

BEFORE THE QUEENSTOWN LAKES DISTRICT COUNCIL HEARINGS PANEL

UNDER

the Resource Management Act 1991

IN THE MATTER

of the review of parts of the Queenstown Lakes District Council's District Plan under the First Schedule of the Act

AND

IN THE MATTER

of submissions and further submissions by
REMARKABLES PARK LIMITED AND
QUEENSTOWN PARK LIMITED

**STATEMENT OF EVIDENCE OF PAUL JOSEPH ANDERSON ON BEHALF OF
REMARKABLES PARK LIMITED AND QUEENSTOWN PARK LIMITED**

(NZSKI CEO)

STREAM 13 REZONING HEARINGS

9 June 2017

**BROOKFIELDS
LAWYERS**

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1. QUALIFICATIONS AND EXPERIENCE

- 1.1 My name is Paul Joseph Anderson and I am Chief Executive for NZSki Ltd. I have been in this role since August 2013 and I am familiar with both tourism and ski field operations in the Southern Lakes region. I hold a Masters of Commerce (First Class Honours) and am a chartered member of both the Institute of Chartered Accountants of Australia and New Zealand and the Institute of Directors. NZSki owns and operates The Remarkables Ski Area, which is located at the top of the gondola proposed by Queenstown Park Ltd (**QPL**).

2. COMMENT

- 3.1 NZSki supports the creation of a gondola corridor as outlined in QPL's submission.
- 3.2 Building a gondola as noted in para 3.1 is desirable for the following reasons:
- (a) The proposed gondola has the potential to increase the desirability and accessibility of The Remarkables Ski Area by providing alternative access to the existing mountain road. Gondola transport across such terrain increases the safety of patrons and is highly efficient and environmentally sound;
 - (b) A high proportion of guests already make use of vehicle and public transport to access the ski area. Providing gondola access has the potential to remove a significant number of peak vehicle movements through a highly congested part of Queenstown's roading network (that part of SH6 between Frankton Road and the Kawarau Bridge). At peak load, a 2000 person per hour gondola could theoretically remove between 600 and 1000 vehicle movements per hour during our peak times of 8.30am-10.30am and 3pm to 5pm;
 - (c) Removing these 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;
 - (d) From a safety perspective, a gondola may provide an alternative means of accessing the ski area in an emergency or for evacuation. I note that the

Remarkables Base Building is designated as an evacuation centre for Civil Defence;

- (e) The increased appeal of The Remarkables Ski Area 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;
- (f) Further expansion of the ski area would require investment in carparking areas in the Rastus Burn Recreation Area. Depending on the proportion of guests choosing to travel to the ski area by gondola, a gondola may ameliorate the need to invest in carparking and reduce the consequential environmental impact; and
- (g) As well as expanding visitation in the peak winter season, the proposed gondola may open up the opportunity for further non-winter tourism opportunities in the Rastus Burn recreation reserve and through Queenstown Park station. These may include mountain biking, hiking, sightseeing trips or other summer attractions such as mountain coasters, mountain buggys or the like. Enabling the installed ski area infrastructure to be utilised during the off-season would significantly improve the economics of a highly capital intensive business and may in turn lead to further investment.

- 3.3 A more direct route to the ski area from Remarkables Park would improve the attractiveness of a gondola to ski area patrons. However, we accept that given the potential visual impact, the proposed route is a sensible option. Also, the proposed route (especially the Lake Hayes Commuter Station) would open up opportunities for staff housing in Lake Hayes Estate as well as ski area patrons from this area to take the gondola direct to the ski area, which would significantly speed the trip to the base building.

4. CONCLUSION

- 4.1 The provision of a gondola connecting Remarkables Park Town Centre to The Remarkables Ski Area and incorporating a commuter transit station at Lake Hayes Estate would have considerable benefits to both The Remarkables Ski Area (as outlined in section 3 above) and consequential economic benefits to the Queenstown Lakes region.
- 4.2 For this reason NZSki supports Remarkable Park Ltd's gondola corridor proposal.

Paul Anderson

9 June 2017