

Submitted to Fast-track approval applications  
Submitted on 2024-05-03 21:44:07

Submitter details

Is this application for section 2a or 2b?

2B

1 Submitter name

Individual or organisation name:  
Remarkables Park Ltd (RPL) and Queenstown Park Limited (QPL).

2 Contact person

Contact person name:  
Alastair Porter

3 What is your job title

Job title:  
Alastair Porter is the Executive Chairman and CEO of the Porter Group of Companies (incorporated in 1954) which is a property investment company with offices in Auckland and Queenstown. QPL is a subsidiary and RPL a majority owned subsidiary of the Porter Group of companies.

4 What is your contact email address?

Email:  
s 9(2)(a)

5 What is your phone number?

Phone number:  
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6 What is your postal address?

Postal address:  
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7 Is your address for service different from your postal address?

No

Organisation:

Contact person:

Phone number:

Email address:

Job title:

Please enter your service address:

Section 1: Project location

Site address or location

Add the address or describe the location:

QPL owns a 1,800-hectare site located on the true right bank of the Kawarau River which extends to an altitude of approximately 1000masl ("Queenstown Park" or "QP"). This land is currently under the Rural Zone in the Queenstown Lakes District Operative Plan ("ODP") and Proposed Queenstown Lakes District Plan ("PDP"). RPL is the land developer of the originally 150ha Remarkables Park Zone ("RPZ") within which significant development has occurred. The RPZ is a predominantly high-density zoned area with considerable land available for future development.

RPL and QPL seek to develop a gondola and associated tourist activities. The gondola will be constructed from the Remarkables Park (RP) Base Station within the RPZ at Frankton and travel on land approximately adjacent to the Kawarau River. At the turn station of the gondola on the QP land, the gondola will turn and travel principally up a valley on the north face of The Remarkables mountain range (avoiding the iconic western face) and stopping at a point above The Remarkables Ski Field Homeward Run area.

Title plan (DP 349682 Title Plan) and Survey Plan (SO 24739 Survey Plan) are in documents to be emailed.

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Do you have a current copy of the relevant Record(s) of Title?

Yes

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Who are the registered legal land owner(s)?

Please write your answer here:

QPL owns QP which is a 1,800-hectare site located on the true right bank of the Kawarau River which extends to an altitude of approximately 1000masl.

Remarkables Park Limited ("RPL") owns land 65ha in the RPZ at Frankton north of the Kawarau River.

NZSki Limited ("NZSki") has been granted concession from Department of Conservation ("DOC") to manage and control all activities related to the ownership, operation, repair and maintenance of the commercial Remarkables Ski Field.

Detail the nature of the applicant's legal interest (if any) in the land on which the project will occur

Please write your answer here:

RPL are legal owners of land at RP on which parts of the gondola will be developed. QPL are the legal owners of QP on which parts of the gondola and associated tourist activities will be developed. The gondola would link to parts of RPL's land and the Remarkables Alpine Recreation Area which includes the Remarkables Ski Field which is administered by DOC as a recreation and conservation reserve. As such, the gondola will importantly provide 12-month access to a wide range of 4 season tourist activities including in the Remarkables Alpine Recreation Area spring, summer and autumn recreation (principally hiking, biking and alpine views) and in winter snow sports.

The fact the gondola link would traverse areas of land that are not owned by QPL will not affect its ability to undertake the work required for the project. This is because QPL and RPL are sister companies with common directors.

Even though the gondola will pass over DOC administered land, this will not impede the corridor overlay. This can be achieved through the issuance of a concession under the Conservation Act 1987. Initial preliminary discussions with DOC have occurred. There are opportunities for potential land exchanges, amongst other mutually beneficial agreements. DOC are aware of the project and, in our view, are unlikely to decline concession. The combination of both a resource consent approval and a concession approval mean that this project is clearly a suitable candidate for the "one stop shop" regime that this Bill will be providing.

We also refer to the evidence of Mr Paul Anderson, the Chief Executive of NZSki, who presented evidence at the rezoning hearing (discussed further below). He stated that NZSki supports QPL's creation of a gondola corridor as it has the potential to increase the desirability and accessibility of the Remarkables Ski Area through an alternative access which provides safety, environmental and economic benefits. The gondola access would be highly efficient as it would reduce vehicle congestion on SH6, is environmentally sound and could provide an alternative means of accessing the ski area in an emergency or for evacuation. From an economic perspective, removing vehicles from the public and private (NZSki) roading network would reduce both capital and operating maintenance costs to central and local government and NZSki's maintenance costs for the upkeep of its sealed access road to The Remarkables Ski Field.

## Section 2: Project details

What is the project name?

Please write your answer here:

Queenstown Park Gondola and associated tourist activities.

What is the project summary?

Please write your answer here:

RPL and QPL seek to develop a gondola linking the RPZ at Frankton to the Remarkables Ski Field, with associated tourist activities.

What are the project details?

Please write your answer here:

In answering this question, we refer to QPV 1 Map and Park.

RPL and QPL seek to develop a gondola and associated tourist activities. The gondola will be constructed from the Remarkables Park ("RP") Base Station within the Remarkables Park Zone ("RPZ") at Frankton and travel on land approximately adjacent to the Kawarau River. At the turn station on the QP land, the gondola will turn and travel principally up a valley on the north face of the Remarkables mountain range (avoiding the iconic western face) and stopping at a point above the Remarkables Ski Field Homeward Run area.

QPL intends to utilise the tracks used in the construction of the gondola for walking and mountain biking. This will follow reinstatement of the construction track margins through active planting. The project will also involve developing other cycle trails which will link to the tracks within the gondola corridor and beyond. These tracks will provide access to mid to lower reaches of the Rastus Burn stream catchment. Importantly, the gondola project and the associated trails will allow the public access to the Rastus Burn stream catchment and other areas of ecological interest including riparian areas.

The tourist activities located near the QP turn station will cater for locals, domestic and international tourists and will include activities such as arrival shops, wine/cocktail bars, fine dining, a garden restaurant, a cooking school, art gallery, a wedding chapel, outdoor theatre, environmental museum and a boutique lodge and spa. A full summary of these amenities can be found in the QPV 1 Map and Park Village document. Staff accommodation in close proximity to the tourist activities is also contemplated. All development is proposed to be low rise, not exceeding 2 storeys.

The purpose of this proposal is to utilise the development potential of QP which is within close proximity to urban Queenstown in an environment highly appealing to locals and tourists (both domestic and international) and near many other tourism facilities and activities. The current farming operation on the land is not profitable or sustainable and the environmental impact of seeking to intensify agricultural activity may contribute to more adverse impacts such as reductions in water quality and nutrient run-off effects, as well as greenhouse gas emissions.

QPL see an opportunity to fulfil QP's potential by establishing regionally significant tourism infrastructure that is desirable, viable and will be able to keep up with demand for "soft adventure activities". The gondola link will also provide an alternative access route to the Remarkables Ski Field that is safer, reduces congestion on the current road and lowers the emission of greenhouse gases through excessive vehicle use. The gondola will also increase the capacity to transport people to the Remarkables Ski Field and support potential expansion of the ski area into the Doolans basin. The gondola to the turn station at QP also provides the potential for further urban links via the section of the gondola to provide connectivity to the extensive residential suburbs of Lake Hayes Estate, Shotover Country, Bridesdale and any further high-density development proposed on Ladies Mile.

Describe the staging of the project, including the nature and timing of the staging

Please write your answer here:

Extensive design work has been undertaken for the gondola element of the project and master planning of the associated tourist activities. There is yet to be detailed design of the tourist activities' individual buildings. QPL intend to seek resource consent on an envelope basis with final designs of buildings to be determined at a later stage through a design review process.

The construction of the project will be split into stages, with the intended staging as follows:

- Stage 1- Gondola Riverline from RP to QP turn station
  - o Tourist infrastructure
  - o Entry / Shops / Food and Beverage (F&B)Within 2 years of approval.
  
- Stage 2 – Gondola Mountain line including Mid Station and Top station with F&B and viewing deck.
  - o Tourist infrastructure
  - o Cultural and F&B facilitiesWithin 2 to 3 years of approval
  
- Stage 3,4 & 5 – Tourist Infrastructure
  - o Environmental Museum site and landscaping provided
  - o Riverside Restaurant and Fishing / Bike hire facilities
  - o Exposition Pavilion sites provided
  - o Boutique Peninsula Lodge and SpaWithin 3 to 4 years of approval

- Stage 6,7 & 8 – Tourist Infrastructure

- o Additional Pavilion sites provided

- o Orchards and Gardens

Within 4 to 5 years of approval

- Stage 9 & 10 – Tourist Infrastructure Upper Terrace Lodge, Facilities and additional Pavilion sites

Within 5 to 7 years of approval

The development of bike and pedestrian trails, and the opportunity for zip lines is to be provided progressively through the stages set out above.

Staging the project in this way is important to its overall environmental and economic viability and allows for future gondola links to be included across Frankton and further afield. QPL notes that the proposal will only amount to the development of less than 2 percent of the overall land area of the QP Station.

What are the details of the regime under which approval is being sought?

Please write your answer here:

QPL would need to seek a resource consent under the RMA on an envelope basis and a concession from DOC under the Conservation Act 1987 to enable gondola development at the Remarkables Ski Field which is public conservation land and to cross over other roads and areas managed by Queenstown Lake District Council (QLDC).

If you seeking approval under the Resource Management Act, who are the relevant local authorities?

Please write your answer here:

QLDC and the Otago Regional Council ("ORC") for structures in the Kawarau River and consents to span legal roads.

What applications have you already made for approvals on the same or a similar project?

Please write your answer here:

QPL submitted on the PDP and appeared before the Independent Hearings Panel ("Commissioners") in 2017 in relation to the rezoning of the QP land.

To summarise, QPL sought that their land be rezoned from Rural to a new Queenstown Park Special Zone ("QPSZ") to enable a gondola corridor, jetties and bridges over the Kawarau River and development areas which included a diverse range of tourist and local accommodation, food and beverage, tourist shopping, arts and crafts centres, etc.

While the Commissioners considered the proposal would bring "very significant benefits" to the local economy and employment, and accepted most of QPL's evidence, QPL's proposal for rezoning was still denied. The matter was appealed to the Environment Court and constructive mediation did occur between QPL and the Council. Ultimately the appeal was withdrawn by QPL due to the impact of COVID 19 and the uncertainty it created for large scale tourism projects coupled with the potentially excessive and onerous landscaping requirements proposed by Council. QPL believes that the post Covid climate, international tourism recovery and the Bill provides more certainty and less impediments which significantly increases the project's viability.

Based on expert evidence provided by qualified experts, which we detail later in this application, QPL does not believe that the gondola would be prominent or intrusive, or degrade the ONL on the basis that the gondola will be traveling predominantly up a valley up the north face of the mountain range and will not touch the iconic western face of the mountains.

Is approval required for the project by someone other than the applicant?

Yes

Please explain your answer here:

Yes. The gondola will be partially constructed over DOC and/or QLDC (roads) managed land. This means that a concession from DOC will be required under the Conservation Act 1987. We believe that this means the project perfectly suits the "one stop shop" provisions of this legislation, which seeks to obtain resource consents for construction and development of the gondola and a concession under Schedule 5 of the Bill for construction and access over DOC administered land to reach the Remarkables Ski Field.

Approval for the use of small parcels of land controlled by QLDC or government departments (near the Kawarau River) margin may be required.

If the approval(s) are granted, when do you anticipate construction activities will begin, and be completed?

Please write your answer here:

Within 12 months of approval.

### Section 3: Consultation

Who are the persons affected by the project?

Please write your answer here:

Te Rūnanga o Ngāi Tahu (PSGE for Ngāi Tahu).

Kā Rūnaka (representing Te Rūnaka o Moeraki, Kāti Huirapa Rūnaka ki Puketeraki, Te Rūnanga o Ōtākou and Hokonui Rūnanga, with whom QPL have an MOU).

Queenstown Lakes District Council.

Detail all consultation undertaken with the persons referred to above. Include a statement explaining how engagement has informed the project.

Please write your answer here:

The project includes the construction of a gondola over identified wahi tūpuna areas (sites 24 and 36) under PDP. These areas, being the Kawarau River and The Remarkables, are claimed to have cultural or historical significance to Ngāi Tahu as mana whenua. As we understand it, this chapter of the PDP has completed its appeals process and is close to becoming operative.

In April 2023, RPL and QPL signed an MOU with Kā Rūnaka (which comprises Te Rūnaka o Moeraki, Kāti Huirapa Rūnaka ki Puketeraki, Te Rūnanga o Ōtākou and Hokonui Rūnanga). This MOU sets out a framework for an ongoing relationship between Kā Rūnaka, QPL and RPL. In particular, agreement has been reached between the parties with regard to communicating and consultation. In accordance with these provisions, QPL and RPL have informed Kā Rūnaka of this application and consultation will be ongoing in accordance with the terms of the MOU. A further element of the MOU, which will play a role in the future development of this project, states that RPL and QPL will include Kāi Tahu cultural elements in urban design for public spaces. In this, we have retained Steve Solomon as an in-house RPL Kāi Tahu artist to guide the design and production of Kāi Tahu cultural elements to be incorporated into developments.

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Describe any processes already undertaken under the Public Works Act 1981 in relation to the land or any part of the land on which the project will occur:

Please write your answer here:

No Public Works Act 1981 processes have taken place on the land to date. The project will require a concession under the Conservation Act 1987.

#### Section 4: Iwi authorities and Treaty settlements

What treaty settlements apply to the geographical location of the project?

Please write your answer here:

The Ngāi Tahu Settlement applies to the geographical location of the project. There are no statutory acknowledgement areas over the land which this project will occur on. There are identified wahi tupuna sites in accordance with the PDP, being the Kawarau River and The Remarkables. These are addressed earlier in the application.

Are there any Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019 principles or provisions that are relevant to the project?

No

If yes, what are they?:

Are there any identified parcels of Māori land within the project area, marae, and identified wāhi tapu?

Yes

If yes, what are they?:

There is no marae or Maori land within the project area. However, the project area does include proposed construction over two wahi tupuna areas: the Kawarau River and The Remarkables. Both of these are sites included in the PDP. We have referred to engagement with Kai Tahu over these areas and the project construction earlier in the application.

Is the project proposed on any land returned under a Treaty settlement or any identified Māori land described in the ineligibility criteria?

No

Has the applicant has secured the relevant landowners' consent?

No

Is the project proposed in any customary marine title area, protected customary rights area, or aquaculture settlement area declared under s 12 of the Māori Commercial Aquaculture Claims Settlement Act 2004 or identified within an individual iwi settlement?

No

If yes, what are they?:

Has there been an assessment of any effects of the activity on the exercise of a protected customary right?

No

If yes, please explain:

No because it is not necessary. See above.

Upload your assessment if necessary:

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## Section 5: Adverse effects

What are the anticipated and known adverse effects of the project on the environment?

Please describe:

It was the view of QPL experts presenting to Queenstown District Plan review that the project had minimal adverse effects on the environment. Those effects that were identified were determined by experts to be either minimal or able to be safely managed, mitigated or remedied.

The evidence of Stephen Brown, a qualified Town Planner and Landscape Architect, who was commissioned by QPL during the proposal to rezone part of QP in 2017, addresses, among other things, the landscape implications for the proposed gondola and associated tourist activities at the turn station of the gondola. Mr Brown addressed impacts on the ONL. Mr Brown noted that the QPL proposals would not affect the iconic western face of The Remarkables. Proposed development would instead focus on the Kawarau River valley and slopes around the Rastus Burn stream catchment. These extend upward to culminate in the existing Remarkables Ski Field.

Mr Brown also concluded that the tourist destination areas, while more substantial, would be discretely located within the river corridor below the mountain slopes. As such, they would be buffered from most areas of significant public activity. Mr Brown states that existing riverside trees, terrace banks above and next to the Kawarau River, and other factors would further contribute to both screening of the proposed development and its integration into parts of the valley landscape. Mr Brown concluded that the gondola proposal had the potential to be seen from receiving environments and by both private and public audiences. However, it would have a low to very low impact on most areas exposed to the system. Viewed at close range, from areas such as the Lake Hayes Estate and the Arrowtown cycle trail, it would remain a relatively lightweight, even ephemeral, component of the Kawarau River valley. It would, in his view, even when elevated well above the river corridor, have little impact on the public perception and appreciation of the Remarkables.

We also refer to the evidence of Mr Paul George Faulkner, a senior engineering geologist at GeoSolve Ltd. In his evidence, Mr Faulkner assessed the proposed project for the construction of a gondola and concluded that it was feasible from a natural hazards and geotechnical perspective. In his assessment, the proposed corridor of the gondola avoids areas where elevated risks from natural hazards have been identified. Mr Faulkner notes that assessments of the area indicate that those identifiable hazards and associated risks are manageable with additional engineering input, and that the general risk from hazard/geotechnical issues is expected to be broadly similar to those present at other ski field developments and access roads. In conclusion, Mr Faulkner notes that a gondola constructed in the proposed corridor is not expected to worsen any identifiable hazards. This evidence is coupled with similar evidence provided by Mr Robert Bond, a senior geotechnical engineer. Similar to Mr Faulkner, Mr Bond concludes that there are no natural hazards identified that are of significant concern that could negate or seriously jeopardise the proposed activity, and in terms of Natural Hazard Risk, the proposed areas of development are considered suitable for development.

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## Section 6: National policy statements and national environmental standards

What is the general assessment of the project in relation to any relevant national policy statement (including the New Zealand Coastal Policy Statement) and national environmental standard?

Please write your answer here:

The Commissioners evaluating the proposed rezoning of the QP land and gondola proposal concluded that the project had complied with relevant NPS standards (with which QPL's experts agreed).

The Commissioners also noted that the following National Policy Statements must be given effect to regarding the project: Urban Development Capacity (now Urban Development), Freshwater Management ("NPS-FM"), Renewable Electricity Generation, and Electricity Transmission. When considering the evidence provided by both QPL and the Council, the Commissioners agreed that the proposal delivered good outcomes in relation to water quality and gave effect to the NPS-FM. The Commissioners concluded that "Nothing about this proposal would be inconsistent with the other National Policy statements mentioned [either]."

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## Section 7: Eligibility

Will access to the fast-track process enable the project to be processed in a more timely and cost-efficient way than under normal processes?

Yes

Please explain your answer here:

Access to the fast-track process will enable a timelier and more cost-effective route due to Clause 10 of the Bill which proposes a "one stop shop" consenting option for projects that require one or more approvals under various statutes.

RPL and QPL seeks a resource consent under the RMA 1991 for the gondola and associated tourist activities, a concession under the Conservation Act 1987 to enable them to construct part of the gondola system on the Remarkables Ski Field and regional consents from the ORC for structures in the Kawarau River (e.g. jet boat access) and consents to span legal roads.

Enabling RPL and QPL to obtain both these consents at once means that there is no risk of being stuck in limbo, or risk one consent being granted while another is declined.

Given the scale of the project, having greater certainty and the assurance that there will be no Environment Court appeals gives QPL confidence that this large scale integrated project is likely to be approved importantly within a concise timeframe and will not be hindered by minor interests during the development process.

What is the impact referring this project will have on the efficient operation of the fast-track process?

Please write your answer here:

Referring the project will fulfil the purpose of the Bill to provide a fast-track decision making process that facilitates the delivery of infrastructure and development projects with significant or regional benefits. The gondola and associated tourist activities for locals and tourists (both domestic and international) will provide regionally significant benefits to Queenstown both economically, socially and environmentally. The fact RPL and QPL have already undertaken extensive design work on the gondola element of the project and associated tourist infrastructure positively contributes to the efficient operation of the fast track- process as they would not need to start from square one.

Has the project been identified as a priority project in a:

Not Answered

Please explain your answer here:

No.

Will the project deliver regionally or nationally significant infrastructure?

National significant infrastructure

Please explain your answer here:

The gondola and associated tourist activities for locals and tourists (both domestic and international) will deliver nationally and regionally significant tourism infrastructure.

The gondola alone will enable a safe, high volume alternative access route to the ski-field area that would reduce pressure on the existing difficult road access, provide further mountain use capacity given existing car parking options on the mountain are exhausted and provide opportunities for year-round activities in the Alpine Area. From a tourism perspective, it will provide excitement for locals and tourists especially on the uphill section of the link due to its exceptional views of the surrounding mountain and rivers. The gondola would also reduce greenhouse gas emissions as less vehicles would be using the current road.

We refer to Mr Stephen Hamilton, a tourism consultant, who was commissioned by QPL during the original rezoning hearing. He states that the gondola and associated tourist activities would be regionally significant as it would accommodate the current demand for "soft adventure activities" and would have the capability of handling significant visitor numbers and not be weather dependent. The visitor accommodation option would also provide additional dispersed accommodation close to the mountain given that most accommodation is confined to the urban area.

We also refer to the tourism and recreation evidence of Mr Robert Greenaway. In this, Mr Greenaway considered the proposal made by QPL and observed that the proposal is an innovative method to accommodate tourism growth in the Queenstown economy with very limited potential for adverse effects on existing local recreation values. Overall, Mr Greenaway notes that the proposal would develop a significant local attraction with very little dependence on the local road network, which would consequently increase the capacity of existing tourism infrastructure near Queenstown airport as a summer and winter destination."

Will the project:

contribute to a well-functioning urban environment

Please explain your answer here:

The project will contribute to a well-functioning urban environment and can address housing needs in Queenstown (via the provision of on-site staff accommodation).

The development of QP including the construction of the gondola will provide people in Queenstown and the surrounding regions with social and economic well-being opportunities. The development of employment opportunities will enable access to jobs as well as accommodation for workers on site and will provide further good accessibility via transport on the gondola system. In conjunction with Kā Rūnaka via our MOU, it will also provide for local cultural well-being, where the development of buildings and activities will enable local tangata whenua to express and contribute their cultural traditions and norms. The positive effects of reducing greenhouse gas emissions through the gondola option to the Remarkables Alpine Recreation Area and Remarkables Ski Field as well as the reduction of grazing and farming intensification on the QPL land also means that this development is contributing to a well-functioning urban environment.

Will the project deliver significant economic benefits?

Yes

Please explain your answer here:

The Commissioners' decision at paragraph 125 confirms this point as they were satisfied that QPL's gondola proposal:

"would bring very significant benefits and employment, with spin-off benefits to numerous other businesses"

And that:

"the proposal would produce substantial benefits for recreation, and would have excellent synergy with the Remarkables ski field and the Queenstown Trails network".

We also refer to the statement of Professor Simon Milne, Professor of Tourism in the School of Hospitality and Tourism, Auckland University, who concluded that the features of the gondola would likely deliver the positive economic benefits associated with many international examples: it would be located proximate to a major tourist hub, and create a link to an iconic winter attraction that faces transport capacity issues. The gondola would open up and introduce new product dimensions to Queenstown, including the gondola itself, which would be an attraction in its own right. He also concluded that the gondola would meet demand for the international and domestic tourism market who seek soft adventure opportunities.

We refer again to the evidence of Mr Paul Anderson, who concluded that QPL's proposal is desirable from an economic perspective as removing vehicles from the public and private (NZSki) roading network would reduce both capital and operating maintenance costs to central and local government as well as NZSki for the upkeep of its sealed access road to The Remarkables.

Mr Anderson noted that the gondola would increase appeal of the Remarkables which would make further expansion of the ski area a more feasible proposition, without the need to rely on central and local government support for critical roading infrastructure. This could lead to expansion of the ski area into other terrain, which would ultimately bring further economic benefits to the region through the considerable economic multiplier effect of high value tourists. Increase appeal of the Remarkables also means an expansion in visitation during the peak winter season which could open up the opportunity for further non-winter tourism opportunities in the QP. These would include mountain biking, hiking, sightseeing trips or other summer attractions such as mountain coasters, mountain buggies or the like. Enabling the installed ski area infrastructure to be utilised during the offseason would significantly improve the economics of a highly capital-intensive business and may in turn lead to further investment.

We also refer to economist Mr John Ballingall's economic evidence, who concluded that the QPL's project would generate substantial economic activity in the Queenstown regional economy and lead to additional job creation, both during its construction phase and its operations. These jobs would be widespread across various parts of the Queenstown economy which would lead to higher wages, as competition for workers would intensify and firms would bid up wages to attract workers. Mr Ballingall adds that an increase in wages also leads to an increase in household spending which will support further economic activity in the region.

Will the project support primary industries, including aquaculture?

No

Please explain your answer here:

Will the project support development of natural resources, including minerals and petroleum?

No

Please explain your answer here:

Will the project support climate change mitigation, including the reduction or removal of greenhouse gas emissions?

Yes

Please explain your answer here:



The project which is powered by electricity does support climate change mitigation as it creates an alternative access to the Remarkables Alpine Recreation Area and ski field which would relieve congestion on SH 6 at Frankton and reduce the need for parking on the mountain. This means that if more people use the gondola, less vehicles will be used on the current road access and less greenhouse gases emitted.

Will the project support adaptation, resilience, and recovery from natural hazards?

Yes

Please explain your answer here:

Yes, it will.

We refer to the evidence of Mr David Serjeant ("Mr Serjeant"), as presented for the original rezoning hearing, which addresses the different policy mechanisms as well as adverse effects. Mr Serjeant concluded that there were no conflicts between the various relevant NPS documents and that the natural hazard provisions of the PDP have been met.

We also refer again to the evidence of Mr Faulkner, which confirms from a geo-technical and natural hazards perspective that the gondola project would not exacerbate the risk of natural hazards and that the hazards identified on the project site are manageable. He suggests that if further geo-technical input is made to refine current engineering inputs during future consent stages, then the gondola project will be adaptable and resilient to natural hazards and climate change.

Will the project address significant environmental issues?

Yes

Please explain your answer here:

Yes, the project does address significant environmental issues which include the reduction in greenhouse gas emissions, the protection of the ONL, maintenance of indigenous biodiversity, the improvement of water quality and reduction in run off effects. This is apparent through QPL's filed expert evidence in the original rezoning hearing.

The gondola will provide alternative access to the Remarkables Ski Field which will reduce vehicle use on the current road access. Less vehicles on the road reduces congestion and the emission of greenhouse gas emissions.

We refer to the evidence of zoologist Mr Simon Beale, who presented evidence at the rezoning hearing. In this, Mr Beale considered the development of the gondola corridor and associated tourist activities. Mr Beale concluded that not only would the gondola result in minimal impact on the ecology of the region, but it would also in fact enhance these values. He states that the gondola and associated trails will allow for public access to the Rastus Burn and other areas of ecological interest. The provision of access to these areas will, in his view, not only add to the recreational appeal of these areas but assist in raising public awareness of the ecological values of the shrublands and tussocklands.

We also refer to the Commissioners' acceptance of the ecology evidence that the proposed development would be beneficial in better protecting remnant indigenous vegetation on the site and would help to avoid intensification of farming on the terraces with attendant run-off and water quality issues (paragraph 145).

With respect to ONL, the main environmental issue to determine is what adverse effects the project would have on the characteristics and values of the ONL and would they be more than minor. We refer to Mr Brown's statement who concluded that the gondola would "tread" surprisingly lightly on its spectacular mountain setting and would have a very low level of effect in relation to the key qualities associated with the range. In particular, the gondola would have no effect on public appreciation of the Range's truly iconic western face. It would instead focus on the Kawarau River valley and the range's more peripheral, northern slopes around the Rastus Burn stream catchment.

Is the project consistent with local or regional planning documents, including spatial strategies?

Yes

Please explain your answer here:

Chapter 21 of the PDP, concerning the rural zone, is likely to become operative in the future, or at least by the time that this project will be ready to commence. Particular provisions of the PDP which are relevant to this project include: Transportation to facilities by water, road, or by passenger lift system(gondola), facilities and buildings associated with passenger lift system operations and cafes, restaurants and / or retail, visitor accommodation, wedding ceremonies and functions, and commercial recreation. We believe that, subject to conditions and discretion, our project is consistent with this Chapter.

As demonstrated by expert evidence from Mr Brown, this project meets the general PDP requirement that activities within the ONL must protect the landscape values. Mr Brown details how work on the gondola and associated tourist activities can be undertaken while also protecting the landscape values of the Kawarau River.

The Rural Zone supports the diversification of land uses and the enablement of a broad range of activities. The Rural Zone purpose section specifically provides for appropriate activities that rely on rural resources other than farming activities. Objective 21.2.1 also enables a range of land uses subject to the "direct link" qualification noted above. Objective 21.2.9 further provides for diversification of "other rural activities", with Policy 21.2.9.2, recognising that diversification of "other traditional rural activities" including tourism, commercial recreation and visitor accommodation may provide for the

sustaining or enhancing of landscape values, indigenous biodiversity, and water quality.

Similarly, Chapter 3 notes the overarching strategic direction of the PDP as including a strong visitor industry as a base for innovation and economic diversification for ensuring sustainable management. Strategic Issue 1 of the overarching strategic issues in pursuit of sustainable management further notes economic prosperity including social and economic wellbeing may be challenged if the District's economic base lacks diversification. Strategic objectives 3.2.1.6 and 3.2.1.8 also provide for diversification, with Strategic Policy 3.3 (visitor industry) noting that in rural areas this includes commercial recreation and tourism related activities.

We believe that this project not only aligns with the purpose of the Bill in fast tracking consenting for regionally significant projects, but it also aligns with the fundamental purpose of the PDP.

Anything else?

Please write your answer here:

Queenstown is often referred to as the jewel in New Zealand's tourism crown. As such it is vitally important in terms of growing higher value tourism that Queenstown not only competes but excels as an international tourism destination. The Queenstown Park gondola and related tourist infrastructure are an extraordinary project to further enhance Queenstown and in turn New Zealand on an exceptional tourist destination, offering world class tourist amenities.

Does the project includes an activity which would make it ineligible?

No

If yes, please explain:

There are not any activities proposed which fall under clause 18 of the Bill.

## Section 8: Climate change and natural hazards

Will the project be affected by climate change and natural hazards?

Yes

If yes, please explain:

We refer again to the evidence of Mr Faulkner which provides main hazard locations shown as Figures 1a, 1b and 1C.

While natural hazards are present in the gondola corridor, we rely on Mr Faulkner's statement which indicates that such hazards are manageable and the associated risk is not unique to other developments in similar terrain such as those at the Remarkables ski field building/slope areas, or at other Otago Ski field developments and associated access roads.

The natural hazards he identifies in the gondola corridor area are historic landslides, loose rock debris, rock fall, debris flows, flooding, avalanches, liquefaction and lateral spreading, flooding.

Mr Faulkner concludes that the risk of intolerable negative impact on the gondola from natural hazards is considered to be low based on his qualitative assessment, provided appropriate design is completed for future consent stages to ensure that risk is at an acceptable and tolerable level.

On that basis, we acknowledge that the project could be affected by climate change and natural hazards but that risk is low and not unique from other developments in similar terrains.

## Section 9: Track record

Please add a summary of all compliance and/or enforcement actions taken against the applicant by any entity with enforcement powers under the Acts referred to in the Bill, and the outcome of those actions.

Please write your answer here:

No enforcement action has been taken against QPL.

Load your file here:

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## Declaration

Do you acknowledge your submission will be published on environment.govt.nz if required

Yes

By typing your name in the field below you are electronically signing this application form and certifying the information given in this application is true and correct.

Please write your name here:

John Young

Important notes