

Feasibility Report
Proposed Tasman Motorsport Park
Stanley Brook Valley
Nelson



project fusion

Prepared by Project Fusion Ltd for the Tasman District Council
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(1) Executive Summary

It is with pleasure that we present this feasibility report dated 11 August 2008 which collates key information generated to date regarding the proposed development of a multi-use motorsport park on a site in the upper Stanley Brook valley. The contents of this report can be summarized as follows;

- Although motorsport has been a popular activity within the region in the past, over recent years the availability of suitable motorsport venues has diminished, not through lack of demand by motorsport enthusiasts, but as a result of tougher environmental standards with regard to noise and other emissions, a lowering of tolerances of such activities close to urban areas and more accountability for public safety.
- Adcock & Donaldson Properties Ltd has proposed to establish a motorsport venue on their 203 hectare block of land in the upper reaches of the Stanley Brook valley, near Tapawera. The site is 50 km from Richmond and is currently accessed via a gravel forestry road off the end of Olivers Road, which itself is off the Motueka Valley Highway, 4 km from the turn off from State Highway 6.
- The proposed motorsport facility is generally located on the flat open valley floor and shall include sealed racing circuits, drag racing strip, kart track, jet ski lake, rally road, various motorbike/quad bike/buggy racing tracks, accommodation, camping ground, commercial areas and an adventure park.
- The site current lacks services, and the proposal includes a significant upgrade of the access road, installation of a bore and storage tanks for potable water, installation of sewage treatment & disposal systems, and the reticulation of power and telephone.
- It is proposed that a motorsport park trust be established to oversee the establishment and operation of the motorsport park. It is anticipated that the trust shall be made up of key stakeholders and shall be granted a long term head lease from the land owners. The trust shall raise the initial funds to develop the motorsport park and apply for the necessary consents. The trust shall then invest funds raised in the core facilities, services and infrastructure. The trust shall then sub-lease the motorsport facility to a separate entity, being a limited liability company owned by the various motorsport clubs, which will be the vehicle to run the day to day activities of the motorsport park.
- The initial rough order of costs for the completed motorsport park facility is in the order of \$26 million with significant elements of the completed facility built for \$9 million.
- A general assessment has been undertaken as to how the proposed motorsport park would likely to fit within the objectives, policies and rules of the Tasman Resource Management Plan. It has been concluded that the activity would require a number of resource consents. On review of the various objectives, policies and rules, it is believed that the proposal could avoid, remedy or mitigate any adverse effects through good design

and construction of the actual facilities and proper management of the on-going operations.

- A group of people and organizations considered Affected Parties has been approached. The motorsport park concept has been presented to these parties in open discussions and we have recorded their feedback as well as incorporated ideas and ways to mitigate the effects anticipated.
- The significant issues that relate to establishing motorsport activities on the subject site raised by the affected parties relate to the access road, impact of traffic, public access through private or leased property, the cause and spread of fire, the risk of flooding and contaminants entering surface or ground water, noise and dust. Only one party at this point has expressed significant concern towards the perceived effects of the motorsport activity, however, it is unlikely that the actual effects shall exceed current rules.
- Other key stakeholders were contacted, including Fish & Game, local iwi, and the Rural Fire Network.
- Various motorsport and interested parties were also approached. Again, the motorsport park concept was openly presented to these groups with the aim of attaining feedback and input, including constructive criticism, to the proposal. Overall the response was very positive, with only a few groups failing to support the concept. Many of the ideas and desired outcomes identified from the various meetings have now been incorporated in to the concept design.
- Key issues raised by the various motorsport groups related to design features particular to their motorsport activity. One of the key issues raised by two of the groups is for the need to gain FIA rating for the racing circuit and some of the hurdles to be overcome to achieve this.
- Various interested parties were also approached, including the Police, World of Wearable Arts, Latitude Nelson and the Nelson Mountain Biking Club. Again the feedback was supportive and positive.
- Our overall conclusion is that a comprehensive motorsport park could be physically located on the site and that the adverse effects of a development could be less than minor subject to certain design criteria and operations standards being applied. Although the remote location of the site poses some issues, it also greatly assists with the mitigation of many of the adverse effects associated with motorsport activities.
- The next steps include the formation of the motorsport trust, defining the development scope, raising the initial funds, preparing detailed design and submitting applications for, and attaining, the various resource consents. This is expected to take anywhere between 9 to 18 months.

(2) Background

Ever since motor power was introduced to New Zealand there has been a real interest within all regions and their communities in motorsport and the subsequent performance enhancement of the motor vehicles used. New Zealanders have and still perform exceptionally well on the world stage, with many becoming household names. The older generations will remember names like Bruce McClaren, Chris Amon and Bert Munroe (the worlds fastest Indian) while younger generations will be more familiar with Scott Dixon and Greg Murphy. The Nelson / Tasman region has also produced world class performers current examples being Jason Richards (Australia V8 Super Cars) and Josh Coppins (current world #2 in Motorcross).

As with any sport whether its rugby, rowing or motorsport, to produce sports competitors at the top of the pyramid there always needs to be a large base of basic competitors with facilities to regularly compete. While most other sports facilities and available grounds are being improved and developed in the Nelson / Tasman region the reverse is happening for motorsport. Urban growth, the faster modern life style, environmental awareness, accountability for public safety have all seen the availability of part time venues all but disappear (road closures for the once annual Nelson Car Club hill climbs on the likes of Kerrs and Sandy Bay Hills are prime examples). While permanent tracks like the Speedway and Go-Karts have come under various barrages of complaints from the newer urban settlers.



The site of the Proposed Motorsport Park looking north west

The concept of a motorsport park being established in the Nelson Region has been around for many years, with various sites suggested, however, little real progress has been made. The key facility required is a sealed racing circuit to cater for various car clubs and racing groups, since there is no specifically designed or dedicated sealed racing circuit in the region. Currently, the various motorsport groups are spread throughout the region with the drag racing held at the Motueka aerodrome (current resource consent about to expire), kart club near the Redwood Valley, motocross held at various locations, stock car club on Landsdowne Road with restrictions on operations, and a number of smaller groups with no actual facilities. Essentially there are limited locations provided for motorsport activities due to conflicting uses, tight noise restrictions and tough health & safety regulations.

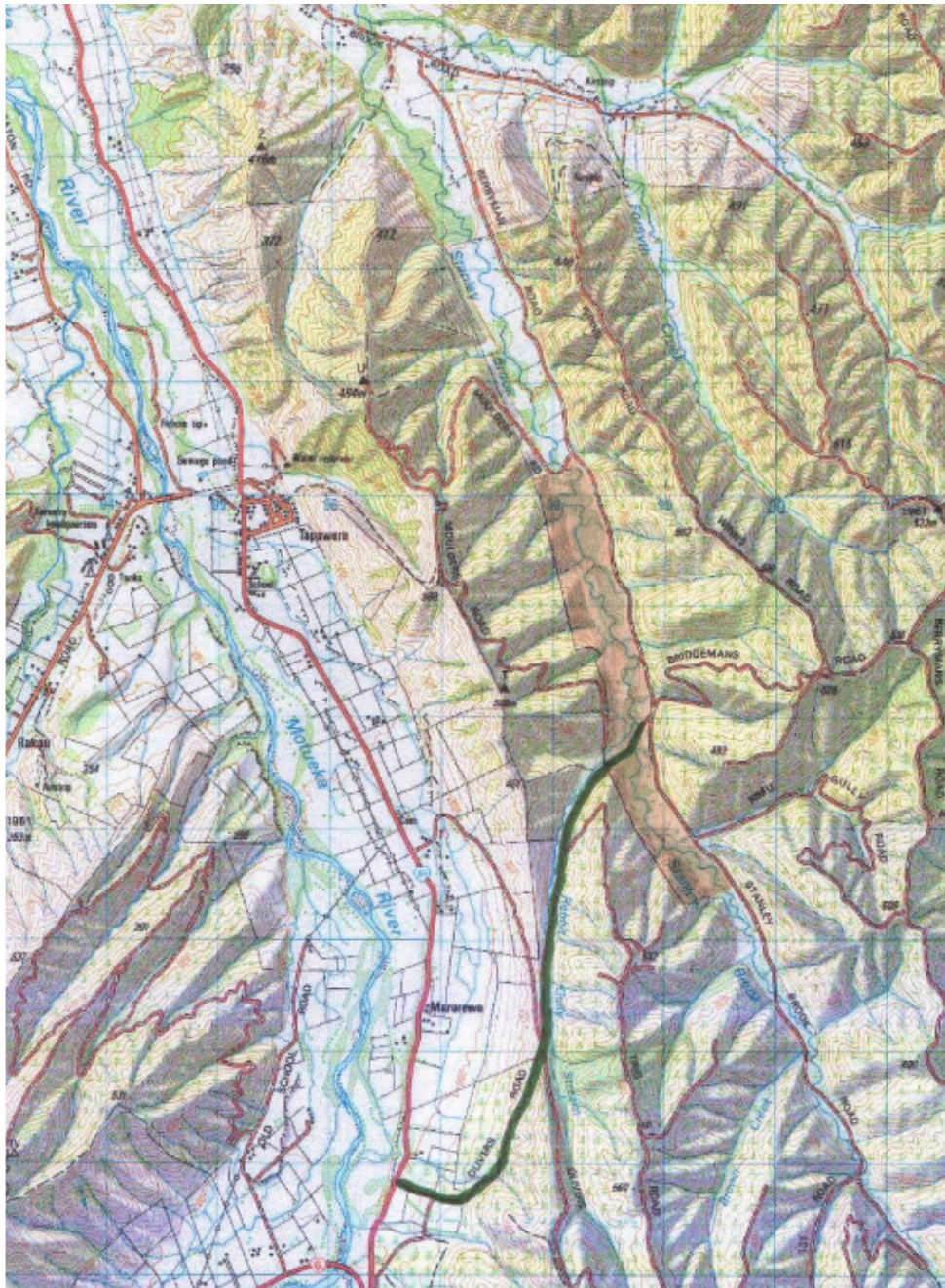
Adcock & Donaldson Properties Ltd own a 203 hectare block of land in the upper reaches of the Stanley Brook, which has access via Olivers Road (off the Motueka Valley Highway) and Rabbit Gully. The site is approximately 62 kilometers from the centre of Nelson, 50 kilometers from Richmond and 55 kilometers from Motueka. The property includes flat river terraces along the upper Stanley Brook Valley with some east facing hill slopes currently used for forestry plantation. The site is split in to two titles and the legal references are Lots 1 & 2 DP 17074.



Northern end of the site looking west towards the lake site

Both Garry Adcock and Gary Donaldson are motorsport enthusiasts and have put forward their property as a possible site for a multi-use motorsport park. Project Fusion Ltd approached Garry Adcock & Gary Donaldson in December 2007 with an offer to prepare a concept design and feasibility report for a motorsport park on their property. Project Fusion Ltd then approached Tasman District Council in May 2008 for funding for the report, which was granted in June 2008.

The scope of the report was agreed to include the provision of a concept design to see if a motorsport park could work within the site boundaries, contours and identify any specific site issues. Consideration would need to be made for the provision of services to and on the site. A basic cost estimate would be required to get a feel of the likely costs involved, however, the scope does not extend to determining the likely revenue to be generated from future motorsport activities. Tasman District Council was particularly interested in the response to the proposal from likely affected parties, key stakeholders and user groups. It was also agreed that a general assessment of the likely town planning issues be made and an outline of how the development could proceed.



Proposed Motorsport Park site (highlighted in orange) and Access Road (highlighted in green)

Project Fusion has put together a concept design which has been refined and updated as input and feedback has been received back from effected parties, key stakeholders and potential user groups. We have also provided an outline of the services required, all of which is covered in Section 3. As a result of feedback from effected parties, key stakeholders and user groups we have extended the report scope to include a section on how the organizational structure of such a facility could be established, which is covered in Section 4. We have provided a basic cost estimate in Section 5. We cover the likely town planning issues in Section 6 and how the proposed design fits within the objectives, policies and rules of the Tasman Resource Management Plan. We then conducted a series of presentations and meetings with the likely affected parties to the proposed motorsport park. The issues, concerns and ideas that came out of those meetings and discussions are included in Section 7. We also ran a series of presentations, meetings and discussions with potential user groups and other stakeholders, again recording their views, which is outlined in Section 8. Finally, in Section 9, we have outlined the next steps required to take the project through to attaining the necessary resource consents, being the next major milestone in the process of creating a motorsport park for the Tasman Region.



The site from Bridgemans Road, at the entrance, looking north

(3) The Design Concept

(3.1) Concept Design

After consultation with many of the likely user groups and research in to other race tracks in New Zealand and around the world, we have prepared a basic concept design for the proposed motorsport park (refer to Appendix A) that includes the following key features;

- **3.5km tarmac racing circuit**
- **New Zealand's longest straight**
- **New Zealand's only banked corner**
- **7 configurations for smaller circuit racing events**
- **Drag strip and runout area with return road**
- **Burnout area**
- **Skid pan**
- **Fully rated long kart track**
- **Access for karts onto main circuit**
- **Jet ski lake**
- **4.5km rally road with access to the main circuit**
- **Off road stadium racing track**
- **Super motard track**
- **Quad bike racing track**
- **Motor cross track**
- **Future development for speedway if required**
- **On site Trauma Room and Helipad**
- **Commercial zone**
- **Accommodation on site**
- **Camping ground/motor home park**
- **Family area**
- **Mountain biking park**
- **Adventure park**
- **Luge track**

It should be noted from the outset that we have prepared a concept design for a comprehensive multi-use motorsport park that, in reality, may take some time to actually achieve. The design is purely a vision of what this specific site could accommodate and provide an overall master plan that is most likely achieved in stages over time. We believe it is better to design and assess the completed comprehensive development from the outset, than to design and assess it on an incremental basis, each time something extra is proposed to be built on the site. This way the full potential of the development on this site can be determined early and properly planned and implemented.

The proposed motorsport park features New Zealand's longest straight, a 17 degree banked corner and a natural amphitheatre, these being the signature pieces of New Zealand's newest and most scenic grand prix circuit.

With the site nestled between wooded hillsides which provide a natural amphitheatre from which to view racing of the highest caliber it is proposed that, rather than working against nature and flattening the site for ease of construction, we work with the natural contours and flow of the valley to create an undulating and interesting driving experience.

Siting the main grand prix circuit and drag strip at the entrance to the valley allows maximum car parking at the southern end as a buffer to the non motor sport activity on the property and also minimizes traffic through the length of the site.

It is in this buffer zone that we will create the commercial and accommodation zones. The first stage of accommodation will have 96 beds centered around a day lodge/bar restaurant area. Adjacent to the accommodation units, there shall also be a camping ground and motor home park developed with the various associated amenities, to provide additional onsite accommodation for the large multiday events. These facilities shall be designed to the approved camping ground standards.

Near the entrance of the facility shall be a “peewee” family area allowing family groups to visit for day trips with their own children’s motorbikes/quads or to rent from the on site manager a range of children’s motorbikes/quads and enjoy a full day out including lunch and other non-motor sport activities. As the motor sport park increases in popularity the accommodation will grow into an area set aside for future expansion.

The drag strip is the cornerstone of the design providing the circuit with a back straight as their run-out area. The needs of the drag club have been met with regard to marshalling areas and we propose to have sheltered pit areas to use before they move onto their track.

Spectator viewing will be adjacent to the pit areas and along the wooded hillside parallel to the track which will be cleared and benched to allow spectator viewing of the start area and timed run. A burnout pad will be built in an area adjacent to the seated area again to maximize spectator viewing.

The main sealed circuit of approximately 3.5 kilometers has 7 undulating variations of varying lengths and can be split in 2 to allow different users on the track at concurrent times, both operating from their own pit areas. The main pit area on the south-east corner will be used for event days and hire days. The second smaller pit area could be an area for investors to build their own pit buildings and house cars full-time.

Connecting to the main circuit at the northern end is a rated kart circuit of 1.2 kilometers which will allow their full range of karts to use both the kart and the main circuit. It is envisaged that a full set of pit and club buildings will be required on site.

Between the kart track and the northern “dusty” sports a sizeable lake will be created by the removal of gravels required to construct the main circuit. Placing it here allows a separation between the sealed areas and the non-sealed areas, the first of which will be the rally cars which will skirt the edge of the lake to a marshalling point before entering into a purpose-built 4 kilometer gravel surface valley and hill road. This road will be made up of a mix of straights, fast and tight

corners, flat areas and forested hillside. Spectator viewing areas shall be created around the course and positioned to provide maximum safety. This will also access onto the main circuit when required for rally-cross events.

To the north will be a large area set aside for off-road racing, quad bikes and super motard bikes. These users can use a similar type of terrain and if designed and managed well will allow a larger area for common use.

Alongside and with the possibility of sharing some of the off-road area will be a full motor-cross circuit with start area and ample parking for competitors and spectators. For those groups - off-road racing, super motard, quad bikes and motor-cross - being adjacent to and with access to the rally road allows even more flexibility to use the rally road but also access the main circuit for an element of tarmac racing.

On the northern boundary is an area of existing trees that will remain as a visual buffer to the northern neighbour and to assist to reduce the effects of dust and noise. If required in the future the area can be allocated to another user, for example speedway, should the club choose to move.

To the southern end of the site, in order to attract as many non-motor sport users to the site as possible, it is proposed to create a public non-motorsport park with options to include a mountain bike park, walking tracks, outdoor concert arena, horse riding and a concrete luge track on the hill.

(3.2) Services

The current and proposed services for the site are as follows;

(3.2.1) Access Road

The current access to the site is via a gravel forestry road off the end of Olivers Road. Olivers Road comes off the Motueka Valley Highway and is a formed gravel road. It is a legal road for approximately 500 meters before it enters a Crown Land block which is leased to Nelson Forests Ltd. From this point the gravel forestry road winds its way north, up to the ridgeline above Rabbit Gully, where it meets a legal paper road. This segment of forestry road is subject to a right of way agreement between the Crown and the various land owners in and around Rabbit Gully. From the top of the ridge above Rabbit Gully the road descends to the north either on or adjacent to a legal paper road to Bridgemans Road which bisects the subject site.

It is proposed that this road be upgraded, ultimately to a two lane sealed access road from the Motueka Valley Highway to the subject site. It is proposed that this section of access road remain a private road from the subject site to the end of the current legal road section of Olivers Road, with the legal access granted to the same parties who currently have legal access. It is proposed that a lockable gate be established at the beginning of the private road section of the access road, and lockable gates/barriers on any forestry road, paper road, track, driveway or access point along the private access road through to the proposed motorsport park, to ensure visitors to the site can not deviate on to any other property.



The present access road descending into Rabbit Gully, looking north

The new access road to be designed to normal council roading standards and have appropriate setbacks from forestry plantations, with a managed fire-break on either side of the access road throughout the entire length.

Maintenance of the private access road to be shared amongst the various property owners on a pre-agreed and level of use basis.

(3.2.2) Potable Water

There is no existing potable water supply. It is anticipated that potable water shall be provided from a bore established within the boundaries of the subject site. Water shall be extracted and then stored on site within appropriately located water tanks. Water shall then be reticulated to the various buildings and facilities.



Ford across the Stanley Brook on Bridgemans Road, shortly after heavy rain

(3.2.3) Stormwater

Stormwater from buildings shall be to ground and/or soak pits, to council standards. Building positions on site shall also need to be carefully considered once the hydrology of the river valley is defined in more detail.

It is anticipated that the position and design of the various racing tracks are such that any runoff from hard-surfaces be controlled and diverted to appropriate separators and/or filters before entering the surface or ground water system. This includes the use of hydrocarbon separators for areas where there is a risk of fuel & oil spillage and grassed swales to service hard compacted gravel carparks and internal gravel roads.

(3.2.4) Sewage Treatment & Disposal

It is proposed that the various buildings and facilities be serviced by approved on site sewage treatment and disposal systems, including large preliminary storage tanks to deal with shock loading, associated with large events. These systems shall be designed in accordance with council standards once sewage volumes are calculated and toilet facilities positioned. It is noted that toilet facilities shall be required at a number of convenient locations throughout the site to avoid contamination of surface and ground water from human waste.

(3.2.5) Solid Waste

A system of collection (rubbish bins) and disposal of solid waste shall be established. All refuse shall be collected and disposed of in a council approved rubbish collection areas or dumps.

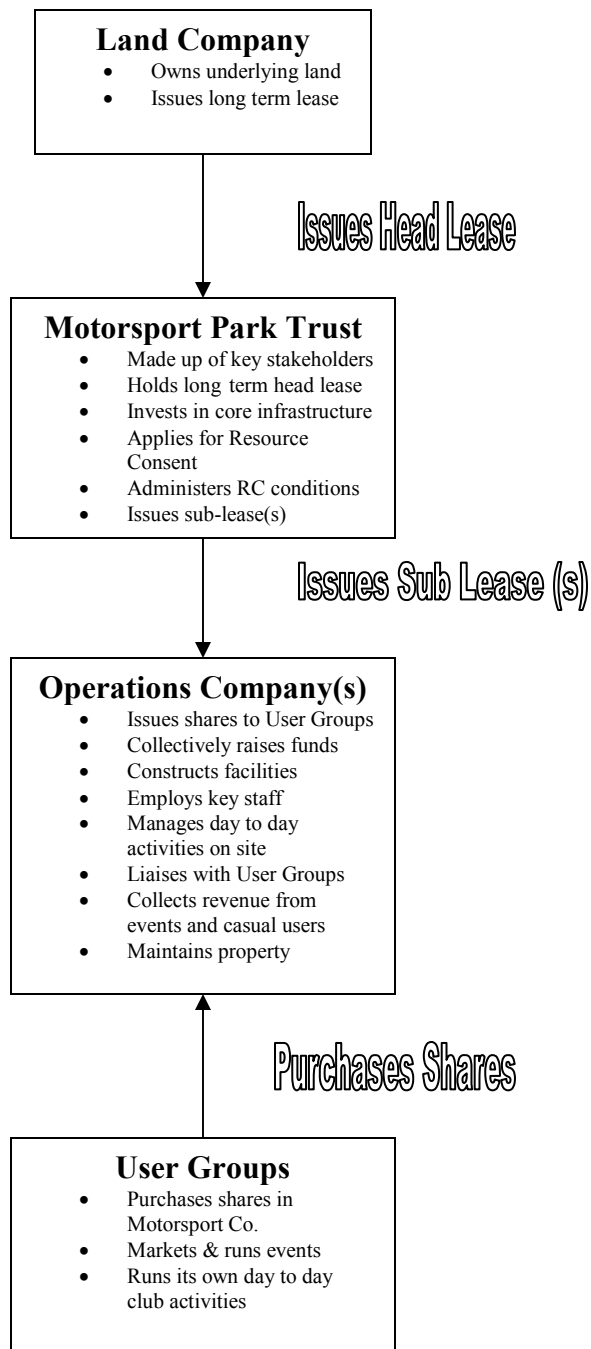
(3.2.6) Power & Telephone

There is currently no power or telephone services to the site. It is proposed that an over head three phase power supply be extended to the site. Although the route of this power line has yet to be determined, it is anticipated to be either run in adjacent to the proposed access road or up Berryman Road from the Upper Stanley Brook Road to the subject site. The telephone cable would follow a similar route.

(4) Proposed Organization Structure

During the many meetings and discussions with affected parties, key stakeholders and various user groups, it became evident that an outline of the organization structure for the proposed motorsport park would need to be determined to deal with many of the issues being raised.

The following is a suggested organization structure for discussion purposes;



(4.1) Land Company

The Land Company is likely to be the current land owners who in turn would provide a long term head lease for the property to a completely separate and stand alone entity. The terms of this lease would need to be further defined, however, would likely include the following terms;

- Annual ground rent
- On going land maintenance requirements
- Ability to maintain grazing and forestry operations, where practicable, working around the motorsport activities
- Public liability and fire insurance, etc

(4.2) Motorsport Park Trust

We suggest an entity be established in the form of a trust that has the head lease with the Land Co. The “Motorsport Park Trust” would be made up of various key stakeholders who have a vested interest in the successful establishment and operation of the proposed motorsport park. We suggest members of the Motorsport Park Trust may include representatives from the land owner, representatives from key investors, representatives from the motorsport user groups and possibly representatives from the council(s).

The trust would oversee the effective and efficient establishment and operation of the motorsport park and would be the entity which applies for the various resource consents and engineering and building consents for the core facilities and services. They would also be the one point of contact responsible for administering any conditions of the various consents.

It is anticipated that the trust would seek to raise the initial funds to attain the various resource consents and establish the core facilities and services required. Funds raised by the trust or by various members of the trust could then be invested directly into the development where they retain control over the expenditure of the funds and retain ownership of the assets created. These established facilities and services can then be on-leased to a separate operations entity or entities to run the day to day operations. This way, the Motorsport Park Trust retains overall control of the facility, does not get entangled in the day to day operations and retains ownership of its assets if the operations company(s) ever fail.

(4.3) Operation Company(s)

It is proposed that a separate stand alone limited liability company be established to administer the day to day operations of the motorsport park and have a sub-lease with the Motorsport Park Trust. It may become appropriate that other minor separate entities be established for some of the other

activities proposed including tourist accommodation, commercial activities, non-motorsport activities, etc. However, the principal entity, the Motorsport Company, shall be owned by various shareholders. It is proposed that the various motorsport user groups purchase shares in the Motorsport Company, with share holding based on the amount of funding these user groups contribute to this company. The Motorsport Company would then invest their funds in specific facilities within the motorsport park, including clubrooms, tracks, storage facilities, accommodation facilities, amenity buildings, kiosks, etc. The Motorsport Company would also employ the various staff required to run the day to day operations of the motorsport park, providing security, site and services maintenance, fire protection services, rubbish collection, and liaising and assisting the user groups with their various motorsport activities and events.

The advantage of having one main operations company is to pool together financial and human resources from the user groups for the efficient and effective operation of the motorsport park that would otherwise be inefficient if done by each individual user group. The user groups, however, would still be responsible for running their various activities and events. The Motorsport Company would be required to provide the necessary management plans, safety plans, fire protection plans, etc for approval by the Motorsport Park Trust and then be responsible for the implementation of the various plans and initiatives. The Motorsport Company shall recover their costs through contributions from the various user group activities and events and from casual users of the facilities.

(5) Rough Order of Costs

In order to get a feel for the costs involved, Adcock & Donaldson Ltd who are civil contracting specialists, has undertaken a rough order of costs exercise on the proposed motorsport park concept plan. They have estimated two scenarios, including the full development as outlined in the concept plans, and a smaller scaled development for club use only, which may be an interim step towards the completed development.

	Full development as per concept plans	Smaller scale development for club use only
Access Road (for large spectator events)		
Olivers Road Intersection upgrade - major	\$ 200,000	
Olivers Road Intersection upgrade - minor		\$ 50,000
Earthworks for access Road		
6km x 4m x 4m = 96000m ³ @ \$20	\$ 1,920,000	
6km x 1m x 1m = 6000m ³ @ \$20		\$ 120,000
Sub-base for Road		
7km x 8m x .2 = 11200 @ \$70 (1/2 road in place)	\$ 784,000	
7km x 5m x .2 = 7000 @ \$70		\$ 490,000
Basecourse for access Road		
7km x 8m x .3 = 16800m ³ @ \$100	\$ 1,680,000	
7km x 5m x .3 = 10500 @ \$100		\$ 1,050,000
2 Coat Chip seal - 49000m ² (3.5 lanes)	\$ 392,000	
Access Road Total	\$ 4,976,000	\$ 1,710,000
Earthworks & Roothing on Site		
Stream Alterations incl Landscaping	\$ 2,000,000	\$ 1,000,000
Earthworks 70ha x 1m ³ = 700000m ³ @ \$10	\$ 7,000,000	
Qty less		\$ 2,000,000
Basecourse for site & track 16800m ³ @ \$100	\$ 1,680,000	
Qty less		\$ 1,050,000
Asphalt 33000m ² @\$45/m ²	\$ 1,485,000	
Qty less - 15000		\$ 675,000
Total for Site Works	\$ 12,165,000	\$ 4,725,000

Other Costs

Power, sewer. H2o, phone Buildings	\$ 3,000,000	\$ 1,000,000
- Accommodation & Camping Ground	\$ 2,000,000	\$ 1,000,000
- Clubrooms & Amenity Blocks	\$ 1,500,000	\$ 500,000
- Trauma Room & Heli pad	\$ 500,000	
- Seating areas	\$ 500,000	
- Storage sheds, etc	\$ 1,000,000	\$ 250,000
Total Costs	\$ 25,641,000	\$ 9,185,000

All figures exclude GST

As outlined, a significant cost element to this development is the access road, which could range between \$1.7 million and \$5 million to upgrade. The rates used include for the provision of culverts and swales, fences & gates, etc. It would be preferable to upgrade the road as the facility develops over time.

The onsite civil works is also a significant cost, particularly with regard to the development of the racing circuit earthworks and structures and stream diversion. Again, a simpler and smaller racing circuit option could be developed initially.

Finally, we have made some general assumptions for the installation of necessary services and the construction of various buildings and facilities, which again shall be staged over time.

The fully completed development would be in the order of **\$26 million** to construct, with significant elements of the completed facility built for **\$9 million**.

(6) Town Planning Issues

One of the objectives of this report is to determine the “likely” town planning issues associated with a motorsport park on this particular site. Since the design is only a broad concept at this stage and the typical design detail and backing information required for a resource consent application has yet to be done, we need to point out that this assessment of town planning issues is purely a broad outline of the likely issues that shall need addressing. To assist us with the town planning assessment, a series of meetings was held with key staff from Tasman District Council to review the motorsport park concept and to see how it fitted in with the objectives, policies and rules of the Tasman Resource Management Plan (TRMP). Project Fusion presented the proposed motorsport park concept to the following TDC representatives and has included their various comments and advice under the relevant sections of the TRMP below;

- Mr Jack Andrew – Land use consents,
- Mr Leif Pigott – Natural resources, including water courses, stormwater, potable water, land disturbance, sewage treatment and disposal, hazardous substances, signage,
- Dugald Ley – Roading,
- Graham Caradus – Noise, camping grounds,
- Trevor James – Environmental issues.

Their respective responses were positive and helpful and we trust that we interpreted their comments and advice correctly in this report.

(6.1) Tasman Resource Management Plan Objectives and Policies

The subject site is zoned Rural 2 and has a further classification of LDA 1. We believe the chapters of the TRMP that relate to the proposed motorsport park, in terms of policies and objectives, include Chapter 5 (Site Amenity Effects), Chapter 7 (Rural Environmental Effects), Chapter 8 (Margins of Rivers, Lakes, Wetlands and the Coast), Chapter 9 (Landscape), Chapter 12 (Land Disturbance Effects) and Chapter 13 (Natural Hazards). We have made a general assessment of the objectives and policies we think are relevant and related those objectives and policies to the anticipated activities and how the likely adverse effects could be avoided, remedied or mitigated. The following is an outline of our findings;

(6.1.1) Site Amenity Effects

(6.1.1.1) Objective 5.1 - Avoidance, remedying or mitigation of adverse effects from the use of land on the use and enjoyment of other land and on the qualities of natural and physical resources. The relevant policies include;

5.1.1 To ensure that any adverse effects of the development on site amenity, natural and built heritage and landscape values, and contamination and natural hazard risks are avoided, remedied or mitigated.

The design objective of the proposed motorsport park from the outset has been to avoid, remedy or mitigate any adverse effects of motorsport activity on the existing qualities of the natural and physical resources of the region, including the use and enjoyment of other neighbouring land users. The detail of how any adverse effects are avoided, remedied or mitigated are outlined throughout this report. The general feedback received to date has been that the site is ideal in terms of minimizing the overall environmental impact, perhaps to the detriment of other factors such as convenience of the facility to populated areas and services.

5.1.2 To protect the quality of groundwater and surface water from the adverse effects of rural activities.

5.1.3D To ensure that the effects of land use on stormwater flows and contamination risks are appropriately managed so that the adverse environmental effects are no more than minor.

It is anticipated that the position and design of the various racing tracks are such that any runoff from hard-surfaces be controlled and diverted to appropriate separators and/or filters before entering the surface or ground water system. This includes the use of hydrocarbon separators for areas where there is a risk of fuel & oil spillage and grassed swales to service hard compacted gravel carparks and internal gravel roads. The facility also proposes to include the installation of appropriately located spectator and user toilet facilities connected to approved on-site treatment and disposal systems.

5.1.3A To ensure the characteristics, including size, soil type and topography of built development are suitable for sustainable on site treatment of domestic waste in unreticulated areas.

We anticipate that suitable on site treatment of domestic wastewater can be achieved. It has been recommended that the various toilet facilities have adequate preliminary storage capacity to deal with shock loading associated with large public events. It is also recommended that a gravity type system be preferable to safeguard against power outages, and the reliance on pumps. An assessment of the actual soil types present on site and proximity to ground water would need to be determined, prior to effluent treatment & disposal system selection. This would be provided at the time of the resource consent application.

5.1.4 To avoid, remedy or mitigate effects of; noise & vibration, dust & other particle emissions, contaminant discharges, odour & fumes, glare, electrical interference, vehicles, buildings & structures, temporary activities beyond the boundaries of the site generating the effect.

It is expected that the various motorsport activities proposed shall produce various levels of noise & vibration, dust & other particle emissions, contaminant discharges, odour & fumes, glare, vehicles, buildings & structures and temporary activities, and although the level of some of the likely effects have not yet been quantified, we believe that the isolated nature of the subject site from dwellings on neighbouring properties greatly reduces actual effects to less than minor.

5.1.7 To avoid, remedy or mitigate the likelihood and adverse effects of the discharge of any contaminant beyond the property on which it is generated, stored or used.

The anticipated design, particularly with regard to the control of runoff from racing tracks, toilet waste, solid waste capture and disposal and dust control (use of water carts), aims to avoid or mitigate any adverse effects of any contaminants beyond the property. The volume of fumes and odour from the various motorsport activities is anticipated to be relatively minor.

(6.1.1.2) *Objective 5.2 – Maintenance and enhancement of amenity values on site and within communities throughout the district.* The relevant policies include;

5.2.1 Maintain privacy for rural dwelling sites.

The motorsport park is 4 kilometers from the nearest dwelling in the valley and 3 kilometers from Tapawera with a 330 meter high hill between the town and surrounding houses and the subject site.

5.2.4 To promote amenity through vegetation, landscaping and screening.

It is anticipated that most of the buildings on site will have sufficient landscaping to assist in blending them into the rural environment.

5.2.8 To avoid, remedy or mitigate the adverse effects of traffic on the amenity of rural areas.

It is proposed that the facility is accessed via a significantly upgraded road from Olivers Road, and that other potential access points (private roads) are closed off. This would include any access from the Upper Stanley Brook Road, via Berryman Road, or via any forestry road from the Spooners Range. This shall effectively concentrate the traffic to the upgraded Olivers Road access. It is anticipated that the Motueka Valley Highway and Olivers Road intersection would need to be upgraded to meet the sight distance requirements, which will be covered in any future Traffic Report. The upgraded road into the site is anticipated to be, ultimately, a two lane and sealed to enable the safe access of the public to and from the facility and continued use by logging trucks and forestry workers. The only dwelling on the access route (Sec 1 SO 14678) is set back approximately 100 meters from Olivers Road itself. The anticipated adverse effects of traffic will obviously be most noticeable during large motorsport events, however, these events are limited in number and typically on weekends or public holidays. It is proposed that there is an adequate setback on either side of the access road from the forestry plantations to enable a managed fire break to be constructed and maintained to mitigate the risk of fire caused by traffic entering or leaving the facility. The access road may also be closed off when the motorsport park facility is not in use. There is also a degree of coordination required between the motorsport park and the forestry company to ensure their various day to day activities do not clash.

5.2.10 To allow signs in rural areas that are necessary for information, direction and safety.

As outlined below (Outdoor Signage), a number of directional, information and safety signage will be required.

(6.1.1.3) *Objective 5.4 – Reduction of risks to public health and safety, property and the environment arising from fire and hazardous substances.* The various policies that are relevant

relate to the cause and spread of fire and the potential storage and use of hazardous substances (in this case we would anticipate fuel for motorsport activities).

To effectively deal with the risk of fire the motorsport park proposal adopts a number of key design and management features. These include;

- Containing the public and users to specific “fire-safe” areas. This includes the access road and specific areas within the facility. No access given to the public or users to go off into or near neighbouring plantation areas or farms by fencing off and providing locked gates.
- Establishing and maintaining adequate fire breaks around the entire property and access road, effectively creating an “island”.
- Providing sufficient setbacks for facilities and activities from forested areas,
- Managing combustible vegetation within the premises and along the access road,
- Providing adequate fire fighting water supplies throughout the site,
- Providing firefighting equipment and personnel on standby during events, etc.
- Ensuring only permitted fires are lit on site and proper barbeque facilities are located in appropriate areas,
- Having adequate fire insurance,
- Establishing and executing a Fire Management Plan, in conjunction with neighbouring forestry operators, to effectively manage and maintain the fire prevention and control initiatives outlined above.

Any significant storage of fuel would need to comply with the relevant standards for the storing hazardous substances and located and used in a way that posed no risk of spills entering ground water, surface water or soils or causing fire. Significant fuel storage would be in approved storage vessels and refueling areas would need to be on impermeable surfaces serviced by cut off drains and hydrocarbon separators. The location of fuel storage areas would need to be such that there is no fire risk to the public or property (particularly neighbouring forested areas) and no leakage risk to the environment (particularly the Stanley Brook).

(6.1.2) Rural Environmental Effects

(6.1.2.1) Objective 7.1 - Avoid the loss of potential for all land of existing or potential productive value to meet the needs of future generations, particularly land of high productive value. The relevant policies include;

7.1.2 To avoid, remedy or mitigate the effects of activities which reduce the area of land available for soil based production purposes in the rural areas.

7.1.2.A To avoid, remedy or mitigate adverse actual, potential and cumulative effects on the rural land resource.

Since the subject site is in the Rural 2 zone and has a category of LDA 1, it is recognized that the site does not have a high soil productive capability. The cumulative area of hard surfaces (racing tracks, roads, carparks, etc) and buildings is minor in terms of reducing land use and adversely affecting the rural land resource. The proposal in its current form sits on two existing titles and does not anticipate further subdivision of the land. Currently the site is used for grazing stock and forestry plantations. Most of the land currently used for plantations shall remain in trees, and a significant amount of the open grass flats shall continue to be grazed. This shall also assist in the suppression of weeds and management of grass from creating a fire risk.

(6.1.2.2) Objective 7.2 - Provision of opportunities to use rural land for activities other than soil based production, while avoiding the loss of land of high productive value. The relevant policies include;

7.2.1 To enable activities which are not dependent on soil productivity to be located on land which is not of high productive value.

7.2.1B To use a whole catchment approach to the management of stormwater, and to provide low impact design to address the stormwater effects and changes in drainage patterns arising from rural land development.

7.2.4 To ensure that activities which are not involved in or associated with soil based production do not locate where they may adversely affect or be affected by such activities.

The nature of the proposed motorsport activity is such that its affects would be greater if located in most other zones other than in Rural 2. This objective and subsequent policies provides for other forms of activity on the basis of not using land with a high productive value, which the subject site is considered not to be. The proposal does anticipate changes to drainage patterns on the site itself, but not to drainage patterns above or below the subject site. These are covered in other sections of this report. A particular advantage of this site is that most of the neighbouring land is un-occupied crown land planted in trees, which is not disturbed by the effects associated with motorsport, with the exception of fire risk, which has been covered elsewhere in the report. The one area of neighbouring farmland that borders the site on the northern boundary shall have a buffer area to mitigate the visual effects of the facilities.

(6.1.2.3) Objective 7.3 - Avoidance, remedying or mitigation of the adverse effects of a wide range of existing and potential future activities, including effects on rural character and amenity values. The relevant policies include;

7.3.1 To ensure that there is sufficient flexibility for a wide range of productive rural activities to take place, while avoiding, remedying or mitigating adverse effects.

We do not believe the proposed motorsport park shall significantly reduce the flexibility of a wide range of productive rural activities in the future.

7.3.2 To provide for rural activities which may involve levels and types of effects, including noise, dust, smoke and odour, that may be permanent, temporary or seasonal, and that may not meet the standards typically expected in urban areas.

We believe motorsport is best suited as a Rural Activity, and this policy in the TRMP provides the scope to have such an activity in the rural environment, so long as the adverse effects can be reasonably avoided, remedied or mitigated.

7.3.3 To provide for the maintenance and enhancement of local rural character, including such attributes as openness, greenness, productive activity, absence of signs, and separation, style and scale of structures.

7.3.4 To exclude from rural areas, uses or activities which would have adverse effects on rural activities, health or amenity values, where those effects cannot be avoided, remedied or mitigated.

The containment of the facility within an isolated valley away from public roads and spaces shall go a long way to reducing the impact on the rural character of the area and adverse effects on rural activities or amenity values. Once developed, the site shall still retain an open rural character, greenness and productive activity. It should be noted that the facility is anticipated to generate income for the region from motorsport enthusiasts visiting from outside the region. Signage on State Highway 6 and the Motueka Valley highway shall be limited to a number of appropriate locations, however, permanent and temporary signage shall be required within the facility, however, this is visually isolated from the general public traveling through the area. The site has good separation from other rural activities and users. The style and scale of the structures shall be appropriate for the activity, of suitable colours to blend into the rural environment and softened with landscaping.

7.3.10 To ensure the maintenance or enhancement of natural drainage features within the rural catchments, and to avoid, remedy or mitigate any adverse effects of stormwater run-off.

We believe this is covered elsewhere in this report.

(6.1.3) Margins of Rivers, Lakes, Wetlands and the Coast

(6.1.3.1) Objective 8.2 – Maintenance and enhancement of the natural character of the margins of rivers and wetlands, and the protection of that character from the adverse effect of use, development or maintenance of land or other resources, including effects on landform, vegetation, habitats, ecosystems and natural processes. The relevant policies include;

8.2.1 To maintain and enhance riparian vegetation, particularly indigenous vegetation, as an element of the natural character and functioning of rivers and their margins.

8.2.2A To avoid, remedy or mitigate adverse effects of land management practices on the margins of water bodies including wetlands.

8.2.3 To avoid, remedy or mitigate adverse effects of buildings or land disturbance on the natural character, landscape character and amenity values of the margins of rivers and wetlands.

These policies relate to the Stanley Brook where it passes through the subject site. The streambed dries up for significant periods during the summer and autumn. The stream meanders across the site and there is evidence that the path of the streambed has shifted course at various times. The riparian areas are generally grassed or covered in exotic weed species including gorse and broom, and are currently grazed by cattle. The general feedback received indicates it may be preferable to realign the existing streambed to minimize the number of times it passes beneath the proposed race circuit and away from areas of higher contamination risk (ie away from pit areas, skid pans, drag strip, buildings, public carparks, etc) and also away from the dirt racing areas. The realigned streambed could then be fenced off from stock and vehicles and planted in native riparian planting which would improve the landscape character and amenity values of the margins of the stream.



The Stanley Brook at normal winter flow. Riparian areas covered with various weed species

8.2.11 To avoid, where practicable, facilities of storage of hazardous substances within 200 meters of any river or wetland.

This may be achievable, however, it is more likely to be within 100m of the realigned river channel and have other mitigating features, including containment devices, sealed spill areas with hydrocarbon separators, etc.

(6.1.4) Landscape

(6.1.4.1) Objective 9.1 - Protection of the District's outstanding landscapes and features from the adverse effects of use or development of land and management of other land, especially in the rural area to mitigate adverse visual effects. The relevant policies include;

9.1.1 To encourage broad scale land uses and land use changes such as land disturbance to be managed in a way that avoids or mitigates the adverse effects on natural landform, surrounding natural land features and on visual amenity values.

9.1.4 To ensure that structures do not adversely affect visual interfaces such as skylines, ridgelines and shore lines of rivers and unity of landform, vegetation and views.

9.1.6 To promote the awareness and protection of landscape values.

9.1.7 To manage activities which may cause adverse visual impacts in the general rural area.

(6.1.4.2) Objective 9.2 – Retention of the contribution rural landscapes make to the amenity values and environmental qualities of the District, and protection of those values from inappropriate development. The relevant policies include;

9.2.3 To retain the rural characteristics of the landscape within rural areas.

9.2.4 To encourage landscape enhancement and mitigation of changes through landscape analysis planting proposals, careful siting of structures and other methods throughout the rural areas.

9.2.5 To evaluate, and to avoid, remedy or mitigate cumulative adverse effects of development on landscape values within rural areas.

Again, the isolated nature of the valley, away from view corridors and scenic routes, assists the subject site in achieving these objectives and these policies. Being in an area with a LDA 1 category would indicate that some form of land disturbance is acceptable. We also anticipate the low scale of development in terms of tracks, buildings, structures, barriers, etc positioned on the valley floor (as opposed to ridge-top positions) can have the adverse visual impact reduced with appropriate landscaping. The design anticipates introducing native vegetation to the riparian boundaries.

(6.1.5) Land Disturbance Effects

(6.1.5.1) Objective 12.1 – The avoidance, remedying and mitigation of adverse effects of land disturbance, including damage of soil, acceleration of the loss of soil, sediment contamination of water and deposition of debris into rivers, streams and wetlands, damage to riverbeds, land, fisheries or wildlife habitats through deposition erosion or inundation, adverse visual effects, damage or destruction of indigenous animal, plant or fish habitats or sites of cultural heritage significance or adverse effects on indigenous biodiversity or other intrinsic values or ecosystems.

The site of the proposed motorsport park is on river flats and generally confined to the valley floor and away from the steeper surrounding land. The Stanley Brook in this part of the valley is dry for a number of months of the year, although flows during the winter and spring months. The anticipated detailed design for the proposed motorsport park shall avoid, remedy or mitigate the issues of land disturbance effects. It is anticipated that the land disturbance works would be undertaken during the dryer months, however, still provide for sediment control works usually associated for this type of works. The anticipated land disturbance activities include upgrading the access road, constructing racing circuits, internal access roads, carparks, rally road, racing tracks, lake, fire breaks, viewing mounds, etc.

A significant part of the proposed works would involve the realignment of the existing watercourse, the creation of overland flow paths and wetland areas, the installation of bridges and culverts, and the creation of water features and water storage areas. However, once the land disturbance activities are completed, the site shall be re established in appropriate landscaping and vegetation.

It is anticipated that a more detailed study and survey be undertaken of the existing stream, to determine its biodiversity, value in terms of a fish habitat and gain a better understanding of its hydrology. From this information it is anticipated that an appropriate design can be provided for a suitable waterway through the facility (to appropriate council design standards, particularly with regard to discharge from hard surfaces) with the minimum of impact to the biodiversity of the Stanley Brook, the control of sediment during the construction of the facility and the management of water way during the operation as a motorsport park, particularly with regard to avoiding contaminants from motorsport activities getting into the waterway.

(6.1.6) Natural Hazards

(6.1.6.1) Objective 13.1 – Management of areas subject to natural hazard, particularly flooding, instability and river erosion to ensure that development is avoided or mitigated, depending on the degree of risk. The relevant policies include;

13.1.1 To avoid the effects of natural hazards on land use activities in areas or on sites that have a significant risk of flooding, instability or erosion.

13.1.2A To avoid or mitigate adverse effects of the interactions between natural hazards and the use and development of land.

13.1.4 Prevent damage or interference with the function of the major overland flood flow paths of rivers in the District, except as provided in Policy 13.1.5.

13.1.5 To maintain or consider the need for protection works to mitigate natural hazard risk where there are substantial capital works or infrastructure at risk; or it is an inefficient use of resource to allow natural processes to take their course; or protection works will be effective and economic; or protection works will not generate further adverse effects on the environment or transfer effects to another location.

The motorsport park design proposal recognizes and anticipates the need to design the final positions of tracks, facilities, buildings, bridges, culverts, overland flow path and water retention areas to avoid or mitigate the likely effects of flooding across the length of the subject site. It is proposed that the hydrology of the catchment and the contouring of the site be further investigated at the time of a resource consent application, and the design refined to achieve this. TDC have outlined that the proposed facilities should be designed to withstand a 50 year rain event, including the access road.

(6.2) Tasman Resource Management Plan Rules

The specific rules that relate to the proposed motorsport park are covered within the Rural 2 Zone Rules (Chapter 17, Section 17.5) and General Rules (Chapter 16). As part of assessing the feasibility of the proposed motorsport park on this particular site, we have made a general assessment of the rules we think are relevant. Although the rules obviously follow on from the Objectives and Policies of the TRMP by which we have already assessed the proposed activity, it is important that we also consider any specific rules by which any resource consent application would be assessed. The following is an outline of our findings;

(6.2.1) Rural 2 Zone Rules

Since the activity proposed is deemed commercial and includes tourism accommodation, may include quarrying for building materials greater than 50 cubic meters, may involve the sale of liquor and have a helipad, it does not fit within the permitted activity criteria. However, due to the site's distance from any residential zone or rural dwelling, it is likely to comply with sections 17.5.2 (c) Air Emissions, (d) Noise and (j) Planting Near Viewpoints rules and therefore a Controlled Activity.

The northern boundary of the subject site is approximately 4 kilometers from the nearest dwelling, which is the farmhouse belonging to the Rowe Family. Under the Rule 17.5.2 (d) the activity would need to stay below L_{10} 55 dBA during the day (Monday to Saturday) and L_{10} 40 dBA & L_{max} 70 dBA at night and on Sundays and public holidays. This measurement is taken at the notional boundary of the dwelling (ie 20 meters from the house), so in this case the likely noise source would be in excess of 4,000 meters from the "notional" boundary of the dwelling.

There are additional rules which relate to "tonal" noise restrictions, which are likely to relate to motorsport activities which shall effectively lower the standard permitted by a further 5 dBA. However, we asked the advice of Mr Peter Ibbitson of Marshall Day acoustic consultants in Christchurch, who has had considerable experience dealing with the noise issues at Ruapuna Raceway near Christchurch. In his opinion, and without the benefit of looking at the specifics of the proposed motorsport park design, topography and proposed use, he believed that it would be unlikely that the any motorsport activity would exceed these noise limits at a point 4 kilometers away.

Any future resource consent application would likely request that the activity be able to exceed the noise levels stipulated, including hours of operation, at set points around the boundaries of the site

to protect the activity from the possibility of new dwellings or noise sensitive activities being established in close proximity to the site in the future and then making a complaint.

Although the design to date has limited detail on the buildings, it is anticipated all the buildings would not come under Permitted Activities and therefore shall all require a resource consent. The proposed buildings anticipated include visitor accommodation, site manager's residence, clubhouses, offices, various storage sheds, amenity and toilet blocks, entry kiosks, etc. There shall also be some seating areas, some potentially covered. There is sufficient space on the site to ensure buildings can comply with setbacks (particularly from forestry areas). It is not anticipated that buildings would need to exceed the height restriction of 7.5 meters for dwellings or 12.5m for other buildings. Due to the large scale of the site it is unlikely that the proposed buildings shall exceed site coverage or building envelope rules. Stormwater from buildings shall be managed and disposed of within the site. Building positions on site shall also need to be carefully considered once the hydrology of the river valley is defined in more detail. It is anticipated that the development of landscaping around the proposed buildings and the choice of building colours shall help to mitigate the visual effects of these structures in the rural environment.

(6.2.2) General Rules

The key rules that need to be considered under this chapter of the TRMP are as follows;

Outdoor signage: - The proposed motorsport park shall need sufficient signage to direct the public to and from the facility, provide safety information as well as sponsorship branding within the actual site. It is anticipated that it shall require directional signage back at the intersection of State Highway 6 and the Motueka Valley Highway. It shall also need directional signage at the intersection of the Motueka Valley Highway and Olivers Road. It is anticipated that there shall be signage on the site at the entrance of the facility and a variety of directional and safety signage on the site. It is also anticipated that there will be sponsorship signage at various points around the motorsport park that is necessary for the funding of events. The isolated and enclosed nature of the site significantly helps to mitigate many of the visual effects that typically relate to signage in the rural areas. It is also anticipated that much of the signage shall be temporary and erected prior to, and removed after, major events. All signage shall be subject to resource consents.

Transport (Access, parking & traffic): - Access to the subject site is one of the main challenges this site presents, since the existing road from Olivers Road to the site is inadequate in its current form, runs through Crown Land leased for forestry activity and only has a right of way status. The major upgrade required would need to comply with the rules set out in section 16.2.

As part of any resource consent application, we anticipate a Traffic Report shall be provided that firstly calculates likely traffic movements to and from the site, the impact on the key intersection at the Motueka Valley Highway and Olivers Road intersection, and compliance in terms of sight distances. The traffic report shall review the design standards for the access road to ensure the safety of the existing users (namely forestry workers, logging trucks and property owners) as well as future visitors to the motorsport park. This information would then be used by the design team to provide a detailed design concept for the access road with the aim of receiving signoff from affected parties before the resource consent would be lodged.

The Traffic Report would also cover the other areas of section 16.2 in terms of carparking, loading and gates.



Motueka Valley Highway & Olivers Road intersection looking south

Financial Contributions for Buildings & Development: - Section 16.5.7, 16.5.8 and 16.5.12 outline the requirements for financial contributions required for any new buildings and development which would apply to the proposed motorsport park. Section 16.5.9 then deals with the reduction, offset and waivers of financial contributions. Under the council's Development Contributions Policy, all building work over \$50,000 (which does not create or add to an existing residential unit) must pay a development contribution based on the demand for network infrastructure. This is assessed on a case by case basis, and it would not be until the scope of the initial development is determined that this could be estimated.

Hazardous Substances: - It is anticipated that there would be fuel for motorsport activities stored on the site and any such facilities would need a resource consent and comply with the rules outlined in section 16.7. At this stage we have not determined the type or quantity of fuels to be stored, however acknowledge that any such hazardous substances would need to be located, stored and managed in compliance with the standards outlined.

Flood Hazards: - Section 16.10 outlines the requirements for development within areas considered a flood hazard. Although the subject site is not identified as a flood hazard area, initial calculations indicate that the Stanley Brook at this point has an approximate catchment of 27 square kilometers. If we then apply a 50 year rainfall event to this area, the flow at the site could be around 78 cumecs. This figure is indicative only and would need to be verified. To deal with this we propose that a well defined overland flood channel be established through the site, which

minimizes the number of track crossings avoids as many areas of motorsport activity as practicable and has buffer or wetland areas that can flood without damaging buildings and facilities.

We anticipate that should the proposed motorsport park proceed to a resource consent application, that a hydrologist be engaged to determine more accurately the likely flood levels and design the river channel through the property, and the suitable location of buildings, tracks and facilities.

(6.2.3) Rules for Water Takes, Diversions, Uses & Damming

As outlined above, it is proposed that the existing Stanley Brook may need to be diverted and contained within a designed channel to protect the proposed facilities from flood damage and also to minimize the risk of contaminants associated with motorsport getting into the surface or ground water. It should be noted that the Stanley Brook at this location often is dry for significant periods of the summer and autumn, and therefore the Nelson Marlborough Fish & Game representative believed it would be unlikely to be a significant fish habitat in this section of the stream. However, TDC Resource Scientist Trevor James believes it was likely there would be some form of biodiversity in this part of the stream and riparian margins and there would be a requirement for a Biodiversity Survey (conducted in the spring and summer in the stream and wetlands) to be provided in any resource consent application. Currently the stream is open to stock grazing, and it was agreed that there could well be scope for an overall improvement of the stream if the re-aligned water way channel could be fenced off from stock and vehicles, shaded ponds re-created for habitats and the stream banks re-established in indigenous riparian plant varieties.

It is also proposed to create a number of water features including a manmade lake for water sports and isolated ponds for water features used in motorsport activities. Although no specific design has been undertaken to date, the creation of a man-made lake would effectively need to be done as part of the diversion of the Stanley Brook and incorporate the features required to re-establish and maintain the streams biodiversity, yet still perform during flood conditions. It is anticipated that to maintain water quality in any large body of water will require continual flushing of the lake and make up water from the Stanley Brook to maintain levels. The proposed use of the lake would be for jet-ski practice and events which are unlikely to significantly affect water quality. Since the proposed location is within the pervious gravels of the river flats, the lake would need to have some form of lining to prevent the loss of water during the summer and autumn months.

The aim of diverting the Stanley Brook away from motorsport activities is a key feature of the design, however, some of the motorsport activities may require water features. It is proposed that these water features be isolated “ponds” so if contaminated by vehicles/motorbikes passing through them, the contaminated water does not enter into the surface or groundwater system on the site. It is also proposed that additional water storage facilities (ponds) for fire fighting shall be provided at strategic locations throughout the site.

There shall also be a requirement to take potable water for the various buildings and facilities. Although the water demand for the motorsport park is not likely to be significant, it shall need a reliable water supply for any accommodation facilities, on site food & beverage outlets (whether permanent or temporary), on site buildings, and field hospital facility. It is anticipated that the likely

source would be from a bore located within the site, on site storage and adequate treatment to meet the necessary drinking water standards.

It is anticipated that to take, divert, use and dam water shall require resource consents and comply with the rules as outlined in section 31.1 of the TRMP.

(7) Affected Parties Feedback

From our review of the proposed motorsport park and the likely impact of the various motorsport activities, we believe the key affected parties are neighbours to the site (both occupied and unoccupied properties) and landowners who have frontage on to the proposed main access road from the beginning of Olivers Road/Motueka Valley Highway intersection. The titles identified are included in Appendix B. We have also met or spoken with various parties who we felt may have an interest, including the local iwi, Rural Fire Network and Nelson Marlborough Fish and Game. The following is the feedback we received from these groups.

(7.1) Nelson Forests Ltd

The site of the proposed motorsport park itself is predominantly surrounded by Crown Land, currently leased by Nelson Forests Ltd. The relevant titles are;

Lot 1 DP 14500, Lot 1 DP 6815, Lots 1 & 2 DP 9510

Project Fusion and the landowners of the site met with Lees Seymour (General Manager) and Phil Madill (Business Support Manager) of Nelson Forests Ltd to discuss the proposed motorsport park. They pointed out that under the terms of their Crown Forest Lease their position on the proposed motorsport park would likely to be also the position of the Crown. It was also established that the proposed site had a legal right of way access across the current forestry road (refer Appendix C).

Project Fusion presented the motorsport park concept and outlined the anticipated organization structure and measures to mitigate the likely issues of access, fire prevention and fire control.

Nelson Forests outlined that they could be supporters of the proposal if the issues of access, safety of their staff, fire protection, security and management are adequately addressed as follows;

The access road would need to be upgraded to a sealed two lane road suitable for logging trucks and forestry workers to use safely at the same time as and members of the public accessing the motorsport park. It was agreed that it would be preferable to retain this road as private road, possibly with a gate at the Olivers Road end. It was also agreed that this road would need up to 30m set back from the forest on the uphill side and 20 meters on the downhill side, with effectively a managed fire break on each side of the road. NFL also suggested that additional gates be provided on other potential access points to stop the public trying alternative routes to access the motorsport park or gain access to vantage points within the Nelson Forest leased property.

NFL agreed with the proposed fire prevention and control features outlined, including a fire break within the entire site, and measures to prevent the public entering forestry areas outside the site by security fencing and gates. Also the location and availability of fire fighting water was discussed. NFL requested that we make contact with the Rural Fire Network to further review the proposal. It was also agreed that an on site manager would assist in mitigating many of the potential fire, access and security issues discussed.

It was also agreed that, should the proposed motorsport park group decide to proceed to a resource consent application, that the group would meet again with Nelson Forests Ltd to confirm the design, particularly with respect to the points outlined above and preferably agree to the likely consent conditions prior to the application being lodged.

(7.2) Rowe & Harre Property

The Rowe & Harre property is the only occupied private property that borders the proposed site. It is located on the northern boundary where Moulders Road crosses the Stanley Brook and the legal reference is Lot 2 DP 6981. The Rowe & Harre Property is an operational farm with the farmhouse located 4 kilometers from the boundary of the proposed motorsport park.

Project Fusion met with the Rowe Family to present the concept and attain their feedback. The Rowe Family displayed mixed feelings over the proposal. Although some of the family are motorsport enthusiasts and believe the region needs a facility such as proposed, however, they are concerned over possible noise, water quality, access, fire and the effect of some of these issues on the value of their property, and the ability for them to enjoy “the quiet life” one expects in the country.

More specifically, the Rowe family believes that although the facility is more than 4 kilometers away, they will still hear the motorsport activity echoing down the valley. Despite outlining that the more noisy drag and large racing events would be on a limited number of days of the year, they were equally concerned with the regular motorbike activity likely most weekends.

They also expressed concern over water quality, and the threat of contaminants associated with motorsports getting in to the Stanley Brook, from which they extract drinking water for the house and water for the stock.

They also raised a concern that having the motorsport park would increase the fire danger in the surrounding forestry. They also outlined a concern with the public seeking to gain access to the proposed motorsport park via Berryman Road, which runs up the Stanley Brook through their yards and property.

We provided assurances that prior to any resource consent application, they would be further consulted and that we would look at ways of mitigating the effects and issues raised.

(7.3) Greep Property

We met with Robin & Margaret Greep who are the owners of a property that has a small frontage on to the proposed motorsport park in the western corner, where the Rabbit Gully meets the Stanley Brook. They also have a right of way over the current forestry road. The legal reference for the property is Pt Sec 7 Blk XIII SD Wai-iti & Pt Sec 7 SO 5042. There is no house on this property and the Greeps live in Richmond.

Robin and Margaret stated that they were not opposed to the proposed motorsport park in principle, however, wanted to understand how the upgraded access road would affect their property, to what standard the access road would become and who would be responsible for the maintenance of the road. They pointed out that their property's trees had been recently harvested and that they had to pay Nelson Forests Ltd a significant fee for road maintenance. We outlined that the current proposal was to upgrade the road, ultimately, to a two lane sealed road, that the road was likely to remain private, and that although the split of future maintenance costs had not been determined, it was likely to be done on the basis of usage.

They also agreed that a gate at the end of Olivers Road to which they would have a key would be preferable.

We provided assurances that prior to any resource consent application, they would be further consulted and the issue of road maintenance that was raised would need to be better defined and agreed between the various parties.

(7.4) Bryant Properties

Project Fusion met with Stuart & Joanne Bryant who own two properties that have frontage on to the proposed access road and also have a right of way over the current forestry road. The legal reference to these properties are Pt Sec 3 Blk XIII SD Wai-iti & Pt Sec 1 & 5 Blk XIII SD Wai-iti.

The Bryants raised the issue of increased traffic and noise on the proposed upgraded access road going past their properties to the proposed motorsport park and also the impact of increased traffic at the intersection of the Motueka Valley Highway and Olivers Road. They were generally in favour of the road remaining a private road with a gate at the end of Olivers Road to which they would have a key. They expressed a concern regarding the public accessing the motorsport park and then deviating off onto other tracks, including one dropping from the ridge above their home and down through their property. They pointed out that there would need to be some form of barrier at this point. They also raised a concern that if there was open public access at all times, there may be a risk of stock being taken from their property in Rabbit Gully. They also wanted some indication of how much noise would be generated from the motorsport activities and if they would likely to hear the noise from their property.

They also asked that the local beekeeper (Mr Phil Cropp) also be consulted regarding any likely effects on his beekeeping operations prior to resource consent application. In general the Bryants were positive towards the proposed motorsport park and the benefits to the region, but needed assurances that these issues and issues affecting the local residents would be dealt with and mitigated.

We provided assurances that prior to any resource consent application, they would be further consulted and that we would look at ways of mitigating the effects and issues raised.

(7.5) McQueen & Reitsma Property

The McQueen & Reitsma property is located on the southern corner of the Motueka Valley Highway and Olivers Road, with the property access off Olivers Road. The proposed access to the subject site shall pass along the northern boundary of their property. The legal reference for the property is Sec 1 SO 14678. We are still in the process of trying to contact the owners who do not reside on the property. The owners now reside in The Netherlands, and a letter has been sent to them outlining the proposal and asking for any comments. The house is currently let to tenants and a message has been left at the property asking the tenants to contact Project Fusion regarding the proposed motorsport park. To date no contact has been made.

(7.6) Wilkinson Property

The Wilkinson property is located in Rabbit Gully itself and lies 3 kilometers to the south west of the proposed site. The property is near the proposed access road but appears to have no direct frontage. We assume that the property would have some form of right of way over the Crown Forestry land, probably on Olivers Road. The legal reference is Sec 2 Blk XIII SD Wai-iti. The property has no house located on it and is owned by John Wilkinson who resides in Ashburton. We have sent a copy of the proposal to, and had a discussion with, John Wilkinson. He is generally happy with the proposal and raised no issues, however, he would like to be kept informed of its progress.

(7.7) Fish & Game

We met with Lawson Davey of Nelson Marlborough Fish & Game and presented the proposed motorsport park concept. Fish & Game believed it was unlikely that the Stanley Brook in this area would have fish, since it was known to dry out for significant periods of the year. Fish & Game did, however, request that a survey be conducted over the summer months to confirm this. They would be willing to assist with the survey.

(7.8) Local Iwi Groups

Contact has been made with Tia Kina who represent a number of the local Iwi groups in the region. The plans for the proposed motorsport park have been forwarded to Tia Kina, and Anne Sheridan was contacted by phone to confirm they have been received. Anne Sheridan advised that the board shall meet later in August 2008, and shall come back with any comments. Council records show that an archaeological site does exist near the access road, but nothing recorded on or near the subject site. Tia Kina also provided details of two other Iwi groups (Ngati Kuia & Ngati Toa) who may have an interest in the proposal. These groups shall also be notified of the proposal.

(7.9) Rural Fire Network

We met with Neil Eder and Doug Ashford of Rural Fire Network Ltd who are engaged by Nelson Forests Ltd to manage the fire risk within the forestry areas, including the property neighbouring the subject site. We presented the motorsport park proposal and outlined the fire prevention design and management features we have detailed above.

The key issues Rural Fire Network Ltd outlined that would need to be addressed, although largely covered within the current proposal are;

- The containment of fire through fire breaks and removal of combustible materials,
- The provision of a plentiful fire fighting water supply on site,
- The control of public access – limited to the access road and subject site,
- Site security – both during events and other times,
- Need for permits for any fire on the site,
- Provision of proper facilities for barbeques and pick-nick areas to avoid temptation of users lighting fires.
- Ability to stop an event or activity if fire risk deemed too great at a certain point in time as an absolute last resort.

The general consensus was that if the above points were addressed, then the risk of fire would be significantly mitigated. Rural Fire Network Ltd expressed interest in assisting the proposed Motorsport Trust putting together a Fire Management Plan. We advised that should a resource consent application be prepared, the group would be contacted to review the fire prevention design and management proposal.

(8) User Group & Interested Party Feedback

A number of meetings were held with the various known motorsport groups from within the region. The concept was presented and the following response was recorded;

(8.1) Nelson Drag Racing Association

The representative from the Nelson Drag Racing Association who met with Project Fusion was Tristan Scalmer who is the current president of the club. The drag racing association is currently located at the Motueka Aerodrome, but is required to relocate their activity, when the current resource consent expires later this year. The club is well funded and prepared to construct a new track once the venue is confirmed. The location at Rabbit Gulley is not an issue and they would be prepared to relocate there if the motorsport park proceeded.

The club hosts 4 main events per year and could hold more if allowed.

Current events attract up to 2000 spectators with 50-60 vehicles per event with 20 full competition vehicles. Drag racing obviously makes a lot of noise and they need a venue without noise limits. Date clashes have been the issue for them and having other smaller circuits would be good.



In response to the specific design, they advised we would need to move the staging area directly behind the strip, as cars line up - 4 cars wide up to 10 deep. Sand traps or catch fences are needed at the end of the straight. They require a separate entry for spectators and would like to see a covered prep area for vehicles (with sunshade). They also request to keep at least 400m timed area of the circuit separate from other users, as they use a traction control liquid on the

surface. This also gets slippery when wet and makes this section not suitable for other motorsports. They also requested for the burn out area to be adjacent the main start area as they use this as part of the event entertainment.

(8.2) Nelson Car Club

Representatives from the club that met with Project Fusion include Gary Adcock, Chris Scott and Gary Grant. The club has 150 members with approximately 50 cars racing regularly. 9 cars racing only circuits with the remainder competing in rally or hill climb events. The club believes having this facility will increase their numbers for both the circuit racing and rally events. They pointed out that many Nelsonians with cars don't currently race but need a track to drive. They are keen to maximize the use of the track with other clubs and happy to work with a management team to organize events.

(8.3) Nelson Four Wheel Drive Club

Project Fusion met with Nigel Barker (President), Rowan Coutts (Safety Officer) and Darren Bensemen (PRO and Combined Clubs Representative). The club currently has 120 members from the region. The club usually requires approximately 100 hectares to be utilized for a full day of driving and the club tends to do trips to explore many kilometers of remote tracks.

The club is enthusiastic to use part of the proposed motorsport park for specific exercises and events, including a trials area, winch challenges and 4WD driver training. The club is keen to be involved but this won't be the main focus for the club's trips. They are also keen to utilize other areas around the fringes of the proposed site, for example, the hill side above the rally road.

(8.4) Nelson Off Road Club

A meeting was held with Clayton Burrow (President) who is very supportive of the concept of the proposed motorsport park. The club currently has 9 active cars and runs 6-8 events per year. They would like to utilize the motorsport park for practicing and testing time on a track. The club holds a national competition every couple of years and hosts other areas (Canterbury). Next year, the club is hosting a national event on forestry roads in the immediate area and is keen to have access by June 2009.

The club has the man power resources to build the "stadium track" but not financial resources and would like access to other designated areas within the proposed motorsport park, ie the 4WD area.

The club thinks running quad bike racing on the same track would be a good idea.

(8.5) On Track Member

We met with John Dobbe, who has been involved with the On Track group for the last 5 years. John has a race team based in Auckland with family and keen to look at racing here. He has pledged that he would personally invest in the track to get access for his cars (50k). He sees himself building a large garage in a pit area to store and work on his vehicles.

John has met with the FIA representative regarding the proposed site before and has concerns that the proposed motorsport park must get FIA approval eventually, and sooner rather than later. He believes this will require a medical center in Tapawera or Wakefield or on site. He notes that the Pukekohe Raceway uses a local maternity hospital for its cover.

John has had a discussion with other tracks that seem keen for inter club track races and events. He also raised a concern over the multi use of the site with potential dust from off road activity blowing onto the race circuit during an event. This would need to be mitigated through various dust control methods. He also believes corporate boxes would need to be included eventually.

He pointed out that Fulton Hogan currently own track surfaces on other raceways and lease them back to the users.

(8.6) Nelson Kart Club

We met with Steve Sullivan (President) and Mike Tunney (Past President and Race Official). The club is generally supportive of the proposed motorsport park but have concerns for their current track and the circuit with regard to ice, wet/damp sections and pollen. They currently operate on 2 hectares, but believe this is too small. The current track length is 630 meters which again is too small.

New CIK registered tracks being built eg Rotorua are 1.2 km with 160m long straights 8m wide and approximately 1.2million to construct. They have invested up to 1 Million into their current site over the years and may not be able to convince members to give all that away. If they committed to the proposed motorsport park they would require pit shelters, toilet blocks, clubrooms, support space, a tech shed, a pit area, a steward's room and a control tower.

They currently have 12 meetings per year, practice is held every Wednesday and Weekend. They also run night meetings, so lighting would be required. They currently have self imposed restrictions to prevent issues, ie. go-karts only and restricted times

(8.7) New Zealand Police

Project Fusion met with Phil Wooding (Acting Area Coordinator) and Peter Carmody (Highway Patrol). The Police see the proposed motorsport park as a great asset to Nelson. They currently go to Ruapuna Raceway near Christchurch for driver training 4 to 6 times per year. They pointed out the cost is very high, especially including accommodation. They anticipate the Nelson, Blenheim, West Coast and Tasman area Police would use the proposed motorsport park.

The Police would hire the track for driver training of officers particularly highway patrol. They also anticipate the Armed Defenders could train for certain specific tactical maneuvers. Also rural Police officers could use the proposed rally road for 4WD high speed training.

The Police also anticipate that they could use the track as a method of training poor drivers to reduce sentences. This could be done on site by the proposed driver training school.

(8.8) Nelson Motorcycle Club

We met with Ian Robinson (Owner of Morely Honda) and Simon Routledge (President) at Morely Honda. NMC currently runs events and has access to 35 properties around the region, which they wish to retain. Although they support the proposed motorsport park, they believe it may be better not to be associated with the project through the fear of losing access to those properties.

They would, however, like the opportunity to rent any motorcross track in the future for events several times per year. They believe the proposed motorsport park would be ideal for the general public to use on a regular basis for a fixed fee - possibly \$30 per day.

(8.9) Victory Motor Sports

We met with Guy Griffith and Gary Orton. Victory Motor Sports both race and maintain race cars for circuit racing. They are definitely supportive of the concept for the proposed motorsport park, however, point out it must be a FIA graded track. They have given details for the FIA representative who they bought to Nelson to review the land previously in December 2005. They have good experience of racing and tracks with good contacts in the racing industry.

(8.10) Motorsport New Zealand

We talked by phone with Ian Snellgrove (FIA representative). Ian previously inspected the site in December 2005 with Gary Orton from Victory Motor Sport. Ian's subsequent report (memo) was negative towards the site for a number of reasons, including, the distance of the facility from Nelson, the state of the existing access road, no power or telephone to the site, fire risk with the forestry, the availability of water, runoff stormwater from the race track and the proximity of medical facilities. The memo also raised doubts over the financial viability of such a facility when many other tracks throughout New Zealand are struggling.

In our latest discussion, he outlined his main concern being the relatively remote location but concedes if his concerns are addressed and the track designed in accordance with FIA rules that the track would get a rating.

He also suggested the entire 400m drag strip should not be made part of the main track due to safety of the traction grip used by the drag cars being slippery when wet.

At the next stage of addressing the FIA concerns we will need to present our proposal to Ian as he is the one responsible for signing off on all tracks in New Zealand.

(8.11) Nelson Speedway Association

We met with Kristine Carpenter (President) and Karen Carey (Committee member). The club currently holds 18 events per year and has had up to 50,000 people in attendance. Initially the club wanted to consider a practice track on site of the proposed motorsport park, however, they now believe the cost to maintain and put in place the required sanction from the governing body is too expensive to consider. Nelson Speedway have declined the opportunity to be involved in the proposed motorsport park.

(8.12) New Zealand Flat Track Racers Association

We met with Darren Heeman. Darren is the Flat Track Racers representative in Nelson. There is only Darren that would use a track here at the moment. They also sometimes use speedway side cars on this type of long track. They have used the Richmond horse racing track in the past. He takes part in 7 events per year in Christchurch.

He suggests that a long track circuit could go around the outside of the speedway practice track. He requires a clay based track with a crusher dust surface.

(8.13) World of Wearable Arts (WOW)

We met with Richard Grimes (General Manager). WOW are fully supportive of the project and believes there is a huge opportunity for Tourism to the site. This may help with Nelson's flat winter tourism season if events were scheduled in that period. They are keen to see Nelson promoted as the car capital due to the huge numbers of car enthusiasts here. He is organizing car events here for next year and sees the proposed motorsport park as a potential staging post.

WOW houses a huge collection of mainly Peter Talley's cars, some of those cars could be housed on site as a smaller museum/display.

(8.14) Filco Farm and Sport

Dave Filer is a member of the Nelson Motor Cycle Club. He has been actively seeking an area (farms) that could be owned by the club for a full time track. He would try to find a larger area but believes the proposed motorsport park to be a great idea and fully supports the complete complex.

He also has been looking for a fresh water area to run jet ski events in. He has several contacts who may be interested in investing in the complex.

(8.15) ABS Motorcycles

Andy Watson, with John Dobbe, has been involved in trying to get support for a motorsports in Nelson for the last 5 years and feels frustrated by the council's approach and has invested several hundred hours of time and effort to move the idea forward. His main focus has been a Hira site and now Rabbit Island. He is very informed on the history of the process to date. He fully supports the concept of the proposed motorsport park but cautions that if the FIA rating is not achieved then it will be a white elephant.

He races both on and off road motorcycles. He maintains the benefit to the region for a Toyota Race series event would be approx 20 million dollars.

(8.16) Latitude Nelson and Nelson Regional EDA

We met with Paul Davies (Chief Executive), Bill Findlater (Chief Executive) and Pip Jamieson (Projects and Administration Manager). Both groups are supportive in principle of the proposed motorsport park. They believe it would be a great asset to the region that needs to be supported by the councils with regard to funding marketing. They believe that even though it is proposed to be located in Tasman, the benefit to the Nelson region as a whole will be great. They see that this will help bring tourism dollars to the region in the shoulder months as it is not summer dependent.

(8.17) Nelson Mountain Biking Club

We met with Emmitt Mills (President), Tim Tucker (Vice President), Julie Slade (Secretary), Chris Milbon (NZ Rep), John Rollston (Treasurer), Andrew Scott, Clint Jones and Rob Handbrook.

NMBC are keen to see a park developed by someone else, the more trails to ride the better. They would be keen to assist in the design and possibly oversee the construction.

They would be able to use the trails as members of the public, but could see if it was built to a high standard with interesting built obstacles etc then it would attract a high number of users

Started to get into the detail of what could be built, and referred to another couple of parks here in NZ and oversees that are a great success

Overall supported the idea of the motorsport park and while not all supportive of motorsport (preferring bikes) they could see the benefit of the shared complex.

(9) Development Programme

(9.1) Establishment of the Motorsport Park Trust

One of the first tasks we recommend is the establishment of the Motorsport Park Trust, as this is the entity that needs to drive this development forward. For the motorsport park to become a reality it needs a vision and a group of motivated people to fulfill it. We believe the concept design prepared as part of this report provides a vision of what this facility could achieve and we now need to assemble a group of motivated parties to raise funds, develop the design, prepare and lodge the necessary resource consents and harness commitment from the various user groups. It is anticipated that the development shall be staged over time, and the first task of the proposed trust is to define the scope of the first stage. This may well come down to which stakeholders shall commit to the trust, the funds they shall commit and which user groups shall be willing to commit to the site and the likely funds they shall also provide. This process shall include the drafting of the head lease agreement between the Land Company and the Motorsport Park Trust, and the establishment of the trust, its goals and objectives and membership rules, etc. The trust shall then have to raise sufficient funds to prepare the design and lodge the various resource consents. We also anticipate that the Motorsport Company to be established at this stage.

(9.2) Developed Design

The concept design for the various facilities and services needs to be developed to a level that can be used to lodge for resource consent. This process shall also involve input, and preferably sign off from, the various stakeholders, including affected parties, user groups and other interested parties. The scope of the detailed design phase is likely to be determined by the outcome of the formation of, and funds raised by, the Motorsport Park Trust, and how much of the facility the trust will seek to develop initially. However, the tasks anticipated to be undertaken includes;

- Site survey & geotechnical report – to attain relatively accurate contour data, and picking up key features. Also determining the suitability of ground conditions for tracks and locating buildings and facilities. Also determining the quality of on site materials for constructing tracks, building platforms and the access road. Also determining the suitability of ground conditions for discharging treated effluent.
- Hydrology report & design – Determining the likely stormwater quantities and best methods to deal with stormwater flows, in terms of channel design, retention areas & wetlands, bridge spans, culvert designs, etc. Also the lake design.
- Biodiversity survey & report – Survey the existing biodiversity in the Stanley Brook within the site and determine measures to avoid, remedy or mitigate any adverse effects.
- Traffic report – Determine likely traffic movements, their impact on the local roading network, design parameters for the new access road and intersects, number and type of carparks required, and any other traffic related issues.

- Detailed track and facilities design – Develop more detailed design for the various racing tracks, buildings, facilities, etc. Prepare sufficient details for resource consent applications in terms of site plans, floor plans, building and structures elevations and outline specifications.
- Access road design – Prepare sufficient detail of design for the access road for resource consent.
- Services design – Develop design options for the extraction, storage, treatment and reticulation of potable water. Prepare stormwater design including stream diversions, flood channel design, hard-surface drainage, design measures to prevent of contaminants getting into ground or surface water. Prepare sufficient information for power and telephone services.
- Landscape design – prepare a landscape design, including measures to re establish indigenous riparian planting to the stream diversion, and appropriate landscaping around buildings and facilities.
- Detailed cost estimate – Update cost estimate, based on new information.
- Updated feasibility report, including revenue projections and cashflow.

This process is estimated to take between 6 to 9 months to complete, depending on the final scope.

(9.3) Resource Consent

From the information provided above, a number of resource consents shall be applied for. It is anticipated that the various affected parties and interested groups shall be consulted during the detailed design phase with the aim of attaining their support and sign off for the resource consents. Their support is certainly not guaranteed, so at some point a decision shall need to be made to lodge the consents. At this stage we shall know for certain if or which consents shall be publically notified. The resource consent process could take anywhere between 3 to 9 months.

We have not tried to project timeframes beyond the resource consent stage, as we believe these time estimates could vary widely depending on the scope of the first facilities proposed and how long it may take to raise the necessary funds to construct them.