



The Department recommends that you contact the Department of Conservation Office closest to where the activity is proposed to discuss the application prior to completing the application forms. Please provide all information requested in as much detail as possible. Applicants will be advised if further information is required before this application can be processed by the Department.

This form is to be used when the proposed activity is the building or use of any private or commercial facility or structure on public conservation land managed by the Department of Conservation. Examples may include lease of land to erect an information centre; authorisation to erect a weather station; or construct or lease a private/commercial campground or lodge. This form is to be completed in conjunction with either Applicant Information Form 1a (longer term concession) or Applicant Information Form 1b (one-off concession) as appropriate.

Please complete this application form, attach Form 1a or Form 1b, and any other applicable forms and information and send to permissions@doc.govt.nz. The Department will process the application and issue a concession if it is satisfied that the application meets all the requirements for granting a concession under the Conservation Act 1987.

If you require extra space for answering please attach and label according to the relevant section.

A. Description of Activity

Please describe the proposed activity in detail – where the site is located, please use NZTM GPS coordinates where possible, what you intend to use the building for, whether you intend to make any changes to the infrastructure.

Please include the name and status of the public conservation land, the size of the area for which you are applying and why this area has been chosen.

If necessary, attach further information including a map, a detailed site plan and drawings of proposal and label Attachment 3b:A.

NZTM GPS coordinates X1685433.20716/Y5434588.08704

We would like to construct access stairs, luggage trolley and access track from our jetty up to our new home which is being constructed on Lot 2, DP 6973, Double Cove.

B. Alternative sites considered

If your application is to **build, extend or add** to any permanent or temporary structures or facilities on public conservation land, please provide the following details:

- Could this structure or facility be reasonably located outside public conservation land? Provide details of other sites/areas considered.
- Could any potential adverse effects be significantly less (and/or different) in another conservation area or another part of the conservation area to which the application relates? Give details/reasons

This area of land is the only safe route that we can use to access our home. Neighbouring points are very steep and dangerous.

C. Larger area

Is the size of the area you are applying for **larger** than the structure/facility

YES / NO

If **yes**, please detail the size difference in the box below, and answer the following 3 questions, if **no** please go on to the next section:

Is this necessary for safety or security purposes?

YES / NO

Is this necessary as an integral part of the activity?

YES / NO

Is this essential to carrying on the activity?

YES / NO

If the answer to any of the above is yes, please provide details and attach supporting evidence if necessary and label Attachment 3b:C.

D. Exclusive possession

Do you believe you need **exclusive possession** of the public conservation land on which your structure/building is located, ie no one else can use the land during your use of it? **YES / -NO**
(Exclusive occupation requires a lease which requires public notification of the application)

If **yes**, please answer the following 3 questions, if no please go to the next section:

Is exclusive possession necessary to protect public safety? **YES / -NO**

Is exclusive possession necessary to protect physical security of the activity? **YES / -NO**

Is exclusive possession necessary for the competent operation of the activity? **YES / -NO**

If the answer to any of the above is yes, please provide details and attach supporting evidence if necessary and label Attachment 3b:D.

E. Technical Specifications (for telecommunications sites only)

Frequencies on which the equipment is to operate

Power to be used (transmitter output)

Polarisation of the signal

Type of antennae

The likely portion of a 24 hour period that transmitting will occur

Heaviest period of use

F. Term

Please detail the length of the term sought (i.e. number of years or months) and why.

Note: An application for a concession for a period over 10 years must be publicly notified, an application for a concession up to 10 years will not be publicly notified unless the adverse effects of the activity are such that it is required, or if an exclusive interest in the land is required.

30 years

G. Bulk fuel storage

Under the Hazardous Substances and New Organisms Act 1996 (HSNO Act) 'Bulk fuel storage' is considered to be any single container, stationary or mobile, used or unused, that has a capacity in excess of 250 litres of Class 3 fuel types. This includes petrol, diesel, aviation gasoline, kerosene and Jet A1. For more information on Hazardous Substances, go to:

<http://www.business.govt.nz/worksafe/information-guidance/legal-framework/hsno-act-1996>

Do you intend to store fuel in bulk on the land as part of the activity?

YES / NO

If you have answered yes, then please provide full details of how and where you intend to store the fuel, and label any attachments including plans, maps and/or photographs as Attachment 3b:G. If your concession application is approved you will be required to provide a copy of your HSNO compliance certification to the Department before you begin the activity.

H. Environmental Impact Assessment

This section is one of the most important factors that will determine the Department's decision on the application. Please answer in detail.

In column 1 please list all the locations of your proposal, please use NZTM GPS coordinates where possible. In column 2 list any special features of the environment or the recreation values of that area. Then in column 3 list any effects (positive or adverse) that your activity may have on the values or features in column 2. In column 4 list the ways you intend to mitigate, remedy or avoid any adverse effects noted in column 3. Please add extra information or supporting evidence as necessary and label Attachment 3b:H.

Refer to Steps 1 and 2 in your Guide to Environmental Impact Assessment to help you fill in this section.

Location on public conservation land	Special feature or value	Potential effects of your activity on the feature or value (positive or adverse)	Methods to remedy, mitigate or avoid any adverse effects identified
NZTM GPS coordinates X1685433.20716/Y5434588.0 8704 DOC land adjacent to Lot 2, DP 6973, Double Cove	Native Bush	Damage to the plants by construction	Restoration & revegetation of the site as per the DOC guideline sheet "Restoring native vegetation on Sounds Foreshore Reserve". Plants to be eco sourced from Morgans Road Nursery, Blenheim.
As above	Native Bush	Damage to plants by construction	Materials to site to be helicoptered in where possible.
As above	Native Bush	Removal of Gorse	To remove gorse around our property to protect the native bush
As above	Ocean	Disturbance to the ground, erosion of the bank.	Use sediment traps if working near waterways. Replant once construction complete. Keeping to the track. Hardening of the track.
As above	Landscape	Non-natural structure	To construct the stairs/trolley with wood which will naturally weather, plant out around the structures so in time they will be hidden from site at a distance.
As above	Other	Rubbish or debris left	Site to be cleaned daily of rubbish and debris. Skip to be

			provided on jetty for any rubbish.
As above	Ocean	Discharge of pollutants	Machinery to be well serviced.

I. Other

Is there any further information you wish to supply in support of your application?

When we started construction of our new home in Double Cove, Marlborough we employed a local company, Pier Two Ltd. We have never built in the sounds before and trusted this company and the council to guide us in the permission process. All council permissions were acquired for the construction of the boat shed and house. It was not until we put in an amendment to our consent that it was brought to our attention that we have missed a major step in getting a licence to occupy the foreshore land between our home and the boat shed which is owned by DOC. This was never our intention and as soon as we were aware of the situation, any work on this land was stopped and the permission process started.

Structures that have already been built/installed on DOC land:

- Stairs from jetty to landing area.
- Landing area above stairs.
- Access track to house covered in hardfill.
- The first section of the luggage trolley from jetty to timber landing.

Structures still to be completed in this application:

- The second section of luggage trolley from the timber landing to the house.
- Small rear deck behind boatshed for loading/unloading luggage trolley.

The currently consented boatshed which is still to be constructed is not on the “Sounds Foreshore Reserve” and is entirely overwater. However, at the rear of the boatshed, we put an amendment to the resource consent which has been granted, to add a small piece of decking so we could load/unload the luggage trolley safely. This area could be classed as being in the SFR so will need to be included in the application.

The stairs from the jetty to the landing are approximately 1.2m wide and made from timber. We have tried to keep as many surrounding plants as possible so both stairs and luggage trolley are less visible from the water. We hope to replant this area with approved plants once construction is completed.

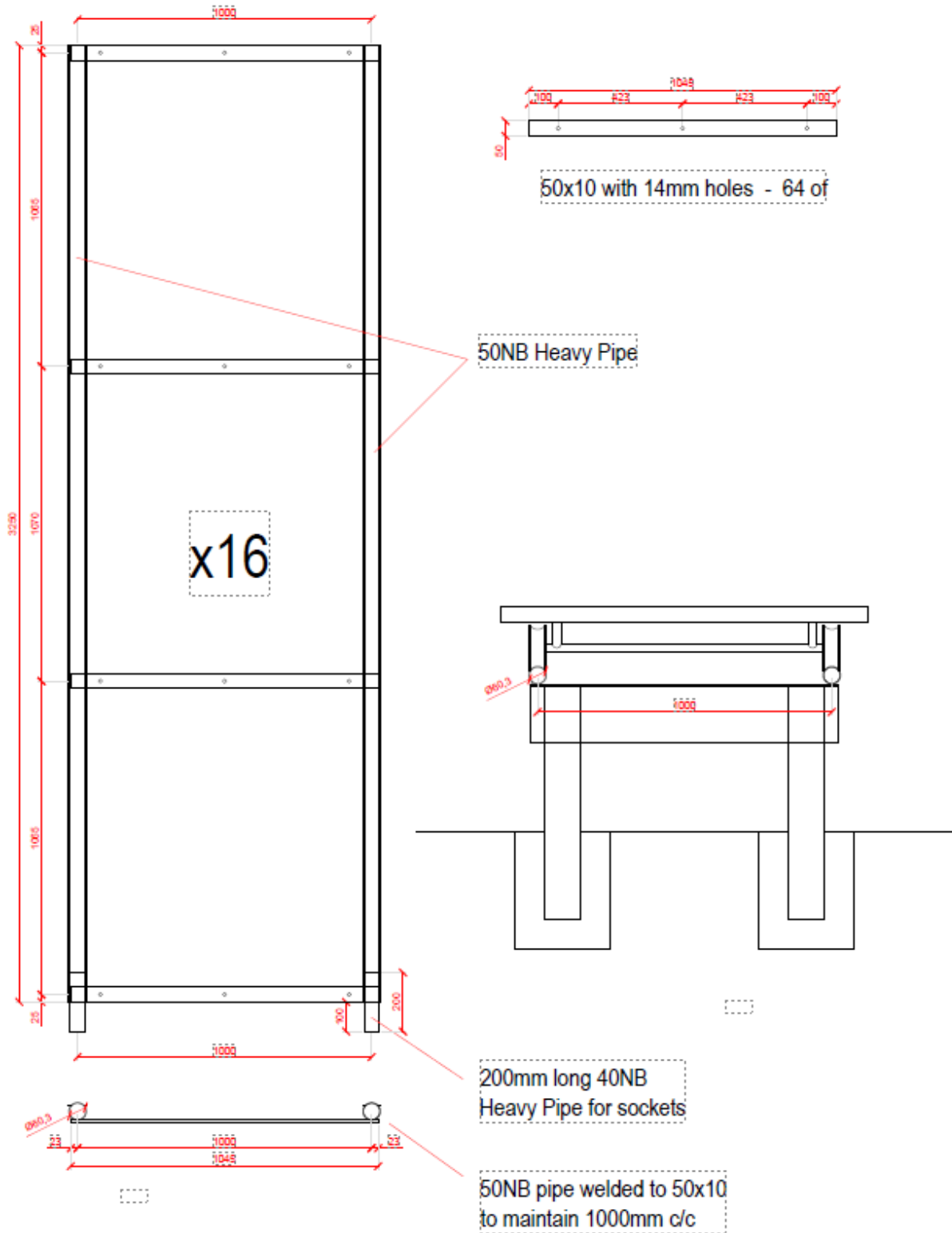
The dimensions of the timber landing at the top of the stairs are approximately 2m x 3m totalling an area of 6m².

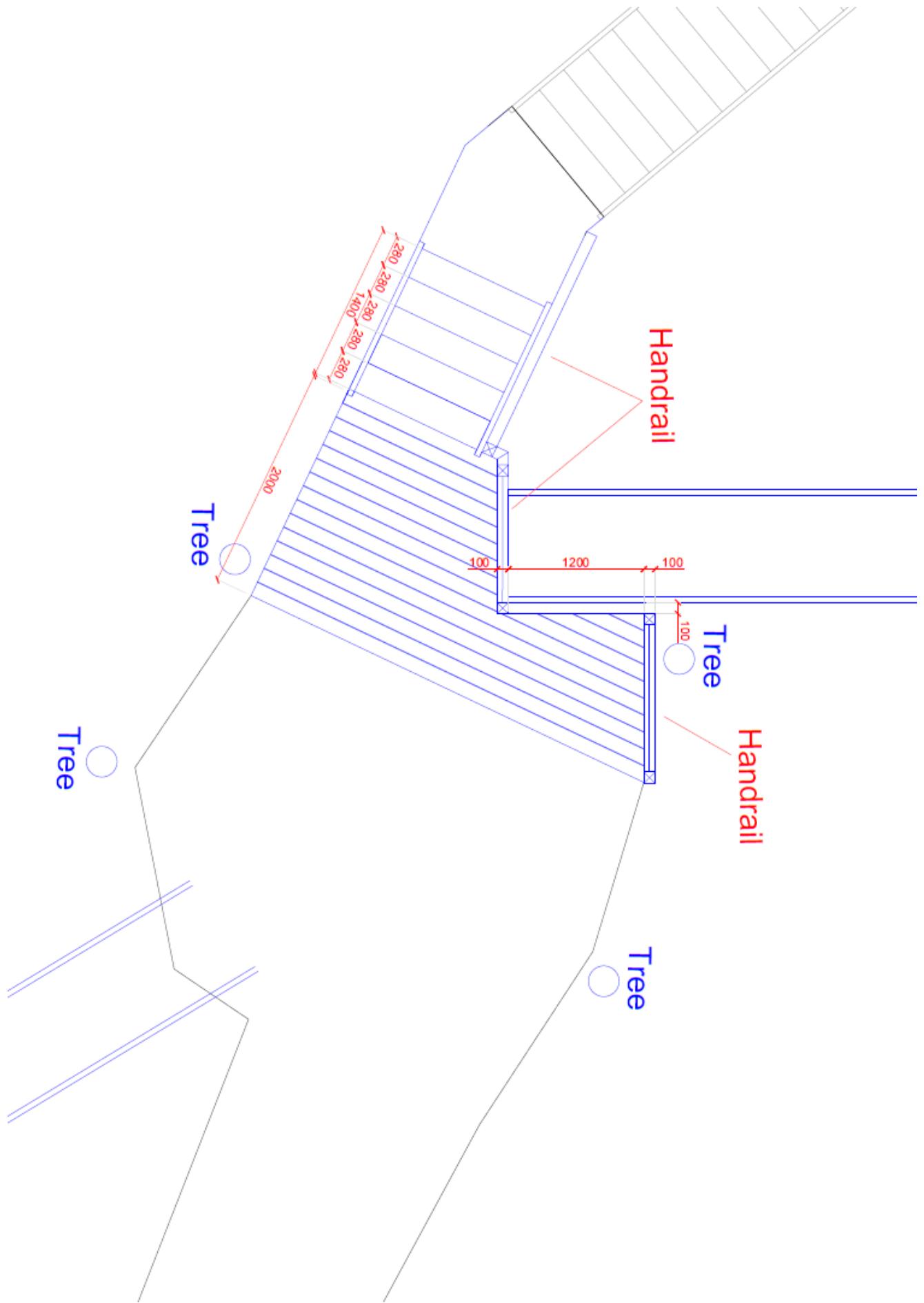
Below you will see the luggage trolley design. Due to the topography of the land, we could not run one consistent gradient trolley from the boatshed to the house as shown on the Resource Consent plans so we have had to split it into two trolley tracks with a material transition. The lower trolley track from the boatshed to the top landing has been constructed. The upper trolley track from the landing to the house was put on hold when were advised to stop works as we missed the permissions process.

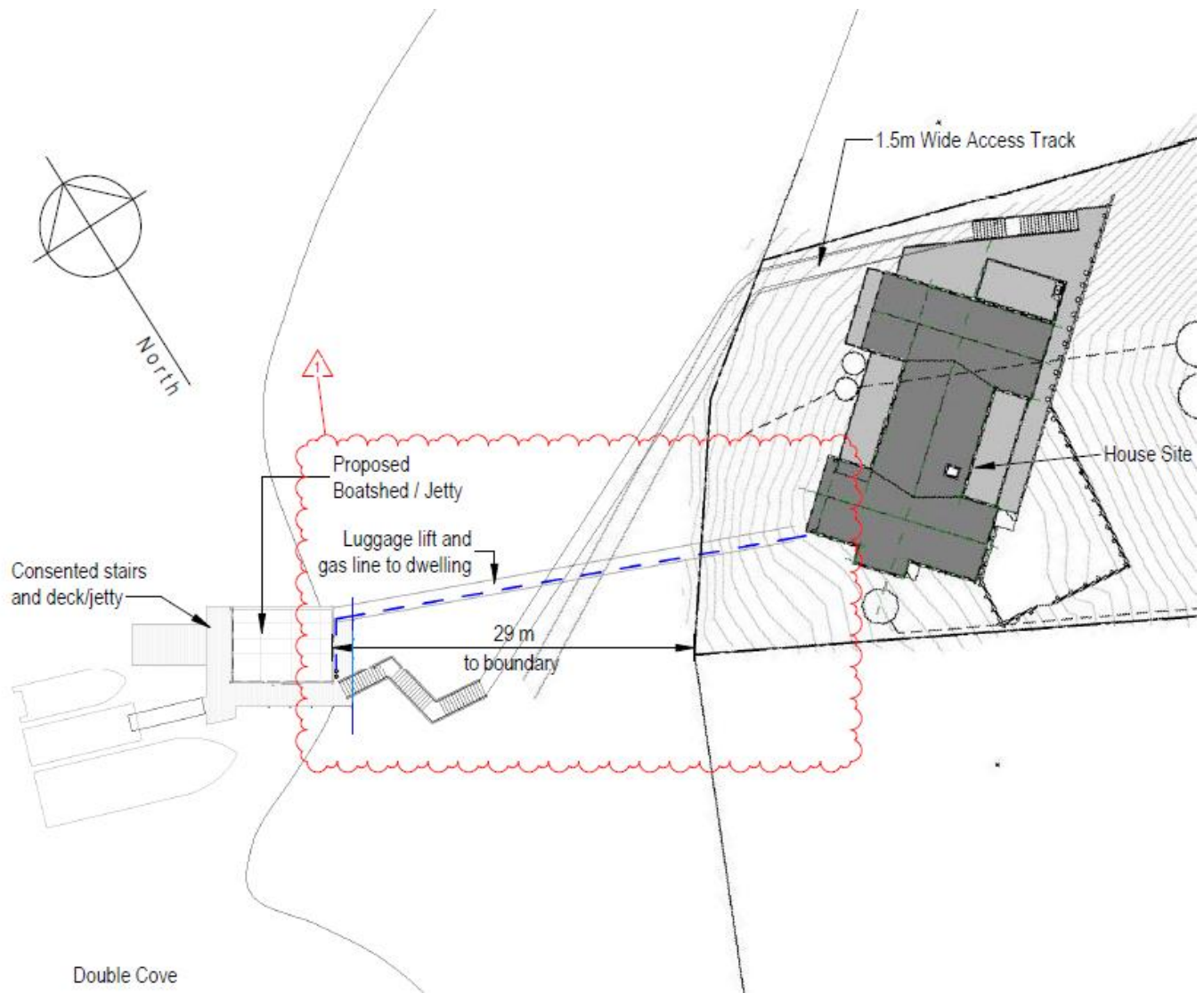
We intend to have water and electrical services run from the house down to the boatshed for basic needs. These services will be run along the bottom side of the luggage trolley so hidden from sight as much as possible.

The access track from the top of the timber landing up to our home has been covered with hardfill topping. The path is approximately 35m over the SFR. If we have issues with the current hardfill eroding into the native bush, we would like to use a natural coloured concrete topping which will negate this.

Trolley Track Design:







As you can see in the diagram above the two sections of the luggage trolley will run approximately 29 metres over the SFR. It is approximately 1m in width. NB: There will be no gas lines run as previously thought, these have been removed from plans.

The stairs will run approximately 15 metres over the SFR and have a landing at the top. The stairs are 1.2 metres wide and the landing approximately 6m².

The access track is approximately 1.5 metres wide and runs approximately 35 metres through the SFR up to our own land above.

Luggage Trolley & Access stairs



You can see in this photo, the luggage trolley on the left, with access stairs going up from the jetty on the right.

Access track from landing up to house.



Landing at top of the stairs. The trolley shown was just temporary.

