

23 April 2019

Queenstown Lakes District Council
Parks & Reserves Department
Private Bag 50072
QUEENSTOWN 9348

Dear Sir/Madam;

SKYLINE ENTERPRISES LIMITED – APPLICATION FOR LESSOR APPROVAL PURSUANT TO CLAUSE 6 OF LEASE 5014878.1

Introduction

As you are aware Southern Planning Group act for Skyline Enterprises Limited (“SEL”) who has sought resource consent (RM181919) to vary the existing resource consents that authorise the operation of the Skyline Luge on Bob’s Peak¹ to enable night lighting of the Luge operations.

Whilst resource consent is necessary to implement the proposed night lighting, ‘Lessor Approval’ is also required from the Council pursuant to Clause 6 of the existing Lease² held by SEL and which was issued pursuant to the Reserves Act 1977. Specifically, Clause 6 of this lease states:

“That the Lessee shall not erect or place any buildings or other improvements or add any addition to any existing building or structure on the demised land without the prior approval in writing of the Lessor and the Minister.”

It is understood that the Council has delegated authority from the Minister of Conservation to make a determination for approval pursuant to this Clause of the Lease. Accordingly, SEL formally requests ‘Lessor Approval’ for the proposed works in accordance with Clause 6 of Lease 5014878.1.

An overview of the approved development and the statutory approval processes that have been advanced is detailed below.

Overview of Proposal

SEL propose to illuminate the Luge track in the evenings to provide for a longer period of operation which will ease congestion on the Luge facilities whilst also offering a different and exciting high quality visitor experience.

The proposal would enable lighting to occur 365 nights per annum and to operate from half an hour prior to sunset through to 10pm for customers and 11pm for staff to

¹ QLDC Resource Consents RM970293, RM970548 & RM170147

² Lease registered as encumbrance 5014878.1 on Certificate of Title 185162

enable full closure of the tracks, storage of the Luge carts and health and safety of the staff who will walk the track before departing for the night.

The final closing time for the proposed lighting is an hour earlier than the majority of the lights in the main restaurant building are turned off especially when there are events and functions being held.

In terms of the physical improvements and proposed lighting the proposal involves the following:

Top Terminal

- 7 pole mounted (3m high) lights;
- 1 double light for start of luge track pole mounted;
- 4 lights mounted to the existing top terminal lift structure);
- 1 wall mounted light on the workshop building;
- LED strip lighting mounted under the soffit of the existing toilet building;
- LED Walkway strip;

Lower Terminal

- 3 x wall mounted lights on the luge photo kiosk building;
- 4 x lights mounted on the lower terminal luge lift structure;
- LED walkway lights (descending the walkway into the lower terminal area.

Luge Track

- 294 bollard mounted (approximately 1500mm high) 'medium beam' projector type light fittings, complete with a glare shield distributed along the full length of both tracks at approximately 6-8m centres. Specific 'high risk' areas such as tight corners will have an increased illuminance level, with fittings positioned at approximately 4-5m centres.
- Coloured filters will be installed in the lights in areas which are obscured from the view of distant observers
- Five 'gobo projector' light fittings will be mounted onto the underside of the three pedestrian overpass walkway structures to add another element to the night Luge experience. The gobo projectors will be static and aimed directly down onto the track surface.
- coloured lighting effects are proposed in the tunnels at three locations on the tracks' consisting of five rows of 'LED neon' lights inside each tunnel with alternating red, green and blue coloured light sources. Static colour only is proposed.

In addition to the above, some additional native landscape planting is proposed which will provide for visual enhancement and integration of the bollard structures into the overall setting of the site and will compliment the existing landscaping required by

SEL's main re-development consent³ and Luge lift replacement⁴. Copies of the proposed landscape plans which also illustrate the lighting locations and perspective images of the implemented proposal are attached as **Appendix [A]**.

The proposal has been developed over a long period of time and in consultation with the Council's Planning Department and Parks & Reserves Department. Specifically, SEL and their experts undertook pre-application meetings with both departments in early 2018.

This comprised an initial desktop pre-application meeting with Ms Adonica Giborees (resource consents planner) and Mr Aaron Burt (Senior Planner Parks and Reserves) on 25th May 2018. At that meeting it was agreed that it would be worthwhile initiating a small and temporary trial of the possible lighting options over a short section of the Luge track to assess the adequacy of the proposed options both for SEL requirements and to determine which would have the least effect when considered from outside the site.

This trial took place on the evening of 24th July and was attended by SEL, their lighting and planning experts, QLDC's planners Ms Giborees and Mr Burt, QLDC consultant landscape architect Mr Richard Denney and lighting specialist Mr Ian Campbell.

This lighting trial was followed by the provision of written pre-application comments from QLDC on 7th August 2018 discussing the assessment and subsequent recommendations from a landscape and lighting perspective.

SEL and their experts subsequently spent some time analysing these comments and instructing their lighting and landscape experts to develop a proposal that met their operational requirements whilst achieving the intent of the QLDC Southern Light Strategy and technical lighting requirements and an appropriate outcome from a landscape perspective.

Resource consent application RM181919 was then submitted to the Council on 19th December 2018. As part of the assessment of the resource consent application a further lighting trial attended by Mr Denney for QLDC and SEL and their planning, landscape and lighting experts occurred on 13th February 2019.

Following this trial Mr Denney and Mr Campbell provided formal written assessments on the proposal to Ms Giborees. In summary, these expert assessments were supportive of the resource consent proposal.

As is due process for applications within the SEL Lease Area, Ms Giborees then completed her planning assessment and has forwarded a report to Mr Burt in the Parks and Reserves Department seeking on SEL behalf, affected party approval from the Council as landowner of the Lease Area. It is understood that Mr Theelen, CEO of the Council has delegated authority to provide this approval.

³ *Decision of the Environment Court in respect of resource consent application RM160647.*

⁴ *QLDC resource consent decision RM170147*

Initially, SEL were advised that it was intended the affected party approval would be considered at a meeting with the CEO on 10th April 2019. Unfortunately, this did not occur and the next meeting to consider this matter is uncertain due to the public holidays that exist at the end of April.

We would normally await the outcome of the affected party approval request and issue of a resource consent decision before seeking Lessor Approval. However, this application is made now because of the significant time period that elapses between lodgement of the request and having it included on the agenda to be assessed at the next possible full Council meeting due to the six weekly cycle of these meetings.

Essentially, it is proposed that all the approval processes outlined above will run concurrently and by the time the Lessor Approval request is discussed by the full Council the resource consent should have been issued and a copy can be submitted to Council.

Summary

SEL is seeking Lessor Approval for the implementation of night lighting of the Skyline Luge operations on Bob's Peak to enable the exercise of resource consent RM181919 once approved.

The proposal has involved pre-application discussions and trials with the relevant Council departments and technical experts from an early stage and the initial advice and recommendations have been taken on board in the development of the final proposal.

The final proposal has support from Council's consultant consents planner, landscape architect and lighting experts and is therefore considered likely to be granted resource consent on a non-notified basis.

I trust that the information contained within and **attached** to this correspondence provides a comprehensive understanding of the proposal. Should you have any questions, please do not hesitate to contact the writer directly on 021 946 955 or sean@southernplanning.co.nz.

Yours faithfully



Sean Dent
DIRECTOR
SOUTHERN PLANNING GROUP
18042 – SKYLINE ENTERPRISES LIMITED



Figure 5: Site Plan - Proposed Design



Native Planting and Trees (RM160647)

Botanical Name	Common Name	Spacing	Grade
<i>Nothofagus menziesii</i>	Silver Beech	Shown	1m grade
<i>Fuscospora cliffortioides</i>	Mountain Beech	Shown	1m grade
<i>Nothofagus fusca</i>	Red Beech	Shown	1m grade
<i>Pseudopanax crassifolius</i>	Lancewood	1.2	PB5
<i>Coprosma rhamnoides</i>	Twiggy Coprosma	1.2	PB5
<i>Coprosma lucida</i>	Karamu	1.2	PB5
<i>Coprosma propinqua</i>	Mingimingi	1.2	PB5
<i>Olearia hectorii</i>	Hectors Tree Daisy	1.2	PB5
<i>Olearia arborescens</i>	Common Tree Daisy	1.2	PB5
<i>Hebe salicifolia</i>	Koromiko	1.2	PB5
<i>Poa cita</i>	Silver Tussock	1.0	PB5
<i>Chionochloa rubra</i>	Red Tussock	1.0	PB5
<i>Chionochloa rigida</i>	Snow Tussock	1.0	PB5
<i>Phormium cookianum</i> <i>spp. conspicua</i>	Mountain Flax	1.0	PB5
<i>Cyathodes juniperina</i>	Mountain Pinkberry	1.0	PB5
<i>Festuca novae-zelandiae</i>	Hard Tussock	1.0	PB5
<i>Gaultheria antipoda</i>	Snowberry	1.0	PB5

Native Planting and Trees (RM1707147)

Botanical Name	Common Name	Spacing	Grade
<i>Fuscospora cliffortioides</i>	Mountain Beech	Shown	1m grade
<i>Poa cita</i>	Silver Tussock	1.0	PB5

Additional Trees (RM160647)

Botanical Name	Common Name	Spacing	Grade
<i>Nothofagus menziesii</i>	Silver Beech	Shown	1m grade
<i>Fuscospora cliffortioides</i>	Mountain Beech	Shown	1m grade
<i>Nothofagus fusca</i>	Red Beech	Shown	1m grade

Proposed Native Planting

Botanical Name	Common Name	Spacing	Grade
<i>Nothofagus menziesii</i>	Silver Beech	Shown	1m grade
<i>Fuscospora cliffortioides</i>	Mountain Beech	Shown	1m grade
<i>Nothofagus fusca</i>	Red Beech	Shown	1m grade
<i>Coprosma rhamnoides</i>	Twiggy Coprosma	1.2	PB5
<i>Coprosma propinqua</i>	Mingimingi	1.2	PB5
<i>Hebe salicifolia</i>	Koromiko	1.2	PB5
<i>Poa cita</i>	Silver Tussock	1.0	PB5
<i>Chionochloa rubra</i>	Red Tussock	1.0	PB5
<i>Chionochloa rigida</i>	Snow Tussock	1.0	PB5
<i>Phormium cookianum</i> <i>spp. conspicua</i>	Mountain Flax	1.0	PB5
<i>Festuca novae-zelandiae</i>	Hard Tussock	1.0	PB5

Figure 6: Planting Plan

Proposed Bollard Light Fixture



Product Spec Sheet
Zaab 1
Floodlights, projectors

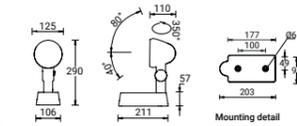
Project :	Location :	Type :	Quantity :
Note :			



Conical in shape robust finished stylist design to deliver floodlighting application of accent lighting effect. Easily blend with architectural environment.

- Luminaire Structure**
- Low copper content die-cast aluminium housing.
 - Chemical chromatinized protection before powder coating.
 - Stainless steel fasteners in grade 316.
 - Water tight single cable gland.
 - Durable silicone rubber gasket.
 - High efficiency optical reflector.
 - Clear toughened glass.

- Light Symbol**
- Projectors – N**
Narrow beam with rotationally symmetrical light distribution for accent lighting
 - Projectors – M**
Medium beam with rotationally symmetrical light distribution for accent lighting
 - Floodlights – W**
Wide beam with rotationally symmetrical light distribution for floodlighting
 - Wall washing – A50914**
Vertical or horizontal elliptical illumination by using optional rotational linear spread lens



Ordering guide sample

ZA-50001	- N	- W30	- DI	- A52431	- A50914	Colour Temperature	Dimming Type
	Beam	Colour	Dim Type	Accessory 1	Accessory 2	W27 - Warm 2700K	ND - Non-dimmable
						W30 - Warm white 3000K	DI - 1-10V dimming
						W40 - Neutral white 4000K	DA - DALI dimming

Accessory



Product Code

Proposed Light Pole (top and base luge chairlift)

VFL520 LED
108-1496



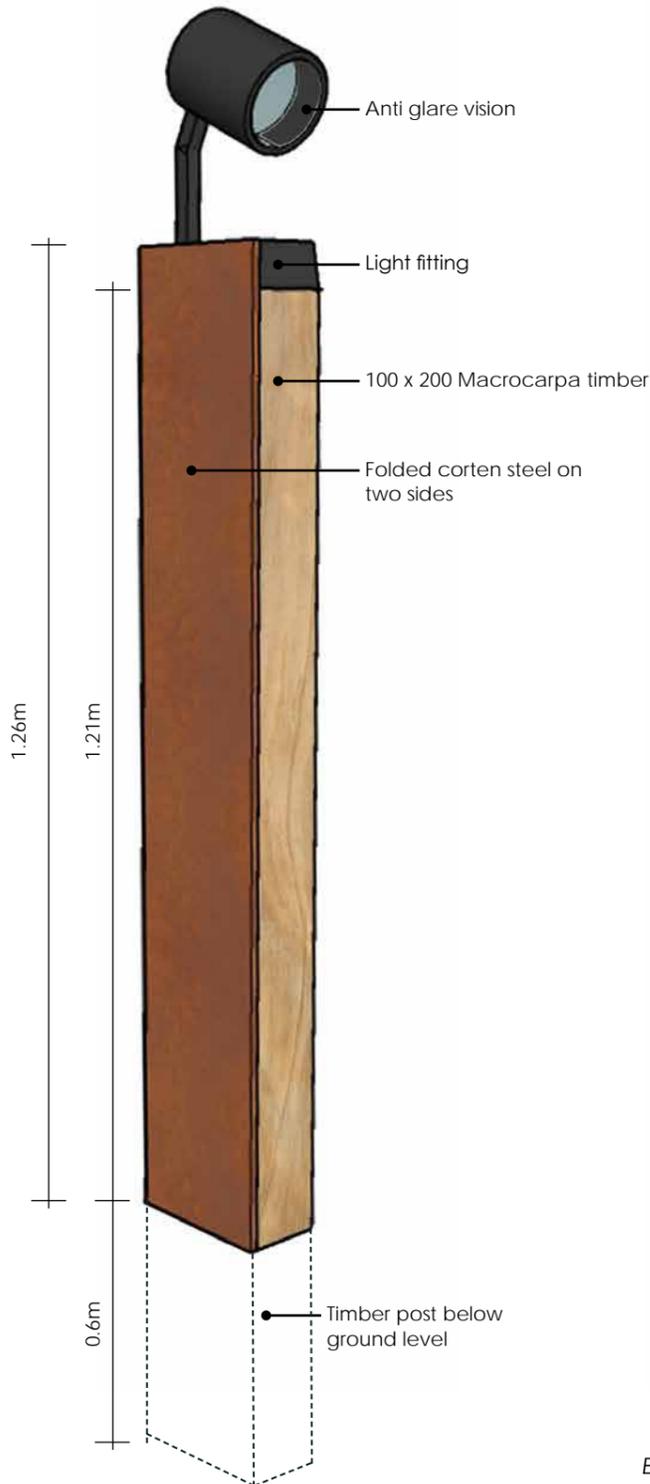
1/5



Description

IP66, Class I or Class II. IK08. Marine-grade die-cast aluminium alloy. 5CE superior corrosion protection including PCS hardware. Silicone CCG® Controlled Compression Gasket. UV stabilised PC lens in RFC® technology. Integrated heat sinks. Easy removal and replacement of LED board. CAD optimised OLC® PMMA lens for superior illumination and glare control. The luminaire is factory-sealed and does not need to be opened during the installation. Spigot D: 76 x 80 mm (optional 60 x 80 mm).

Beam Type	asymmetric, forward-throw beam [A60]
Light Source	LED-12/12W / 350 mA - 3000 K
CRI	80
Gear Type	EC
Nominal Luminous Flux (lm)	
LED Lumens	134.5 lm
LEDs	12
Total Lumens	1614 lm



NOTE: Lighting design is concept only and subject to final detail design

Refer to "Powell Fenwick Lighting Design Report, Skyline Queenstown Luge Track, Electrical, dated 30 November 2018" for lighting and anti glare vision specifications

Figure 7: Light Design



Figure 8: Photo Montage Location Plan



PHOTO OF EXISTING SITE



PHOTO MONTAGE OF PROPOSED DESIGN

Figure 9: Photo Montage 1



PHOTO OF EXISTING SITE



PHOTO MONTAGE OF PROPOSED DESIGN

Figure 10: Photo Montage 2



PHOTO OF EXISTING SITE



PHOTO MONTAGE OF PROPOSED DESIGN

Figure 11: Photo Montage 3

Skyline Queenstown Luge Lighting

VISUALISATIONS | BOFFA MISKELL LIMITED

14 May 2019



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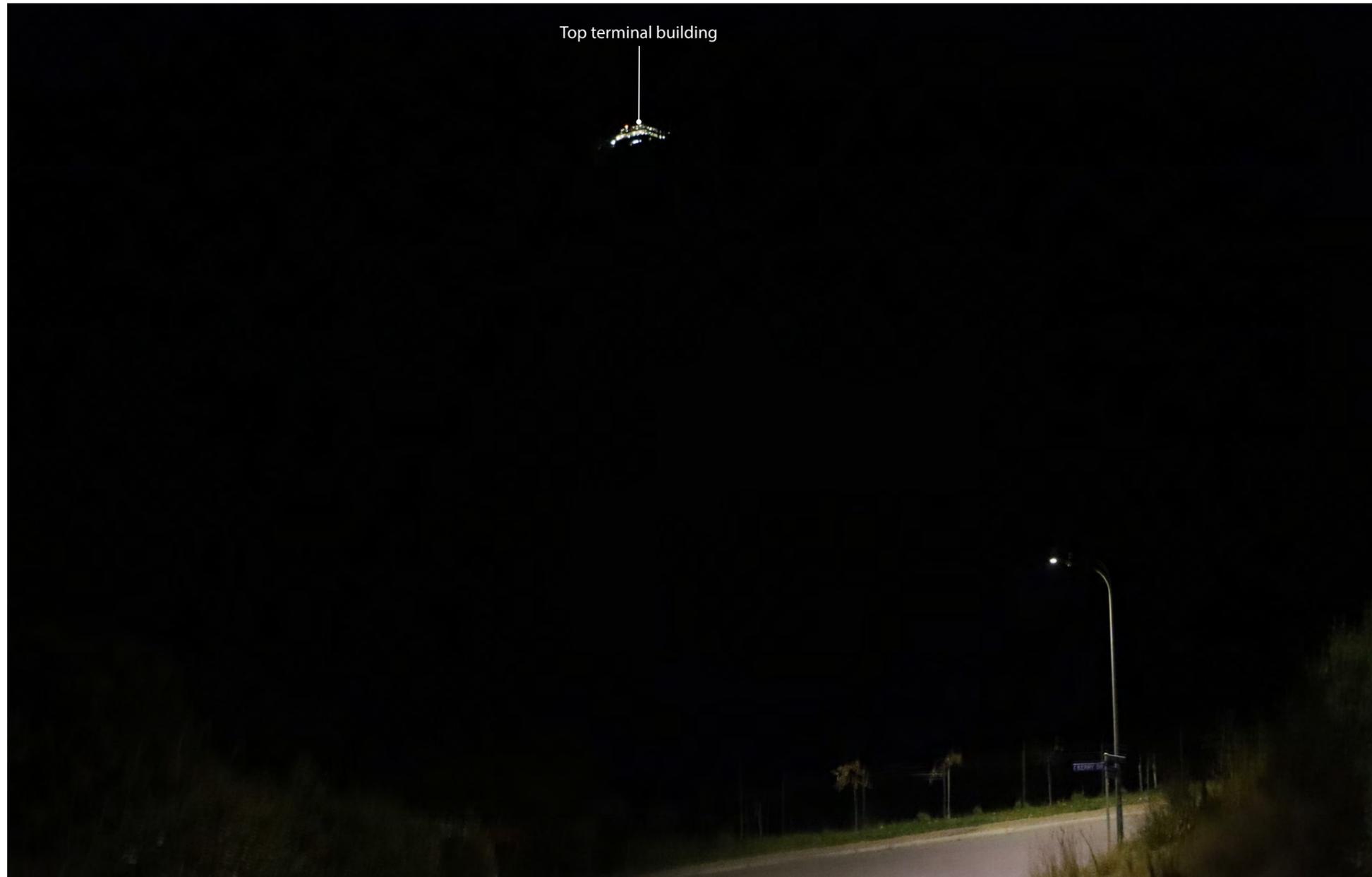
Figure 1: View Point Location Plan





Photograph 01: View from Belfast Terrace at the start of the Queenstown Trail during the day, looking west towards the Skyline Queenstown eastern boundary. Luge tracks concentrated along the western side of the sight so visibility is very low from this location.

Figure 2: View Point 1, Belfast Terrace: Existing Day Time



Photograph 02: View from Belfast Terrace at the start of the Queenstown Trail at night time, looking west towards the Skyline Queenstown eastern boundary.

Figure 3: **View Point 1**, Belfast Terrace: Existing Night Time

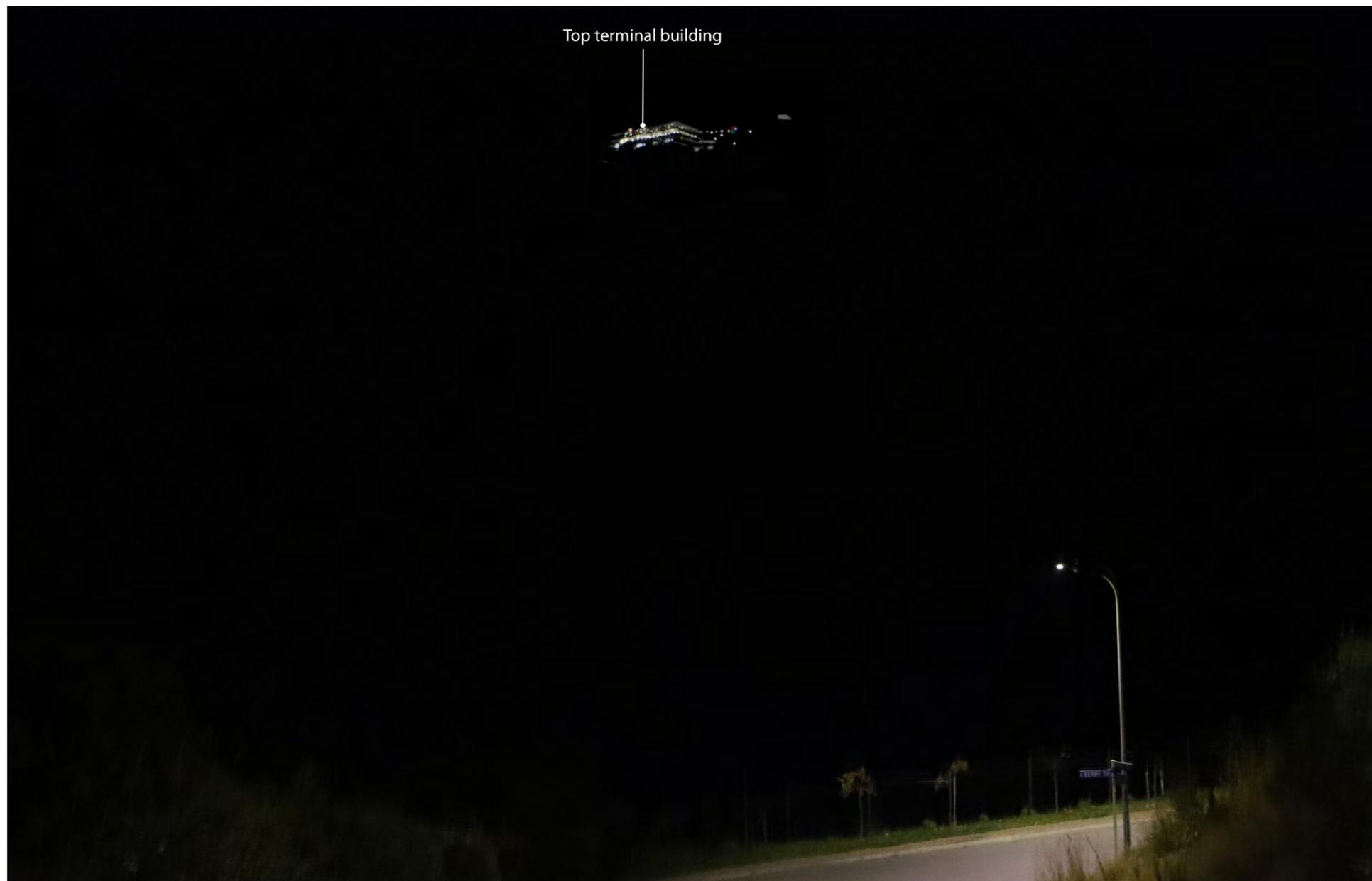


Photo Montage 1: Visualisation of the night time view from Belfast Terrace at the start of the Queenstown Trail, looking west towards the Skyline Queenstown eastern boundary. Top terminal building has been extended to represent the increased footprint. Sections of the luge lighting in the eastern section of the site visible from a distance of approximately 1.3km

Note: For accurate representation of the view this image should be read at a distance of approximately 38cm

Figure 4: **View Point 1**, Belfast Terrace: Proposed Night Time



Photograph 03: View from the Hilton jetty during the day, looking west towards the Skyline Queenstown south east boundary. Majority of the site is screened by Queenstown Hill.

Figure 5: View Point 2, Hilton Jetty: Existing Day Time



Photograph 04: View from the Hilton jetty at night time, looking west towards the Skyline Queenstown south east boundary.

Figure 6: View Point 2, Hilton Jetty: Existing Night Time

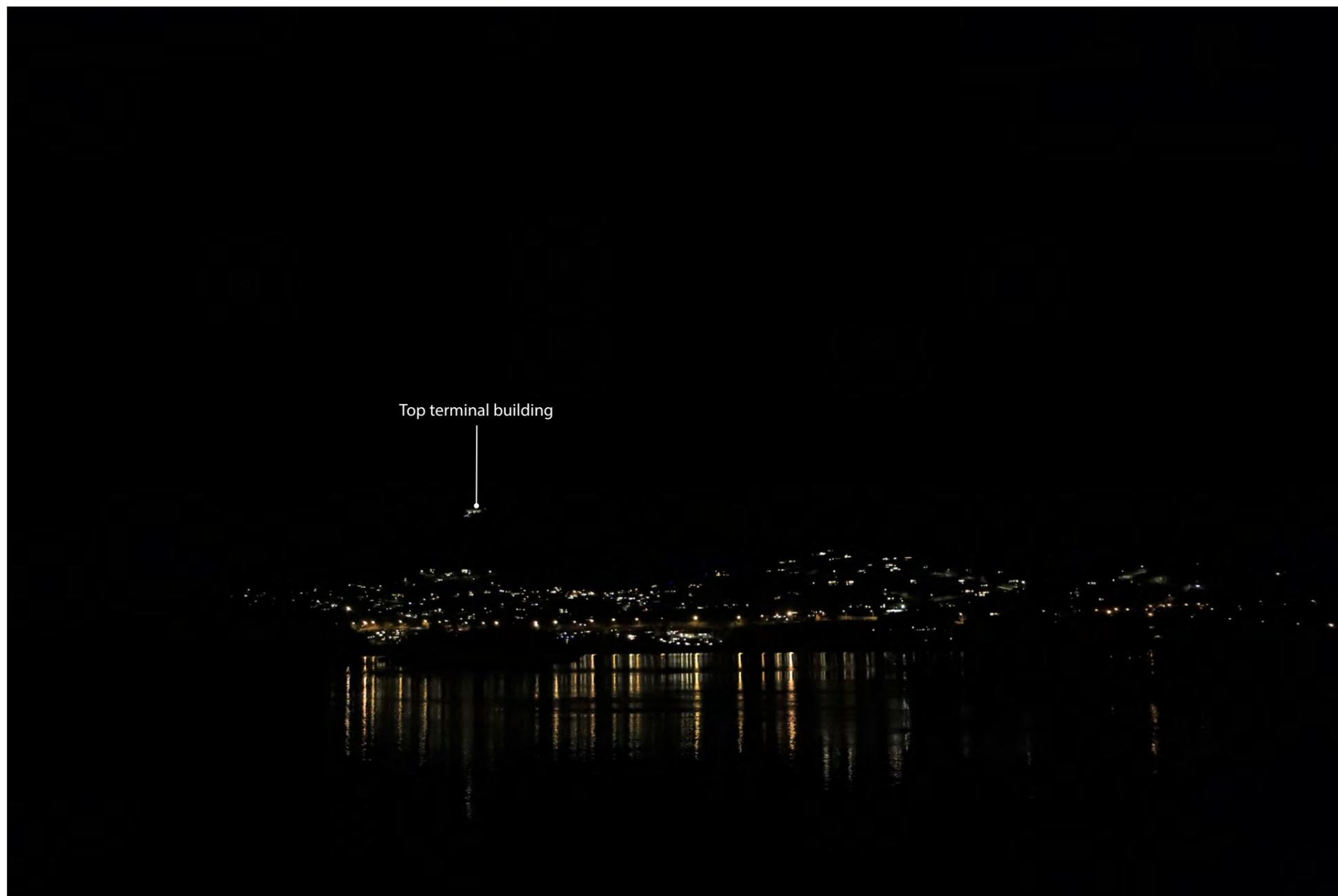


Photo Montage 2: Visualisation of the night time view from the Hilton jetty, looking west towards the Skyline Queenstown south east boundary. Top terminal building has been extended to represent the increased footprint. Luge tracks are obscured by the top terminal building so visibility of the proposed luge lighting is low.

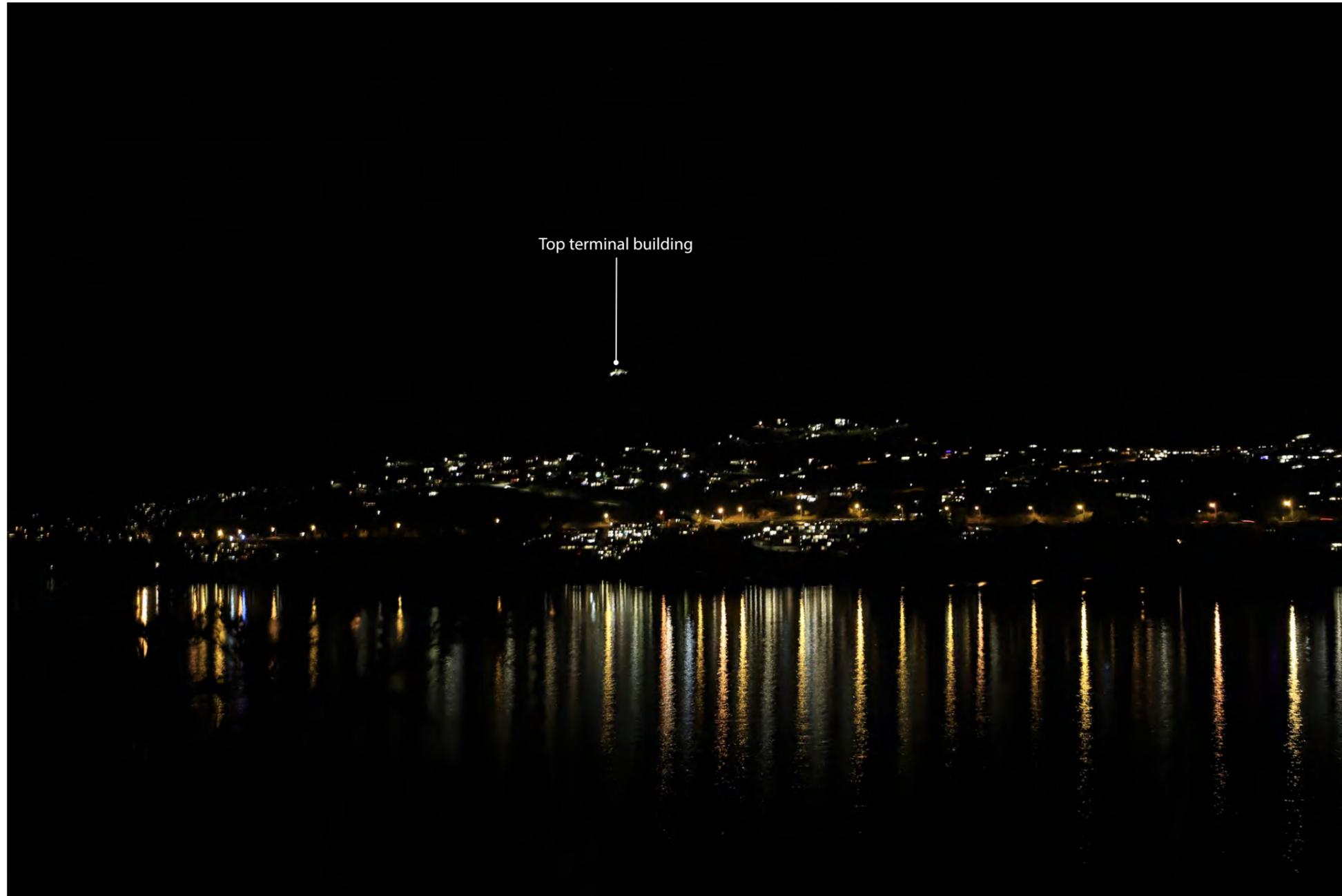
Note: For accurate representation of the view this image should be read at a distance of approximately 38cm

Figure 7: View Point 2, Hilton Jetty: Proposed Night Time



Photograph 05: View from along Peninsula Road outside house 295 during the day, looking west towards the Skyline Queenstown south east boundary.

Figure 8: **View Point 3**, 295 Peninsula Road: Existing Day Time



Photograph 06: View from along Peninsula Road outside house 295 at night time, looking west towards the Skyline Queenstown south east boundary.

Figure 9: **View Point 3**, 295 Peninsula Road: Existing Night Time

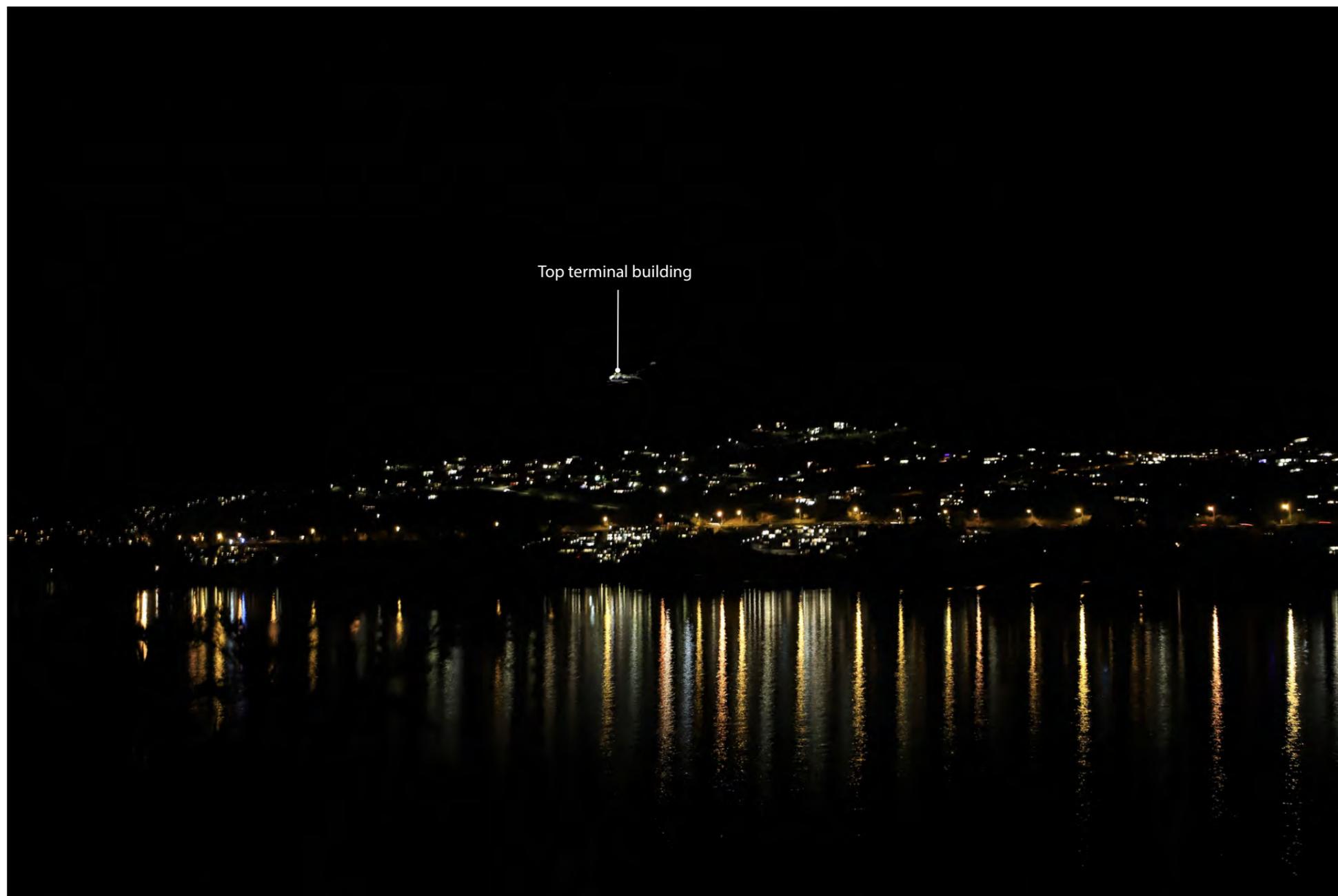


Photo Montage 3: Visualisation of the night time view from along Peninsula Road (outside house 295), looking west towards the Skyline Queenstown south east boundary. Top terminal building has been extended to represent the increased footprint. Luge tracks are obscured by the top terminal building so visibility of the proposed luge lighting is low.

Note: For accurate representation of the view this image should be read at a distance of approximately 38cm

Figure 10: View Point 3, 295 Peninsula Road: Proposed Night Time



Photograph 07: View from along Bay View Reserve during the day, looking west towards the Skyline Queenstown south east boundary.

Figure 11: **View Point 4**, Bay View Reserve: Existing Day Time



Photograph 08: View from along Bay View Reserve at night time, looking west towards the Skyline Queenstown south east boundary.

Figure 12: View Point 4, Bay View Reserve: Existing Night Time

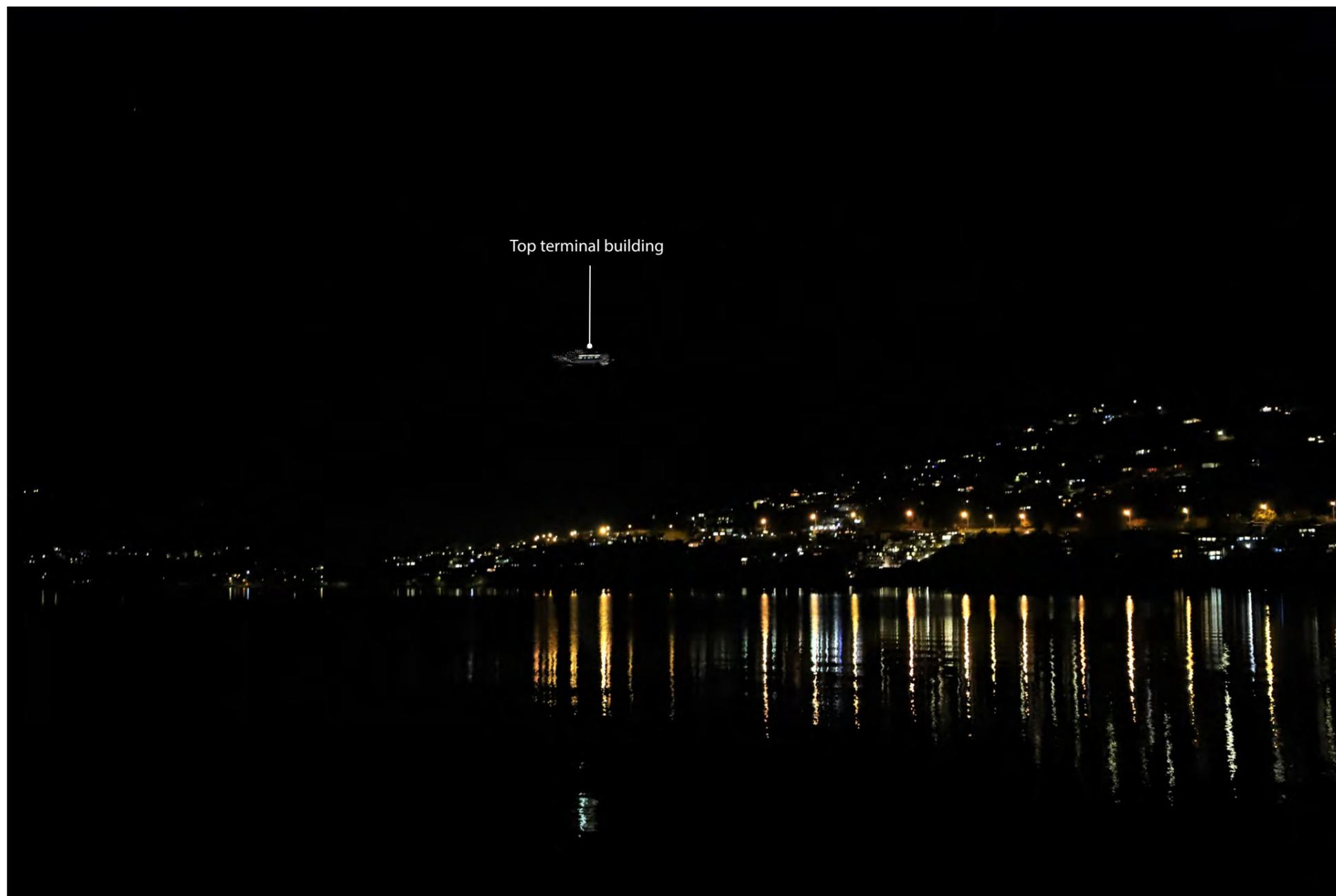


Photo Montage 4: Visualisation of the night time view from Bay View Reserve, looking west towards the Skyline Queenstown south east boundary. Top terminal building has been extended to represent the increased footprint. The western section of the luge lighting is visible from this point over a distance approximately 3.7km

Note: For accurate representation of the view this image should be read at a distance of approximately 38cm

Figure 13: View Point 4, Bay View Reserve: Proposed Night Time



Photograph 09: View from the intersection of Mc Adams Road and Skye Road at Jacks Point during the day, looking north west towards the Skyline Queenstown south east boundary.

Figure 14: **View Point 5**, Mc Adam Road / Skye Road: Existing Day Time



Photograph 10: View from the intersection of Mc Adams Road and Skye Road at Jacks Point at night time, looking north west towards the Skyline Queenstown south east boundary.

Figure 15: **View Point 5**, Mc Adam Road / Skye Road: Existing Night Time



Photo Montage 5: Visualisation of the night time view from the intersection of Mc Adams Road and Skye Road at Jacks Point, looking north west towards the Skyline Queenstown south east boundary. Top terminal building has been extended to represent the increased footprint. The western section of the luge lighting is visible from this point over a distance approximately 9.5km

Note: For accurate representation of the view this image should be read at a distance of approximately 38cm

Figure 16: View Point 5, Mc Adam Road / Skye Road: Proposed Night Time