters of control in the proposed provisions and the supporting Objective and Policies.

80. The modification of the site as a result of the proposed provisions for the CTRSZ will be to increase the level of modification. A particular effect will be the removal of Douglas fir in the areas to the north and west which will result in a slight decrease in the current natural character of the northern and western areas, and a slight increase in a more appropriate indigenous natural character .

Landscape effect on the gondola cableway

81. The potential effect of the widening of the corridor under the cableway alignment will be to the forested character of the mountain slope below Bob's Peak. The current cleared corridor varies between approximately 20m wide in the top third, to approximately 80m at the bottom of the cableway adjacent to the bottom terminal. The current gondola cableway is reasonably discrete and contained by the forest. The increase from the current width to an overall width of 150m will be substantial. The contrast between the cleared corridor and the forest cover will highlight the structures of the cableway, gondolas and supports, and increase its visibility from

wider areas of Queenstown , Frankton, and Kelvin Heights. The magnitude of the landscape effect would be substantial although, not dissimilar to that which can presently occur through QLDC's Designation #373 for forestry purposes.

82. In comparison to Designation #373, the proposed planning provisions afford the Council control over the landscape re-habilitation of any area subjected to forestry activities. Accordingly, the end result is unlikely to be a straight linear cut through the existing conifer cover and without any reasonable level of landscape mitigation.

Landscape effect on the bottom terminal site.

83. The potential change to the urban character of the bottom terminal and car park will be to the area the car park presently occupies and to the bulk and location of built form. The proposed CTRSZ will allow a maximum building height of 17.5m, and no maximum building coverage although Council will retain control over location and size of buildings. The CTRSZ proposes a maximum height of 17.5m specifically to allow for the gondola cableway to enter a future upgraded building in recognition of the technical constraints in achieving a suitable angle for the cableway given the proximity of the toe of Bob's Peak. The landscape effect of the proposed zone change on this part of the site is slight to moderate. The potential increase in bulk and location of future buildings associated with the Gondola bottom terminal would not be out of keeping with the recreation node of the immediate area. A potential future car park building will increase the built form of the site substantially. The landscape effect will be moderate because of the expected outcome of the proposed policies, objectives and rules and because of the future car park's location contained to the current area with a slight expansion which is well tucked into the toe of the mountain, and is contained by the Kiwi Birdlife Park to the south.

84. In terms of the landscape character, the proposed zone will be the legitimization of an existing node of recreation and tourism activities within the broader natural landscape character, and will maintain the current level of natural character. Commercial tourism development will be a minor component of the character because of both the existing modification of the site, and because of the comparative scales of the proposed actual area of development, to the broader landscape of mountains which form the immediate landscape context.

85. At a broader scale the proposed zone will solidify an existing recreation node in close proximity to Queenstown CBD, wholly contained by a larger Rural Zone with a dominant and very large scale natural character. In my opinion the magnitude of visual impact and level of significance, if the proposed provisions are adopted would be negligible to moderate, and would maintain the natural character of the ONL.

THE VISUAL EFFECTS OF THE PROPOSED ZONE CHANGE

86. Visual effects are the effects that an activity may have on specific views and the visual amenity experienced by viewers. In the case of the proposed zone change, because the gondola top terminal is visible from large areas of Queenstown, Frankton and Kelvin Heights the following viewpoints have been chosen as representative of the generalised visual effects. The visual amenity effect is the difference between the landscape character of the current zone and proposed zone.

87. The visibility baseline section of my evidence describes the potential views of the proposed zone from the above listed viewpoints. The degree of visibility would be dependent on retention of existing Douglas fir where possible, the height and colour of future buildings and structures, and the effect of clearing a corridor under the

cableway alignment. The effects have been described within the parameters of proposed height and development of the proposed zone. The scale of the proposed area of the plan change is small and would not become the dominant element in the broader landscape.

88. The level of magnitude of the effects will be described as:

- None
- Negligible
- Slight
- Moderate
- Substantial
- Severe

Viewpoints

89. The potential visual effects brought about by the proposal in relation to the above viewpoints is discussed as follows.

R.S.A Memorial Hall Recreation Ground

90. Extension of the top terminal to the east would be visible due to the removal of Douglas fir trees under the gondola cableway. Development within the northern and western areas, and potential recreational structures elsewhere on the site such as a flying fox would not be visible due to screening provided by the top terminal building and site topography. The widened cableway corridor would be clearly visible, although the degree of visibility of the existing gondola and cableway structures would not increase as they are already clearly visible at this viewpoint. Changes to the bottom terminal and a new car parking building would not be visible due to existing buildings and mature trees between the viewer and the bottom terminal.

91. The visual effect of the zone change to the top and bottom terminal sites would be slight. The visual effect of the widening of the gondola corridor would be moderate given the anticipated effects of Designation #373.

The Village Green

92. The extent of visibility of future development, and the visual effect would be the same as that from the R.S.A Memorial Hall Recreation Ground – slight to moderate.

Steamer Wharf

93. Extension of the top terminal to the east would be visible due to the removal of Douglas fir trees under the gondola cableway. Development within the northern and western areas, and potential recreational structures elsewhere on the site such as a flying fox would not be visible due to screening provided by the top terminal building and site topography. The widened cableway corridor would be clearly visible, and the degree of visibility of the existing gondola and cableway structures would increase as

they are not clearly visible at this viewpoint. Changes to the bottom terminal and staff car parking would not be visible due to existing buildings and mature trees between the viewer and the bottom terminal.

94. The visual effect of the zone change to the top and bottom terminal sites would be slight. The visual effect of the widening of the gondola corridor would be moderate given the anticipated effects of Designation #373.

Queenstown Botanic Gardens

95. The visual effect from the botanic gardens would be the same as that experienced from Steamer Wharf, in that it would be slight to moderate.

Lakeside Trail where it passes the Kelvin Heights Golf Course

96. Extension of the top terminal would be visible from this viewpoint if it was to occur on the western eastern or southern side of the existing building. Development in the northern area such as a potential heli-pad would be visible due to the requirement to clear the Douglas fir. A building in the same location would also potentially be visible above the existing restaurant building against a backdrop of existing Douglas fir forest. Detail of a building at this distance would be hard to discern while a lightweight recreation structure such as a cableway would not be visible due to distance.

97. Development in the western areas would be visible depending on exact location, scale and the extent of Douglas fir clearance. A dark coloured building or structure would potentially be difficult to discern against the dark back drop of Douglas fir, as would a lightweight structure such as a cableway.

98. The widened gondola cableway clearance would also be visible as would the gondola and cableway structures, although the distance would reduce the degree of detail so that the structures were difficult to discern. A new or modified bottom terminal and car park building would not be visible from this viewpoint.

99. The visual effect of the bottom terminal site would be none, of the top terminal site, negligible and of the gondola cableway corridor, moderate due to the anticipated effect of Designation # 373.

Bay View Reserve, Kelvin Heights

100. The visibility of the proposed zone and changes to the existing development would be the same as that seen from the Lakeside trail where it passes the Kelvin Heights Golf Course. The visual effect of the bottom terminal site would be none, negligible from the top terminal site and moderate of the gondola cableway corridor due to the anticipated effect of Designation # 373.

SH6/Entrance to Jacks Point

101. An extension to the top terminal building would likely be discernible from this viewpoint, although detail would not be visible. Other development on the site would also be difficult to discern and would not be visible if it was a lightweight structure. The widened cableway corridor would be visible although the distance at which it was viewed would reduce the effect of the width. Development of the bottom terminal site would not be visible from this viewpoint.

102. The visual effect would be none to negligible.

Frankton Domain

103. No aspects of the proposed zone would be visible.

Fernhill

104. Development within the western area would be visible dependent on tree clearance, although in my opinion the degree of visibility will be slight due to the topography of the western area and the Douglas fir forest outside of the site. Development of the remainder of the site will not be visible.

105. The top of the cleared gondola cableway corridor at approximately the location of the AJ Hackett structures will be visible. The remainder of the cleared cableway corridor will not be visible.

106. Development of the bottom terminal site will not be visible from this viewpoint.

107. The visual effect will be none to slight.

Queenstown Hill/car park at the start of the Queenstown Hill Walking track.

108. It is unlikely that development in the northern area, and development in the western area will be visible due to site topography and the screening provided by the Douglas fir.

109. Extension of the top terminal building to the east will be visible, and is likely to break the skyline for a short distance. Development of the eastern part of the top terminal will be visible if it is a building while a lightweight structure will be hard to discern.

110. The proposed widened corridor will be clearly visible and this will also increase the visibility of the existing gondola towers, cableway and gondolas themselves. An extension to the existing bottom terminal will also be partially visible. An expanded existing car parking area will not be visible.

111. The visual effect will be slight to moderate.

Queenstown Cemetery

112. From the cemetery, an extension of the bottom terminal, a new car parking building and the widening of the cableway corridor will both be visible. Extensions to the east of the top terminal will be visible due to the widening of the cableway corridor. Potential development of the western, northern and north eastern part of the top terminal site will not be visible.

113. The visual effect will be none to moderate.

Frankton/Remarkables Park

114. An extension to the east of the top terminal building would likely be difficult to discern. It is likely development, including a Heli-pad in the northern extension would also be difficult to see particularly if it was of a dark colour. Visibility of development over the remainder of the site would potentially be difficult to see, with buildings being potentially the most visible, and lightweight structures not being visible.

115. The cleared corridor under the gondola cableway would also be visible from this location at the intersection between Copper Beech Ave and Cherry Blossom Ave. As with the existing site, views are dependent on existing buildings and mature trees

between the viewer and the site. The detail of any future development would also be difficult to discern at this distance

116. The visual effect will be none to slight.

Queenstown - Glenorchy Road

117. The cleared cableway corridor at the level of the AJ Hackett structures at intermittent points along the road will be visible. As the views are intermittent and for short periods the visual effect will be negligible to slight.

Top of Stanley Street

118. At the intersection of Stanley St and Sydney St, future development in the northern area would likely be visible as would an extension to the east of the existing top terminal building, although detail would be difficult to discern. It is unlikely that development in the western area will be visible unless extensive tree clearance of this part of the proposed zone is undertaken. Buildings in dark, recessive colours would reduce the potential visibility.

119. The widened gondola cableway and an extended bottom terminal will be visible.

120. The visual effect will be negligible to slight for the top terminal site, and moderate for the gondola cableway and bottom terminal site.

Gorge Road

121. An extension to the east of the terminal building will be partly visible above the Douglas fir outside the site. Recreational structures in the eastern part of the site may be visible depending on design although at the distance they would be viewed it is likely they would be difficult to discern or could potentially not be visible due to lightweight form.

122. The visual effect will be none to negligible.

Malaghans Road

123. The visual effect will be similar to that of Gorge Road in terms of relativity to the site, and at the further distance the effect will be none to negligible.

Bay View Reserve, Kelvin Heights.

124. The visual effect will be the same as that from the Lakeside track where it passes the northern side of the Kelvin Heights Golf Course.

125. The overall effect on visual amenity will be slight to moderate on the southern and south eastern parts of the proposed zone, as this is the most visible face.

126. Effects on visual amenity from the top terminal site will be none to moderate from the increase in the bulk of the top terminal building and from an increase in the visibility of potential built form across the site. There will be a decrease in forest amenity, although it is likely that the effect on this amenity is from viewing locations to the west. The effect on amenity when within the site will be slight to moderate in that the changes will be noticeable. The effects will not be offensive to the viewer as the viewer is on site and participating in activities provided on the site. The visual

amenity of the site is a recreation one and the current and proposed development are elements of that amenity.

127. The effects on the visual amenity of the cableway corridor will be substantial due to the width of the proposed clearance. The contrast effect between the forest and grass will be heightened and the visual amenity reduced by the contrast between the open corridor and the enclosed forest cover. Potentially the effect on the amenity could be mitigated by planting the corridor under the cableway in low growing, dark coloured natives to reduce the visual contrast, and by making the line of the cleared edges more natural looking by following any potential changes in topography such as at gullies, or rock outcrops. Such control would be afforded to the Council by the proposed plan provisions and Designation #373 in the Operative Proposed District Plan.

128. The effect on the visual amenity from the increased bulk of the bottom terminal building, and the addition of a car parking building will be moderate as an increase in bulk will be obvious. The effect will be confined to the area immediately around the bottom terminal building where it will be visible, and from the Queenstown Cemetery. The effect on the visual amenity will not change the character of the existing recreation node.

129. Council will have controls over building details such as cladding and colour and landscape rehab, which will assist in mitigating any effects from structures and potential visibility, particularly proposed policies 21.2.14.2, 21.2.14.3, 21.2.14.4, 21.1.14.5 and Rules 21.5.53, 21.5.55, and 21.5.56 .

130. In relation to the broader landscape, the Proposed District Plan seeks to avoid development that would degrade the important qualities of the landscape character and amenity as detailed in Section 6. Due to the potential outcomes of the proposed objectives, policies and rules discussed in this report, the important qualities of the broader ONL will not be degraded. The quality of naturalness could be enhanced by extensive native planting of low growing species under the cableway and the minimal removal of Douglas fir within the proposed zone in accordance with the proposed plan provisions. Designation #373 and the Ben Lomond and Queenstown Hill Reserve Management Plan.

RESOURCE MANAGEMENT ACT

131. There are statutory considerations when proposing to rezone a parcel of land that are specific to landscape and amenity related effects. The parts of the RMA that are relevant are:

Part 2: Purpose and Principles,

Section 6 Matters of national importance:

In achieving the purposes of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall recognize and provide for the following matters of national importance:

(a) the preservation 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:

(b) the protection of outstanding natural features and landscapes from inappropriate subdivision, use and development:

Section 7 Other matters:

In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to:

(a) the efficient use and development of natural and physical resources

(b) the maintenance and enhancement of amenity values

(c) maintenance and enhancement of the quality of the environment

132. Sections 6 and 7 emphasise the importance of protecting outstanding natural landscapes from inappropriate use and protecting the amenity values and quality of the environment. In my opinion the proposed rezoning of the site can meet the intentions of Sections 6 and 7 because of the specific CTRSZ policies, objectives and rules which will maintain the amenity values and qualities of the environment. The greatest effect on visual amenity is the potential increase in the area of development and contrast between grassed areas and surrounding Douglas Fir forest. Policy 21.2.14.5 to rehabilitate development areas with indigenous species will reduce that contrast and increase the indigenous natural character , visual amenity and landscape quality.

133. The Ben Lomond and Queenstown Hill Reserve Management Plan identifies the landscape values of Ben Lomond as; its geologically and topographically dynamic

components of the landscape; Queenstowns alpine character provided by the steep, high mountains that enclose it, and the iconic cultural landscape of the Douglas fir forests which form an impression for locals and visitors of an ‘alpine’ landscape. The conifer forests have become iconic in their own right as part of the local and visitor’s association of an alpine resort. The management plan concludes that, from a landscape perspective, the Douglas fir forest provides an important, forested backdrop to Queenstown and any removal of that forest and revegetation with indigenous species would need to be carefully managed to ensure the amenity values are maintained. It also recognizes in the objectives under ‘Goal 2: Enhanced biodiversity” that the ‘Gondola zone’ specifically needs to be ‘managed to ensure safety of gondola operation whilst maintaining amenity of forest surrounding gondola and minimizing the visual effect of the gondola line’.

134. The overall objectives for the Ben Lomond Recreation Reserve include protection of the high quality scenic values, provision for recreation and tourism activities that do not adversely impact on landscape values, and harvesting of exotic timber species to that extent amenity, landscape and the safety of recreational facilities are not unduly compromised.

135. The management plan recognizes both the importance of the visual amenity provided by the conifer forest, and the safety issues arising from the recreation and tourism benefits provided by the Skyline Gondola. In my opinion the CTRSZ fits with the goals, objectives, and policies of the Ben Lomond and Queenstown Hill Reserve Management Plan, as the proposed policies and objectives seek to protect the landscape values of the reserve and provide for the safety of users of the gondola.

QUEENSTOWN LAKES DISTRICT COUNCIL PROPOSED DISTRICT PLAN DESIGNATION

136. The QLDC has an existing Designation for Forestry Purposes on the Ben Lomond Reserve. This is Designation #373 and has be carried over into the Proposed District Plan . The purpose of the designation is to enable the council to carry out forestry operations within the designated area, which is the entire Ben Lomond Recreation Reserve, including the proposed CTRSZ . “Forestry Operations” means the use of the land primarily for the purpose of planting, tending, managing and harvesting of trees for timber or wood production.

137. The policies under the designation mainly relate to re-establishment of forest production, retirement of forestry areas and subsequent conversion to re-vegetation, and wilding control in non-production areas. Forestry operations are also not to be undertaken within 30m of the Skyline or Ziptrek leased areas, regardless of any change in size of the leased areas without prior consent from affected leaseholders. This effectively maintains the current level of screening provided by the forest around the top terminal site and will provide a degree of screening to the gondola cableway.

138. An Outline Plan is required for the harvesting of production forest which includes methods of felling, staging of works, re-establishment and revegetation programmes etc. The Outline Plan is to have regard to the relevant objectives and policies of the QLDC District Plan.

139. Designation # 373 has policies relevant to the effects on landscape both during forestry operations and during planning. These include the requirement for only harvesting along natural boundaries, and avoiding creating arbitrary lines in the

landscape which do not harmonise with underlying features, and to avoid harvesting in geometric blocks. The method of harvesting also, should minimize any adverse effects on visual amenity.

140. Harvesting and continual use of Ben Lomond Reserve for forestry production is part of the reserves landscape character. It is effectively a working landscape character of which harvesting and re-establishment and a change in the currently continuous vegetative amenity is a part. At the time of writing this report there has been no harvesting of trees in close proximity of the face containing the existing gondola infrastructure. The landscape and visual effect of various areas of felled trees amongst the forest within close proximity to the gondola structures has not been established as the landscape character by the viewer. Therefore, while the visual and amenity effect of felling Douglas fir will have an adverse visual effect , the magnitude of effect will be due to the change i in what appears, and what is possibly assumed, to be a current static landscape amenity. In my opinion, as Ben Lomond Reserve is designated for forestry purposes, the felling of Douglas Fir will ne a moderate effect in the northern and western areas.

QUEENSTOWN LAKES DISTRICT COUNCIL PROPOSED PLAN

141. The current zoning of the Skyline Gondola site under the Proposed District Plan is Rural (ONL) and Queenstown Town Centre Precinct 1A. The accompanying landscape classification is accepted as Outstanding Natural Landscape as the site is part of the much larger landscape of Ben Lomond, and Bowen Peak. The site is too small, to be considered a landscape unit in its own right. The predominantly natural character of its setting adds to the high natural character of Mt Lomond, Bowen Peak and the Ben Lomond Recreation Reserve.

142. The following goals and objectives from the Strategic directions chapter of the Proposed District Plan are relevant to this assessment:

Goal 1: Develop a prosperous, resilient and equitable economy.

Objective 3.2.1.4 Recognise the potential for rural areas to diversify their land use beyond the strong, productive value of farming, provided a sensitive approach is taken to rural amenity, landscape character, healthy ecosystems, and Ngai Tahu values, rights or interests.

Objective 3.2.1.3 Enable the development of sustainable and innovative enterprises that contribute to the diversification of the district's economic base and create employment opportunities

Objective 3.2.4.7 Facilitate public access to the natural environment

Goal 5: Our distinctive landscapes are protected from inappropriate development.

Objective 3.2.5.1 To protect the natural character of specified Outstanding Natural Landscapes and Outstanding Natural Features from subdivision, use and development.

Objective 3.2.5.2 Minimise the adverse landscape effects of subdivision, use or development in specified Rural Landscapes.

Objective 3.2.5.3 To direct new subdivision, use or development to occur in those areas which have potential to absorb change without detracting from landscape and visual amenity values.

Section 6 of the Proposed District Plan provides direction regarding landscape and amenity issues. The relevant provisions in relation to the assessment of the potential landscape and amenity effects of the proposed zone change are as follows:

6.3.1 Objective- The District contains and values Outstanding Natural Features, Outstanding Natural Landscapes, and Rural Landscapes that require protection from inappropriate subdivision and development.

Policies:

6.3.1.5 Avoid urban subdivision and development in the Rural Zones

6.3.1.11 Recognise the importance of protecting the landscape character and visual amenity values, particularly as viewed from public places.

6.3.4 Objective - Protect, maintain or enhance the District's Outstanding

Outstanding Natural Landscapes (ONL).

Policies:

6.3.4.1 Avoid subdivision and development that would degrade the important qualities of the landscape character and amenity, particularly where there is no or little capacity to absorb change.

6.3.4.3 Have regard to adverse effects on landscape character, and visual amenity values as viewed from public places, with emphasis on views from formed roads.

6.3.8 Objective – Recognise the dependence of tourism on the District's landscapes.

Policies:

6.3.8.2 Recognise that commercial and tourism related activities locating within rural zones maybe appropriate where these activities enhance the appreciation of landscapes, and on the basis they would protect, maintain or enhance landscape quality, character and visual amenity values.

143. To summarise, the objectives and policies of the Proposed District Plan emphasise the importance of protecting the characteristics and quality of the ONL's while considering development where the landscape can absorb change without degrading those characteristics and qualities. It is also recognized that tourism and recreation activities can take place within outstanding natural landscapes. Particular emphasis is placed on visibility from public roads and places.

144. The change in zoning of the site from Rural to the proposed CTRSZ, with the additional proposed objectives and policies will have a minor effect on the important qualities of the landscape character and amenity of the ONL. The proposed zone will recognize the existing recreation and tourism use of the site and enable future development for these purposes. The proposed modification of the existing level of development will not be highly visible, or visible from outside of the zone area, with the exception of the gondola cableway. The top terminal area will maintain the existing character and amenity of Bob's Peak from outside of the site, particularly as viewed from public roads and places.

145. Section 12 of the Proposed District Plan provides direction regarding the creation of a vibrant town centre that also has high levels of tourism related activity. The relevant

provisions in relation to the assessment of the urban and amenity effects of the proposed zone change are as follows:

12.2.1 Objective – a Town Centre that remains relevant to residents and visitors alike and continues to be the District's principal mixed use centre of retail, commercial, administrative, cultural and tourism activity.

146. The change in zoning for the bottom terminal site from Town Centre Precinct 1A to the proposed CTRSZ, with the additional proposed objectives, policies and rules will have a moderate effect on the built character of the edge of the town centre. The outcomes of the zone will be in keeping with the tourism node of the surrounding buildings and street pf which the bottom terminal is an element. The change to the built structures within the CTRSZ will not be highly visible from outside of the surrounding node of commercial tourism activities, and will be the least visible part of the entire proposed new zone.

CONCLUSION

147. The proposed new zone will have a minor effect on the landscape character of the site. The site is modified to varying degrees and generally has a modified, urban like character. The visual and landscape effects of the proposed zone change will not increase greatly for the top terminal site or the bottom terminal site as the modified character is well established. The magnitude of visual and landscape effect is slight to moderate with the moderate effect occurring when a viewer is within the site experiencing the proposed zone. The effect is negligible to slight outside of the site as future development will not be highly visible or out of character with the existing site.

148. As the site is part of the Ben Lomond Reserve which is subject to a QLDC designation for forestry purposes, logging of the forest is an anticipated use, and the visual and landscape effects also anticipated. The landscape and visual effects are moderate because of the likely outcomes of the designation.

149.To summarise, the site is part of an Outstanding Natural Landscape. The extent of the ONL includes the Ben Lomond Reserve, Bowen Peak and the mountains that form the northern edge of Queenstown and Lake Wakatipu. The site itself has a landscape character that is in contrast to the greater landscape character as it is a corridor of urban like development that extends from the edge of town up into the Douglas fir covered mountainside. It is also an iconic Queenstown tourist destination and a Queenstown landmark.

150. The site forms part of a vast outstanding natural landscape, and is on the edge of the town centre in a node of tourism activities. The proposed zoning is very small in scale in comparison.

151. The proposed zoning will have a negligible to moderate effect on the character of the site. The site is modified to varying degrees and generally has a modified, urban like character. The visual and landscape effects of the proposal will not increase greatly for the top terminal site or the bottom terminal site as the modified character is well established and the effects are contained within the existing modified lease area and its periphery. The magnitude of visual and landscape effect is none to moderate with the moderate effect occurring when a viewer is within the CBD. The effect is none to slight further from the site as the proposed development will not be highly visible or out of character with the existing site.

Michelle Snodgrass

9 June 2017