

Sections 95, 95A – 95F Resource Management Act 1991

Report determining whether an application for Resource Consent should be processed as publicly notified, limited notified or non-notified

Consent number:	LUC18/0094 (ASHBURTON DISTRICT COUNCIL) 102.2018.224 (TIMARU DISTRICT COUNCIL)
Applicant's Name:	Braided River Jet Boating Limited
Street Address:	Rangitata River
Legal Description of Site:	Rangitata River
Zone:	Rural C (Ashburton District Council) Rural 1 & 5 (Timaru District Council)
Application summary:	Resource consent to operate a commercial jet boat on the Upper Rangitata River, Area of Significant Nature Conservation Value

1.0 DESCRIPTION OF THE PROPOSAL

Resource consent is sought to operate a commercial jet boat activity on the Rangitata River. The Rangitata River represents the boundary between the Ashburton and Timaru Districts and as such resource consent has been sought from both Councils.

Scale of Activity

It is proposed to operate a six person jet boat on the river (1 driver plus 5 guests) for up to a maximum of four trips per day with an overall cap of 480 trips per year. This would equate to an average of 1.3 trips per day across one calendar year.

The activity will operate during day light hours (up to a maximum of between 7am and 7pm), seven days a week, but always during daylight hours. No set timetable has been proposed for the activity such that the applicant is able to offer more tailor made services based on the needs of the client but anticipates that a typical trip will be one hour in length.

Location

The activity will operate on the upper reaches of the Rangitata River and activities will be limited to from the top of the Rangitata Gorge up to the confluence of the Havelock and Clyde rivers. It is noted

that the river includes various branches within this area and as part of this the activity will go up to the confluence point but will also travel up another arm of the river up to the Deep Creek area towards Mount Sunday.

The boat will be launched from the point known as Red Rocks (also known as Turn Again Bend) which is the same point at which recreational jet boats are also launched. This is a suitable section of river for launching as opposed to containing a defined boat ramp. The total length of river within which it is proposed to operate is approximately 38 kilometres in length.

Jetboat tours will not operate upstream of Red Rocks point between March and July (inclusive) in accordance with local regulations regarding fish spawning. Jet boating activities will continue during the March to July period but only below Red Rocks point.

Jet Boat

The jet boat proposed to be operated on the river is a 4.6 metre open topped jet boat as per the below image. The boat is capable of carrying up to a maximum of six passengers being five guests and the driver. The jet boat engine includes a standard muffler system but also a specifically designed exhaust system such that the exhaust point is located at the stern of the boat at or below water level (depending on the speed the boat is operating). This has the effect of further reducing engine related noise compared to a typical jet boat.



Associated Facilities

The jet boat will be brought to site each day that tours operate. The boat will be brought from the applicant's property in the Peel Forest area or a similar location. The boat will not be stored at the launching point or at a property near the launching point.

The boat is carried on a tandem trailer which is towed by a four wheel drive vehicle. The trailer, while typical in appearance, is designed so that guests can step on to and walk along the trailer to then get into the boat once it has been launched and conversely do the same upon return.

Guests will typically be transported to the site in the same four wheel drive that transports the boat but may either be transported by the applicant in an alternative vehicle (depending on numbers of persons) or on a less frequent occasions may travel in their own vehicle to the launch point. Toilet facilities will be available at the Peel Forest collection point, a public toilet near Peel Forest and at an arranged local farming property near the launching point. A portapotty will also be carried on the boat.

1.1 DESCRIPTION OF THE EXISTING ENVIRONMENT

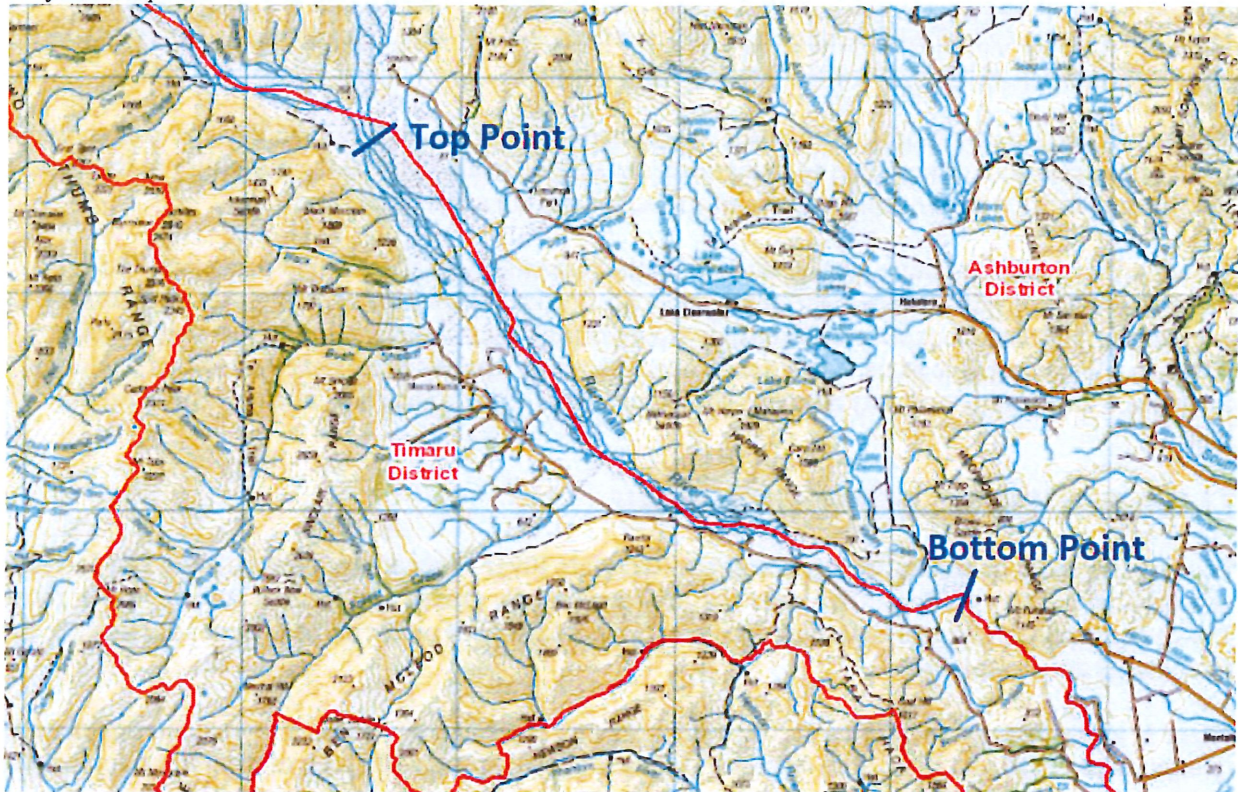
The site is located on the upper reaches of the Rangitata River. This area is mountainous and includes several high country stations. The river flat area is generally grazed and farmed at lower stock rates. The river meanders through the valley such that the availability of public areas in close proximity to the river varies across its length.

There is a low density of housing through the area and dwellings are located in various positions in relation to the road and river. The closest dwelling is approximately 200 metres from the river but the majority are a substantially greater distances away.

A conservation reserve is located on the northern side of the river and at the upper reaches of the river area there are also conservation managed areas. The Rangitata River Gorge is located at the eastern end of the application area and provides a natural buffer or stopping point for jet boat activities due to the scale of rapids through the gorge area.

Access to the valley area is either from Rangitata Gorge Road, which also provides access for the proposed activity, and also via Hakatere Potts Road which is located to the north of river.

As previously discussed, the boat will only be launched at the Red Rocks / Turn Again Bend site which is a commonly used launch site for jet boats. There is no formed boat ramp and instead the area has a gravel river bank suitable for launching boats and an area available for the parking of vehicles/trailers. The launch area is through a gateway and is close to the Rangitata Gorge Road.



2.0 PLANNING FRAMEWORK

2.1 RELEVANT RULES

Timaru District Plan

The site is partly zoned Rural 1 and Rural 5 in the Timaru District Plan. The site has also been identified as a Statutory Acknowledgement Area and an Outstanding Natural Landscape Area.

Part D6, Section 6.20 specifically refers to activities on the surface of water. Within this section Rule 6.20.2.2 specifies that commercial activities involving craft on the surface of water are provided for as a Discretionary Activity.

It is further noted that Permitted Activity Rule 6.20.2.1 (4) permits the use of motorised craft on the Rangitata River at any time other than above Red Rocks also known as Turn Again Bend (NZMS 260, Sheet J36, Grid Reference 515208) between March and July (inclusive), or where used as part of a commercial activity. While the activity is commercial in nature the applicant also proposes to comply with the Red Rocks limitation.

The performance standards for the two zones also include noise standards requiring that all activities shall be designed and conducted so that noise levels shall not exceed 50dBA L10 at the notional boundary of the nearest household unit on any other site between 7.00am and 10.00pm on any day, and 40dBA L10 and 70dBA Lmax at all other times. On the basis of information provided in the application and independent advice the proposed activity will comply with acoustic standards.

Overall, the proposal is considered to be a Discretionary Activity under the provisions of the Timaru District Plan.

Ashburton District Plan

The site is zoned Rural C under the Ashburton District Plan and has also been identified as being within an Outstanding Natural Landscape (D) and an area of Significant Conservation Value (Group 1).

Under the rural zone rules commercial activities have been identified as a non-complying activity pursuant to Rule 3.8.6(b). Like the Timaru District Plan it is noted that Permitted Activity rule 3.8.2(K) permits activities on the surface of water bodies but the provision does not include commercial activities, as per above.

The proposal has also been reviewed against other relevant standards and rules including noise provisions. The proposal is considered to comply with these rule and provisions except for those regarding noise. The noise standards specified in section 11.8 of the District Plan, for the Rural C zone, specify noise limits to be applied within any other site and a notional boundary is not applied. Daytime noise limits are specified to be 40dB Laeq(1hr) and 65 Laf,max. The proposal will comply with these noise provisions as measured at local dwellings but it is anticipated that for those sites directly adjoining the river, where there is not a wide riverbed, it is likely that compliance will not be achieved. Accordingly, a precautionary approach has been applied in determining the proposal will not comply with this standard and a Restricted Discretionary activity consent is required in accordance with Rule 11.6.2.

Overall, the proposal is considered to be a non -complying activity under the provisions of the Ashburton District Plan.

3.0 NOTIFICATION ASSESSMENT (SECTIONS 95A, 95C-95D)

3.1 PUBLIC NOTIFICATION ASSESSMENT

3.1.1 Request for public notification (Section 95A(2)(b))

The applicant has not requested that the application be publicly notified.

3.1.2 National Environmental Standard or District Plan rule requiring or precluding notification (Section 95A(2)(c) and Section 95A(3)(a))

In terms of s95A(2)(c) and 95A(3)(a) there are no rules in the relevant District Plan, Regional Plan or NES which require or preclude public notification of the application.

3.1.3 Effects on the Environment to be disregarded (Section 95D Assessment)

3.1.3.1 Effects that must be disregarded for public notification purposes

- A) Effects on persons who own and occupy the land in, on or over which the application relates, or land adjacent to that land

In this case, it is considered that adjacent land includes all properties directly adjoining or in close proximity to the Rangitata River over that portion of the river which it is proposed to operate the jet boating activity. The effects on these properties have been disregarded for the purposes of public notification assessment.

- B) Any effect on a person who has given written approval to the application

The applicant has undertaken extensive consultation and has supplied a combination of written approvals and letters of support from various parties. Written approval of the following persons has been provided:

Table 2

Address	Name	Owner / Occupier
2131 Hakatere Road	Mt Potts Station	Both
1573 Ashburton Gorge Road	Mt Possession Station	Both
NA	Central South Island Fish & Game	NA
3229 Rangitata Gorge Road	Janet Taylor (Rata Peaks Station)	Both
3501 Rangitata Gorge Road	Graeme & Raewyn Larcombe	Owner (note occupier is Rata Peaks Station who have also provided their written approval.)
4365 Rangitata Gorge Road	Mari & Doug Harpur (Forest Creek Station)	Owner
4855 Rangitata Gorge Road	Malcolm & Sue Prouting (Mesopotamia Station)	Both
NA	Rangitata Rafts	Operator

Letters of support have been provided from:

- Department of Conservation;
- Te Rūnanga o Arowhenua
- Jet Boating New Zealand
- Upper Rangitata Gorge Landcare Group
- Kevin Payne – Back Country Trout

The applicant has also consulted with the Environment Canterbury Harbourmaster.

In addition to the above it is noted that the written approval of Erewhon Station has been previously provided but subsequently withdrawn and accordingly has not been included as part the consideration of potentially affected parties who have provided written approval.

The written approval of all parties adjoining or in close proximity to the river has not been obtained and on this basis it is considered that the written approval of all potentially affected parties has not been obtained.

3.1.3.2 Effects that may be disregarded – Permitted Baseline Assessment

The permitted baseline refers to permitted activities on the subject site. In this case the following constitutes the permitted baseline:

Commercial activities within the rural zone require resource consent as detailed above and as such it is not considered that there is a relevant permitted baseline for the establishment of a commercial activity on the Rangitata River. It is recognised that recreational activities are provided for, specifically Rule 3.8.2(k) of the Ashburton District Plan provides for activities on the surface of water bodies. Likewise Rule 6.20.2.1(4) of the Timaru District Plan includes similar provision for activities on the surface of water bodies. There are no specific standards to limit the scale and nature of the use provided it is not commercial in nature, except for noise standards in each District Plan.

On this basis it is considered that the permitted baseline for the site constitutes the undertaking of jet boating activities by private individuals on a non-commercial basis. This will include boats of a similar size to the proposed and will also include users travelling to the same or similar areas to the application proposal. It is also recognised that recreational / private users are less likely to have the secondary exhaust treatment system such that the permitted baseline could include boat users with louder or noisier boats. Some care is required in applying this baseline regarding noise levels as it is recognised that there is a wide variance in types of boats and their engines. Acoustic readings provided by the applicant in the resource consent application compared the application boat to a recreational boat and noise readings were very similar between the two which illustrates the need for care. That said, it is noted that the application boat will include a secondary exhaust treatment system which will reduce noise levels compared to if the boat did not.

At the time of the site inspection, which was a weekday in December, there were approximately 7 boat trailers parked at the launch area and as such it is assumed that it is a regular occurrence for boats to be operating on the river but it is also recognised that the number of boats on the river at any one time will be varied and it is considered unlikely that the same boat would operate on the river on a regular or daily basis.

This constitutes the permitted baseline and these adverse effects may be discounted entirely as the level of adverse effect arising from those permitted activities is deemed to be acceptable. It is only any other or further adverse effects arising from the proposal over and above the permitted baseline which are to be assessed.

3.1.4 Adverse Effects Assessment (Section 95A(2))

Having regard to the above and after an analysis of the application, the following assessment addresses the adverse effects of the activity on the environment for public notification purposes.

As a non-complying activity the full range of adverse effects must be considered.

Noise

As part of the resource consent application the applicant has provided acoustic readings of noise levels from the proposed activity. Initial feedback has been sought from independent acoustic experts who have commented that preliminary findings are likely to suggest that the proposal readily complies with District Plan acoustic standards as they would apply at residential dwellings (it is noted that resource consent has been identified as being required, under the provisions of the Ashburton District Plan, due to noise levels on adjoining properties as opposed to at dwellings). On the basis of compliance with these acoustic standards at locations considered to be more sensitive to noise levels (compared to open paddocks) it is considered that the noise associated with the proposed activity will not create noise levels to a level that will be of a health or nuisance type of effect.

It is also recognised that noise can create other potential effects more in relation to amenity and the character of an area. This is of particular relevance given the open area of the river valley, the ability for noise to travel over larger areas and there being little other background noise to blend or reduce the noticeable noise of a jetboat. For example, traffic levels on Rangitata Gorge Road are of a low level such that the noise of traffic is less likely to blend or combine with the noise of a jetboat.

During the site inspection when the river was viewed from various points from the road a series of 5 jetboats passed on the river in a west to east direction. It was possible to discern or view the jetboats before they could be heard and it was only possible to hear the boats at particular points depending on the position and angle of the boat on the meandering river and it was also dependent on the gentle breeze which was blowing through at the time of the site inspection. It was also noted that the noise was more noticeable after the boats had passed by as the rear of the boat/exhaust was pointing towards viewing point. The noise of the jetboats was recognisable but was intermittent and was for a short duration of a few minutes.

In this instance it is proposed to establish an activity which will be operating a single jetboat that is less likely to be travelling in convoy with multiple other boats and the boat includes measures to further reduce noise associated with the exhaust of the boat. It is therefore considered that noise levels will be less than those of a typical recreational jetboat but it is still considered that due to the nature of the area, including minimal background noise the jetboat activity will still be recognisable for nearby residents, farmers and other persons in the area. In addition, it is also recognised that the proposed activity will be operating on a more regular basis when compared to a typical recreational user. On this basis, the perceptible noise may increase in frequency and residents of the area may have an increased awareness that there is a regular jetboat activity operating on the river. Depending on the noise characteristics they may recognise this as the commercial activity proposed. For example, if the jetboat noise was of a more noticeable or different tone different from other jetboats it may become a noise associated with that specific jetboat.

On this basis, it is considered there will be some noise effects from the proposed activity but due to the characteristics of the area, the permitted baseline and the additional noise mitigation measures proposed by the applicant, any potential noise effects will be no more than minor. In considering the effects on adjoining and adjacent properties for these same reasons, it is considered any noise effects will also be no more than minor. Amenity effects are discussed further below but the combination of the amenity effects and noise as an amenity effect means that any noise effects on adjoining or adjacent parties will not be less than minor.

Amenity

As previously discussed, the application site is located within an open river valley area which is remote in nature and is bordered by a large mountainous area. Residential density is low and housing associated with the area is scattered with some being nearer the river and others being further away including at various heights or elevations above the river. The river also twists and turns through the valley area and as such at some locations the river will be a significant distance from public areas, particularly the road, and in other areas the river will be relatively close.

Activities in the area are predominantly of a farming or agricultural nature. Visitors to the area will also be accessing the conservation areas, particularly at the top end of the road and also the Mt Sunday area on the northern side of the river. Recreational users are generally considered to be limited to other jetboat users and anglers. It is understood the river is less frequently used for rafting or kayaking activities in the vicinity of length of river where the activity is proposed. There are no walking tracks which follow the length of the river in the vicinity of the proposed activity.

As previously discussed, jetboating is of a relatively frequent nature through the area for private / recreational users. When the weather is suitable and the river is in an appropriate condition, it is anticipated that the number of jetboats on the river will be higher, particularly during the warmer months of the year.

The proposed activity will utilise a jetboat of the same or similar scale to that of a recreational user. It will only be capable of carrying up to a maximum of 6 persons. Given the distances across the river valley area it will be generally difficult to perceive whether the activity is a commercial or private operator. People directly on the river such as fisherman or landowners/visitors will be able to see that the boat is a commercial operation due to the appearance of the boat but at the same time it is recognised that there will be few locations where this may occur due to the nature of the valley area with few directly public accessible areas to the river and also the large gravel river flats. It is noted the specific location of the river will also change from time to time, such as after a flood.

Much like the noise related amenity effects it is considered that the proposed activity will be more difficult to perceive such that the majority of persons will not be aware as to whether the activity is of a commercial or recreational nature. Permanent residents may have an increased awareness of the activity particularly due to it operating on a more regular basis, including being aware that the activity is of a commercial nature. The commercial basis of the activity and its regular occurrence including being visible for regular short periods of time will have some effect on the amenity of the area but for

the reasons discussed above, including the character and nature of the area, the permitted baseline and mitigation measures proposed by the applicant it is considered any effects will be no more than minor. It is again also considered that for adjoining and adjacent landowners these potential effects will not be less than minor, particularly due to an increased awareness of a regular commercial activity operating on the river.

Safety

The proposed activity is required to comply with relevant maritime regulations, including the adoption of safe practice etc. This will significantly address any relevant safety risks associated with the proposed activity. For example, communication devices would be required to be carried at all times.

Wider safety concerns are considered to be limited to the interaction of the proposed activity with other river users. In this regard, the only commercial operator on the river is a rafting operation which launches approximately 1 kilometre upstream of the Rangitata Gorge. There is therefore the potential for overlap between the jetboating and rafting activities. The applicant has advised there is a positive relationship with the rafting operator and this includes an awareness of those times with which the rafting operator will typically launch their craft. The written approval of the rafting operator has been provided. In addition, it is recognised that the area of river proposed to operate the jetboat activity from is an open river flat area with good visibility in all directions. As such, it is possible to see other river based activities at a significant distance prior to such activities being in close proximity to one another. On this basis, it is considered any potential effects for the rafting activity will be no more than minor.

With regards to effects on other river users which will most commonly be other jetboat users it is considered that, given the wide open nature of the river valley, significant visibility distances are available and as such any safety related effects will be less than minor.

Ecology

The river valley area has been identified as accommodating various species, including birdlife. But through comments provided, including experts from the Department of Conservation the potential effects of jetboat activities on river ecology is less known and the experts have recommended ongoing monitoring in order to better understand the impacts such as from the wash as a boat passes by and the impacts this may have on nesting areas for birds. An ecological assessment has not been provided as part of the resource consent application, but it is instead considered appropriate to place reliance on the comments of the Department of Conservation which includes feedback from an ornithologist local to the area.

The Department of Conservation has commented that currently a predator control trial is being undertaken in the area, including weed control and the programme is focussed on increasing the nesting success the Black Fronted Tern and Wrybill together with other bird species. The Rangitata remains a significant breeding site and it has been calculated that 2,300 Wrybill birds utilise the area out of a population of 5,200. The Department of Conservation is not opposed to jetboating in the area and it is recognised that some assistance may be available through services provided by the applicant and also that work is being undertaken with Jetboat NZ to define the effects of commercial jetboating on braided rivers. It has been recommended by the Department of Conservation that if the application is approved clear adaptive management conditions will need to be applied that may include the cessation of the activity if the effects are significantly adverse to the bird population and breeding success. To ensure monitoring of this regular reporting by the applicant, utilising appropriately qualified persons, will be required.

The applicant has been agreeable to the comments provided by the Department of Conservation and have proposed a number of measures generally in line with the recommendations. As such it is considered appropriate that a series of adaptive management procedures are required through conditions of consent which will ensure any potential effects on the ecology of the area are no more

than minor and that there is a clear procedure to ensure potential ecological effects are continually monitored and suitably addressed.

It is also recognised that the section of the Rangitata River above Red Rock is closed during the fish spawning season (March to July inclusive) and the applicant proposes to also comply with this requirement. The activity will continue to operate on the lower section of river below Red Rock Point during that period but given the exclusion from operating in the upper area this is considered to suitably ensure any effects on fish will be no more than minor.

Culture

The Rangitata River has been identified as an area of statutory acknowledgement by Ngai Tahu which reflects the culture importance of the waterway. To address this matter further the applicant has consulted with Aoraki Environmental Consulting Ltd as representative for Te Rūnanaga O Arowhenua. The proposal has been reviewed and a series of parameters have been recommended such as not providing information to passengers about historic or cultural significance unless approved by Te Rūnanaga O Arowhenua and also controls on the scale of the activity. The applicant has confirmed that they agree to include the requested measures as part of the resource consent application.

The written approval of Te Rūnanaga O Arowhenua has not been provided as part of the resource consent application and instead they have expressed that they would like to be forwarded any technical review forwarded by Council, including any proposed conditions. If these are satisfactory they do not oppose the proposal being granted on a non-notified basis.

As per the above, the cultural importance of the river has been identified and recognition of this importance has been given through appropriate consultation with relevant iwi. On the basis of the measures proposed by the applicant which aligns with the recommendations of the appropriate cultural representative it is considered any potential effect will be no more than minor but it is recognised that some effects remain given that the relevant potentially affected party has not provided their written approval.

Recreational

As previously discussed, aside from other jetboat users the river is also used by anglers. In assessing the potential effects on anglers the applicant has consulted with Fish and Game New Zealand and a local fishing guide (Kevin Payne). Fish and Game have provided their written approval as part of the proposal.

This includes the applicant providing confirmation that particular requirements will be complied with such as not entering the spawning area above Red Rocks between March and July and also providing an annual report of monthly trip numbers. The obtaining of the written approval is considered representative of anglers on the river as anglers will require a fishing licence from Fish and Game. That said, it is also recognised that individual anglers may have different opinions from that of the organisation.

In considering the potential effects on such users it is recognised that the activity will be similar in nature to that of a recreational / private user and also such activities will be limited in duration for the period with which they would pass an angler on the river. This is considered to significantly limit the potential recreational impact for an angler such that they will be no more than minor. Any impacts on the amenity related aspects of the proposal have been previously discussed above.

Landscape

The Rangitata River Valley has been identified as an area of significant landscape importance by the Ashburton District Plan. In this instance it has not been proposed to establish any permanent fixtures as part of the proposal such as a mooring or jetty and the boat will not be stored in the immediate vicinity of the river area when not in use.

On this basis, it is considered potential effects are limited to the period within which the jetboat is operating in the river environment. It has been previously assessed that the applicant has employed measures to potentially reduce the effects of the proposal, including the scale of the activity and noise control and it has also been discussed that the proposal will be very similar to that of a recreational activity. On the basis of no permanent fixtures being established and no alterations to the landscape occurring as part of the activity, such as access tracks, it is considered any landscape related effects will be no more than minor and will be much the same as those effects discussed in the amenity section earlier in this assessment.

Summary

In summary, having assessed the adverse effects of the activity on the environment, I consider that the activity will overall have a minor adverse effect on the environment as discussed in section 3.1.4.

3.1.5 Do special circumstances exist (Section 95A(4))?

The above assessment has identified that the potential effects of the proposal will be no more than minor but in doing so it has been identified that some adjoining or adjacent landowners will be potentially affected by the proposed activity and those parties have not provided their written approval.

The Rangitata River Valley is located within a more remote area, including being within a landscape considered to be of natural beauty or character. Some parties consider that the area should be available for public recreational users but may perceive the introduction of a commercial activity as in some way impacting the nature and character of the area. This is less with regards to a tangible or physical environmental effect, such as noise, and more with regards to the concept of a commercial activity operating in the area.

The combination of the natural character of the area and the introduction of a commercial activity within it suggests the public generally may have opinions on the proposal which extend beyond the environmental effects of the activity as has been previously assessed by the proposal. These opinions may extend wider than those persons immediately residing in the local area. It is considered that the uniqueness of the area including its natural character and the concept of introducing a more visual commercial activity means that the wider public should have the opportunity to be consulted with regarding the proposal.

On this basis, it is considered that special circumstances do apply and that it is appropriate to fully publicly notify the application in accordance with Section 95A(9) of the Resource Management Act 1991.

LIMITED NOTIFICATION ASSESSMENT

4.1.1 Is there an NES or District Plan rule requiring limited notification?

There are no rules in the relevant District Plan/ Regional Plan/NES that would require or preclude limited notification of the application.

4.1.2 Are there holder(s) of customary rights order who may be adversely affected by the activity? (s 95(f))?

No

4.1.3 Are there affected persons who the activity will have a minor or more than minor adverse effects on (s 95 (e))?

The following persons have provided their written approval to the activity:

Address	Name	Owner / Occupier
2131 Hakatere Road	Mt Potts Station	Both
1573 Ashburton Gorge Road	Mt Possession Station	Both
NA	Central South Island Fish & Game	NA
3229 Rangitata Gorge Road	Janet Taylor (Rata Peaks Station)	Both
3501 Rangitata Gorge Road	Graeme & Raewyn Larcombe	Owner (note occupier is Rata Peaks Station who have also provided their written approval.)
4365 Rangitata Gorge Road	Mari & Doug Harpur (Forest Creek Station)	Owner
4855 Rangitata Gorge Road	Malcolm & Sue Prouting (Mesopotamia Station)	Both
NA	Rangitata Rafts	Operator

Written approval has not been obtained from all the persons who are considered to be adversely affected by the activity, as such, the application is required to be subject to limited notification. This is less relevant on the basis that it has been identified that special circumstances apply and the application should be processed on a fully notified basis.

4.1.4 Limited Notification Assessment Conclusion

If the application was not to be processed on a fully notified basis it is considered that this application should be processed with service of notice as some affected persons have not given their written approval to this proposed activity.

5.0 Conclusion

Public Notification

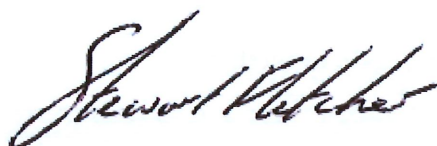
- Pursuant to section 95A(9), there are special circumstances that warrant public notification of the application. These special circumstances are detailed in Section 3.1.5.

6.0 Recommendation

Public Notification

For the reasons set out below, I recommend this application be processed with public notification pursuant to Sections 95A-95F of the Resource Management Act 1991:

- There are special circumstances [s95a(4)]; and
- There are persons considered affected by this proposal (s95e & s95F);



Resource consent application: LUC18/0094 & 102.2108.224
Address: Rangitata River
Notification Report

Signed:

Stewart Fletcher
Reporting Planner


Date: 07 January 2019

Decision:

The above applications LUC18/0094 and 102.2018.224 have been considered under delegated authority and have been determined to be processed with public notice pursuant to sections 95A-95F of the Resource Management Act 1991.


On behalf of Ashburton District Council (note a separate notification document was previously signed by the Ashburton District Council but this assessment is representative of that notification assessment):

Signed:



Ian Hyde
District Planning Manager

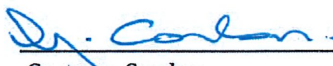
Signed:



Jane Donaldson
Group Manager Environmental Services

On behalf of Timaru District Council:

Signed:



Gemma Conlon
Team Leader: Consents & Compliance
(Consultant)

Date:

21 January 2019

