

Tena koutou

My name is Billee Marsh. I live at [REDACTED]

We purchased our property in 1995, and so I bring to this hearing 28 years' experience of listening to the sounds of rural Lindis Crossing. I would say that country folk, out of necessity, have honed their audio and visual senses. Therefore, I feel compelled speak about Noise and Visual Amenity as they relate to our area.

I have endeavoured to read all evidence relating to noise and visual amenity, and I watched yesterday's hearing via ORC website.

### NOISE

#### **#No noise testing was carried out at the proposed site.**

A noise assessment was not undertaken at the proposed mining site. In order to fully understand the impact of the dredge noise on this new site, it would have been helpful to know the existing ambient sound level, and have a description of the existing sound character.

The only noise measurement test submitted, was conducted in 2013 at the applicant's current dredging site at Roxburgh/Millers Flat. The test notes state that road traffic and river noise were significant interference factors, the test site being adjacent to SH8.

Test results conclude that noise did not exceed 55dBA L10 at a distance any greater than 175m. Although this test bears no relevance to our area, I was concerned to learn that the noise standard was breached at 175m and under.

#### **#Rural areas typically have low ambient noise levels, and our area, lower than most.**

It is quiet, and sounds are clear. We tend to know what is going on around us by identifying noises, rather than sighting the noise source. I call it the Meerkat effect!

We cannot see the river from our house, but on a calm evening we can hear the sound of the river approximately 700m away.

#### **#Existing sound character.** Our soundscape consists of natural sounds, and man-made sounds.

Nature's sounds are bird song, river rapids, the wind, sheep, dogs and bulls.

Of these sounds only birdsong, river rapids and the wind have periods of continuous sound.

The man-made sounds include helicopters, small planes, jet boats, stock trucks, frost fans, tractors, cars, irrigation pumps, chainsaw and lawn mower.

All these sounds occur at irregular and infrequent intervals, they are never continuous, and they do not all occur at the same time!

Our rural area is not noisy place, and loud noises are infrequent and of a short duration.

**Not one of these sounds is constant from 7am to 8pm, seven days a week.**

The rural peace and quiet would be destroyed with the introduction of a loud mechanical sound that is continuous for 13 hours.

**#No assessment has been made as to any effect on those in the neighbourhood.**

The applicant frequently refers to the proposed area as 'less residential,' and 'the limited number of residential units.' Some effort should have been made to identify all the residential units of the neighbourhood and assess potential effects.

It is concerning that the applicant has remained silent on how those residences close to the river could be potentially affected by noise.

The applicant seeks to operate a dredge 7am -8pm, a 13 hour day, seven days a week, over a 7 to 10 year period. It is not certain to predict the amount of time spent in one area. It is possible that the dredge could spend anywhere from a week to 3 months on an anchor set covering 200m, and then extend that time by completing a parallel sweep.

I am wondering what effect this would have on people living nearby.

Noise is intrusive and affects the health and wellbeing of people.

**#The Wanaka to Cromwell cycle way will be built on public land that borders the river.**

To maximize the viewing experience the trail will wind as close as practicable to the river.

This will bring cyclists and walkers close to the dredge and I am wondering how the sound will be received and whether it will degrade the cycling experience.

### VISUAL AMENITY

The Natural Character, Riverscape and Visual Amenity Assessment, prepared for ORC concludes *'that the level of natural character is generally higher towards the top of the catchment. This means it is Lakes Hawea, Wanaka, Wakatipu, the uppermost reach of the Clutha/Mata-Au between Wanaka and Lake Dunstan that tend to achieve the highest natural character ratings'*. For the Clutha/Mata-Au the degree of Natural Character was rated Very High, and the degree of Visual Amenity was rated High.

*'In close proximity to the river, the 'big river' presence of the Clutha River/Mata-Au is inescapable. The combination of the river's immense water volume, power, currents, turbulence, unique clarity and colour, and sometimes sounds, inspire a sense of awe and 'impact.'*

This awe and impact is what cyclists will encounter on the new Wanaka to Cromwell cycle way as they travel, clean and green, carbon free, close to the waters of the mighty Mata-Au. That sense of a wild landscape, that feeling of seclusion, a secret and silent place.

On sighting a large vessel, dominant in the centre of the river, with constant noise from diesel engines, and a plume of conspicuous discoloration extending perhaps 50m, 100m or 200m, will our visitors be interested and curious, or outraged.

Simon Upton, Parliamentary Commissioner for the Environment, writes in *Not 100%* that noise is a pollutant like any other, and noise detracts from the quality of the natural environment.

Finally, I would like to comment on the following conclusions in the Effects on Natural Character and Amenity Values report.

#### Limited viewing audience;

I am unsure of what the point is regarding limited viewing audience.

It could mean that the dredge can be well hidden on the river because there is no one there to see it.

Or does it infer that the river landscape has less value due to a perceived limited viewing audience.

The residents and recreational users value the river for its beauty and sense of quiet solitude. It's a strong positive, not a negative!

I am confused as to the significance of the many photos taken of the river viewed from the surrounding roads. The mighty Mata-Au is best appreciated close up, beside, inside, on top of, and certainly not from the inside of a car.

The arrival of hundreds, if not thousands of cyclists on the new Wanaka-Cromwell cycle way will negate the limited viewing audience narrative.

4

Baseline-Three or four little dredges equal one big dredge

In 28 years I have never seen one small dredge working our section of the river, let alone three or four working in close formation.

Dredging activity is anticipated

As a child I viewed, and heard, the last working dredge at Alexandra. I vividly remember the noise and the destruction. In my view dredging is an activity that belongs in the past, so I have never thought of it as an anticipated activity.

Visitors to this area would expect historical mining activities, so a new dredge would be unexpected.

Effects on views and visual amenity.

The dredge is a large man made vessel that will look out of place in this outstanding natural environment. It is nothing short of visual pollution.

Transient nature of the dredge.

The dredge is described as transient. Transient: lasting only for a short time. A jet boat on the river is transient. A gold dredge working the river for 7-10 years is hardly transient. Moving the dredge will not improve visual amenity. When the dredge moves to a new location the negative visual effects will move with it.

It has been suggested that people using the river are also transient. When the transient people encounter the transient dredge they may feel that their wild nature experience has been degraded. Visitors may not be able to return a week later when the transient dredge has moved on.

Nga mihi. Thank you for listening.



19 October 2023

Dear Chris and Donna

Thank you for your patience and support for the Walking and Cycling Trail from Wanaka to Smiths Way, linking up with the Lake Dunstan Trail.

We want you to be the first to know what has been happening while we have been waiting on all the links in the chain to be completed.

At last, we have the fully signed easement documents back from the Central Otago District Council. This means we have an alignment for the trail and all the access through Private Land organised. The rest of this trail goes through public land which rests in the hands of the Department of Conservation and LINZ.

I've attached your copy of the fully signed easement, for your records.

What we have learnt from the Lake Dunstan Trail is that with time delays from initial discussions, easement signature and getting to the lodging of easements against the land title, is that situations can change with properties. To that end we have been advised by our lawyer to register a caveat with these easements. This is to ensure that any future parties are fully aware of the existence of this document and its implications. This will be entirely at our costs.

What has been happening while we have been waiting on all the links in the chain to be completed?

Our trust, the Central Otago Queenstown Trail Network Trust, undertook a Strategic Review of our trust processes etc and looked into the future. To that end, we have initiated our new corporate entity, Southern Lakes Trails, which is definitely a lot easier to say and depicts our forward planning.

We have just formally launched our name and corporate website – being [www.southernlakestrails.nz](http://www.southernlakestrails.nz)

Expect to see more information sharing, especially now that we are getting closer to the construction phases for the Kawarau Gorge Trail and the Wanaka Link. We also continue to manage the operation of the extremely successful Lake Dunstan Trail.

The media are very keen to know what is happening with this trail project especially now we have announced the Kawarau Gorge Trails. We are preparing the wording and timing of this announcement with the Department of Conservation and Otago Fish and Game.

The Trust have also undertaken a detailed Procurement Process for the Professional Services for Project Manager for our various planned construction projects. This resulted in some interesting outcomes, one of which is a change in Project Manager for this project. Southernland, you will have met either Dave Howard or Tim Dennis, have done a great job in designing the trail and negotiating the alignments and easements with you. They will now be focused primarily on the Kawarau Gorge Trail construction, whilst WSP have been assigned the Wanaka Link project. WSP's responsibility is to manage the Construction process, including the tendering and contractor management. Esther

McArthur is taking the lead for them in this project. They are keen to understand all the elements of the project so may be in touch with you in the near future as they build up the project details.

Our timeline for the construction process of this trail is starting in 2024. We are currently waiting on the paperwork from DoC to be completed. It is underway as they are asking for clarification on technical ecological elements.

Thank you again for your patience, we are steadily getting closer.

Looking forward to seeing this all come together.

If you have any questions, then please get in touch.

Regards

Janeen

**Janeen Wood**  
Chief Executive

Janeen Wood | Southern Lakes Trails

[info@southernlakestrails.nz](mailto:info@southernlakestrails.nz)

Ph: 027 445 4488

[www.southernlakestrails.nz](http://www.southernlakestrails.nz)





19 October 2023

Dear Chris and Donna

Thank you for your patience and support for the Walking and Cycling Trail from Wanaka to Smiths Way, linking up with the Lake Dunstan Trail.

We want you to be the first to know what has been happening while we have been waiting on all the links in the chain to be completed.

At last, we have the fully signed easement documents back from the Central Otago District Council. This means we have an alignment for the trail and all the access through Private Land organised. The rest of this trail goes through public land which rests in the hands of the Department of Conservation and LINZ.

I've attached your copy of the fully signed easement, for your records.

What we have learnt from the Lake Dunstan Trail is that with time delays from initial discussions, easement signature and getting to the lodging of easements against the land title, is that situations can change with properties. To that end we have been advised by our lawyer to register a caveat with these easements. This is to ensure that any future parties are fully aware of the existence of this document and its implications. This will be entirely at our costs.

What has been happening while we have been waiting on all the links in the chain to be completed?

Our trust, the Central Otago Queenstown Trail Network Trust, undertook a Strategic Review of our trust processes etc and looked into the future. To that end, we have initiated our new corporate entity, Southern Lakes Trails, which is definitely a lot easier to say and depicts our forward planning.

We have just formally launched our name and corporate website – being [www.southernlakestrails.nz](http://www.southernlakestrails.nz)

Expect to see more information sharing, especially now that we are getting closer to the construction phases for the Kawarau Gorge Trail and the Wanaka Link. We also continue to manage the operation of the extremely successful Lake Dunstan Trail.

The media are very keen to know what is happening with this trail project especially now we have announced the Kawarau Gorge Trails. We are preparing the wording and timing of this announcement with the Department of Conservation and Otago Fish and Game.

The Trust have also undertaken a detailed Procurement Process for the Professional Services for Project Manager for our various planned construction projects. This resulted in some interesting outcomes, one of which is a change in Project Manager for this project. Southernland, you will have met either Dave Howard or Tim Dennis, have done a great job in designing the trail and negotiating the alignments and easements with you. They will now be focused primarily on the Kawarau Gorge Trail construction, whilst WSP have been assigned the Wanaka Link project. WSP's responsibility is to manage the Construction process, including the tendering and contractor management. Esther

McArthur is taking the lead for them in this project. They are keen to understand all the elements of the project so may be in touch with you in the near future as they build up the project details.

Our timeline for the construction process of this trail is starting in 2024. We are currently waiting on the paperwork from DoC to be completed. It is underway as they are asking for clarification on technical ecological elements.

Thank you again for your patience, we are steadily getting closer.

Looking forward to seeing this all come together.

If you have any questions, then please get in touch.

Regards

Janeen

**Janeen Wood**  
Chief Executive

Janeen Wood | Southern Lakes Trails

[info@southernlakestrails.nz](mailto:info@southernlakestrails.nz)

Ph: 027 445 4488

[www.southernlakestrails.nz](http://www.southernlakestrails.nz)

