

Response ID ANON-URZ4-5FY1-T

Submitted to Fast-track approval applications  
Submitted on 2024-05-03 16:49:40

Submitter details

Is this application for section 2a or 2b?

2A

1 Submitter name

Individual or organisation name:  
Blackmans Creek Holdings Limited No.1 LP

2 Contact person

Contact person name:  
Berin Smith - Darby Partners

3 What is your job title

Job title:  
Manager - Development Strategy Darby Partners

4 What is your contact email address?

Email:  
s 9(2)(a)

5 What is your phone number?

Phone number:  
s 9(2)(a)

6 What is your postal address?

Postal address:  
PO Box 2518 9371

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

Yes

Organisation:  
Darby Partners

Contact person:  
Berin Smith

Phone number:  
s 9(2)(a)

Email address:  
s 9(2)(a)

Job title:  
Manager – Development Strategy Darby Partners

Please enter your service address:

Darby Partners C/- Jack’s Point Clubhouse, 94 McAdam Drive, Jack’s Point 9371 Queenstown New Zealand

Section 1: Project location

Site address or location

Add the address or describe the location:

Crown Range Road / Cardrona Valley Road, Cardrona

File upload:

240503\_Plan set.pdf was uploaded

Upload file here:

No file uploaded

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

Yes

upload file:

Records of Title.PDF was uploaded

Who are the registered legal land owner(s)?

Please write your answer here:

Blackmans Creek Holdings No.1 LP (BCH),  
The Crown (Glencoe Station Pastoral Lease, riverbed and marginal strip)  
Cardrona Alpine Resort Limited.

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:

The majority of the land where the proposed gondola and associated visitor and staff accommodation will be located is owned by the applicant. The top section of the gondola, and some of visitor accommodation corresponds to Crown-owned land, which is subject to a Crown pastoral lease (Glencoe Station) and a Recreation Permit held by Soho Ski Area Limited (SSAL). SSAL is a related organisation to BCH, and the proposed activity aligns with the masterplan associated with SSAL's recreation permit. Regarding the 1-hectare Soho Basin Ski Lodge and Visitor Facilities within the Cardrona Alpine Resort Limited title, this is being held on bare trust for BCH pending completion of issue of a separate record of title. There are no obstacles preventing BCH from using the land for the proposed activities.

## Section 2: Project details

What is the project name?

Please write your answer here:

Cardrona Valley Ski Gondola and Ski Area Development

What is the project summary?

Please write your answer here:

To establish on-mountain Visitor Accommodation, Guest Facilities and Workers Accommodation, and to establish and operate a high-speed electric passenger lift system to provide an access link from the Cardrona Valley to the Cardrona and Soho ski areas. This project helps address the regions well-publicised staff housing shortages, creates enduring employment opportunities, increases much needed visitor accommodation in the region, and creates an efficient, high-quality, environmentally friendly mass transport link to a regionally significant ski area.

What are the project details?

Please write your answer here:

The proposal aims to create world class on-mountain visitor accommodation, address the regions much needed staff accommodation, and construct an electric gondola to provide visitors with faster and safer access to the Cardrona and Soho Ski Area, from the Crown Range Road

The proposal comprises the following activities:

- Construction of high-quality on-mountain visitor accommodation, as well as on-site worker accommodation. These activities will be developed within the Pastoral Leasehold land and on the BCH freehold land.
- To establish and operate a passenger lift system (gondola) together with associated terminal and base facilities.
- To create and provide an access link and vehicle parking to the gondola and associated facilities from the Crown Range Road.
- To operate a ski rental shop, to provide commercial ticket sales, administrative activities, and an ancillary café, within the base building.
- To undertake associated landscape disturbance, earthworks and the formation of a bridge and temporary access tracks associated with the construction of vehicle access, parking areas, the terminal buildings, 23 towers and the base building.
- The installation of associated servicing infrastructure, including a water supply with provision for firefighting storage, power, telecommunications, the treatment and disposal of wastewater and a stormwater management system.
- To undertake extensive landscape planting.

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

Please write your answer here:

The initial stage of the project involves obtaining all the necessary Resource Consents and Crown Approvals. This ensures that the overall project can be reliably progressed in a comprehensive manner and constructed in stages.

After obtaining comprehensive consents and approvals, the subsequent construction stages will be driven by the necessary lead times. These lead times will allow us to finalise contracts for the supply and installation of the two key lift systems: the Soho Basin ski six-seater chair lift and the Crown Range Access Gondola Lift. The construction process will occur in two distinct phases.

#### Phase One: Soho Basin

The Soho Ski Lift has received full consent, and site preparation, infrastructure development, and lift manufacturing are currently underway. The installation is scheduled for completion during the summer of 2024/2025, with planned operation beginning in the 2025 winter season. Additionally, construction of the Soho Basin Ski Lodge and Visitor Facilities (lodge) is set to commence in the summer of 2024/2025. The lodge will be completed in three construction stages: the first stage will be finished before the start of the 2026 winter season, followed by the subsequent two stages, which are programmed for completion prior to the 2027 and 2028 winter seasons, respectively.

#### Phase Two: Blackmans Creek

The initial stage of Phase Two involves constructing the passenger lift system (as listed in B)-G)) and developing visitor accommodation lodging, infrastructure, and related amenities on the leasehold land. Additionally, the applicant's existing freehold site adjacent to the Gondola terminus will also be utilised. Assuming consent approval by the end of 2024 or early 2025, detailed engineering and building design will occur over a 12-month period following the acquisition of Resource Consents and Crown Approval. These processes are expected to be completed by late 2025 or early 2026. Subsequently, construction of the Gondola, infrastructure, and associated base facilities is scheduled to begin in early 2026, with completion targeted before the 2028 winter ski season.

The second stage of Phase Two will include the construction of visitor accommodation and on-mountain staff accommodation on the Blackmans Creek freehold land. Both will commence immediately after completing the Gondola and Base Facilities construction. The aim is to finish this stage ahead of the 2029 winter season.

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

Please write your answer here:

RMA:

Resource consent

WA:

Authority to do anything otherwise prohibited

CA:

Approval

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

Please write your answer here:

Queenstown Lakes District Council and Otago Regional Council.

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

Please write your answer here:

The applicant has completed the preparation of a full draft resource consent application for the activities listed from B) to G) in the project description described above. This application is ready for lodgement. If necessary, a full copy of that application can be supplied to supplement this application.

Background to successful implementation of similar or related projects:

BCH and Darby Partners has extensive experience in ski area management and development dating back to the early 1980's with the masterplanning of the Remarkable Ski Area, and redevelopment of Coronet Peak Ski Area, and more recently as the majority shareholder and an active Director of Treble Cone from 2002 to 2019. We have worked extensively along with the Crown to uplift consents (including the SSAL Recreation Permit), and for the development of numerous ski related tourism infrastructure assets, including: ski lifts, catshed buildings, visitor day lodge, ski-related access and use tracks, snowmaking and potable water takes, access roads, and a commercial helipad. Our ongoing efforts have optimised for recreational enjoyment, safety, and the protection of natural values to create sustainable and resilient businesses and assets to New Zealand tourism.

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

Yes

Please explain your answer here:

The Commissioner of Crown lands in relation to that part of the proposal correspond with land subject to the Recreation Permit held by SSAL, located within Glencoe Station pastoral lease area.

Department of Conservation where a concession is required to create access across the Cardona River and marginal strip.

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

Please write your answer here:

As described above:

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### Section 3: Consultation

Who are the persons affected by the project?

Please write your answer here:

- a) Queenstown Lakes District Council
- b) Department of Conservation in respect ?
- c) Commissioner of Crown Land, in respect to the Pastoral Lease area.
- d) Aukaha Limited on behalf of Te Rūnanga o Moeraki, Kāti Huirapa Rūnaka ki Puketeraki, Te Rūnanga o Ōtākou, and Hokonui Rūnanga

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 following is a summary of that consultation carried out in relation to the gondola and associated facilities as part of the preparation of the draft resource consent application (as attached to this application) completed to date:

#### Manawhenua

The applicant commenced consultation with manawhenua on 2 October 2020, sending a package of information and plans to both Te Ao Marama Inc and Aukaha Ltd. This initial contact sought advice from both Te Ao Marama and Aukaha on the preferred method of engagement with mana whenua on this project.

Further information relating to aspects of the proposal were sent to mana whenua later in October 2020, and on a hui was held with members of Aukaha on 17 June 2021. The hui was an opportunity for mana whenua to understand the proposal and ask questions, including the proposals for enhancement planting. Through this discussion the applicant has formulated plans for enhancement planting of the margins of the Cardrona River and these have been forwarded on for feedback.

Following this hui and in consultation with Aukaha, a Cultural Values Assessment (CVA) was prepared by Aukaha with support from mana whenua. The outcomes of the CIA in terms of the cultural values relevant to this area, and the key recommendations that came from the assessment have been incorporated into the proposal. A copy of the draft resource consent application document that includes the Aukaha CVA (see Appendix 6) is attached to this application.

#### Commissioner of Crown Lands

The applicant has consulted with the Commissioner of Crown Lands, on behalf of the Crown, who own the land within the bed of the Cardrona River and the area subject to the Recreation Permit held by Soho Ski Area Ltd, located within Glencoe Station pastoral lease area. The Crown's affected party approval has been obtained and is included as Appendix 14.

#### Department of Conservation

On 22 September 2020, the applicant met with representatives from the Department of Conservation (the Department). This meeting was focused on the process options to obtain access into the site across the marginal strip along the Cardrona River, but also covered general advocacy matters. In terms of the processes available to secure vehicle access the marginal strip, it was identified that there is nothing within the Conservation Act 1987, General Conservation Policy or the Otago CMS that would prevent an application being made for a concession for a cross of the marginal strip alongside the

Cardrona River. The meeting discussed a range of matters that would need to be addressed to satisfy each of these documents, including:

- Providing a meaningful public access through the marginal strip (and beyond)
- Demonstrating that the crossing cannot reasonably locate outside of conservation land i.e. what are the traffic constraints
- Demonstrating whether the crossing could reasonably be located in another location with fewer adverse effects (on conservation land).

At a broader general advocacy level the Department indicated that it might become interested in general impacts on conservation values, including valuable ecosystems, habitats for lizards and gecko.

Queenstown Lakes District Council

On 4 August 2021, the applicant held a pre-application meeting with staff from the Queenstown Lakes District Council (QLDC). The meeting involved QLDC included staff from planning, resource management engineering and engineers from the QLDC's property and infrastructure team. The key points, including the resulting actions are noted below.

a) QLDC's new community treatment plant for Cardrona township has capacity to incorporate additional flows from the proposed base facilities and QLDC is keen for the applicant to connect. The applicant agreed to supply Council with current capacity calculations for the for the proposed wastewater system and identify conceptual design for connecting into existing Cardrona township wastewater pipeline.

b) Vehicle entry options onto the Crown Range Road – QLDC staff are familiar with the area and worked on the consented associated with the existing access. It was agreed that the applicant would supply QLDC its traffic assessment to advance discussions.

c) Water Supply – QLDC raised concern over reliance on a private water take. Council engineers advised of the range of private schemes in and around the Village. While there is no Council run scheme at present, QLDC would prefer if the application left open the possibility that a connection could be made to a community / Council supply if one was to become available.

The Applicant is happy with this approach. There is no immediate action arising from this point, other than to cover off the possibility within the application such that suitably wording conditions could be drafted to reflect connection to a community supply in future.

d) Stormwater – QLDC would like to see the design and reporting on the proposed stormwater system around the base parking area, incorporate a means of providing for treatment of stormwater before disposal.

e) Transport – QLDC engineers would like to see the transport access options also make provision for active modes of transport. QLDC noted that the gondola is relatively close to Cardrona Village and whilst there is no current pedestrian access to this site, which could be developed in future. The discussion identified an existing farm access track exiting the northern end of the Cardrona Road frontage as a potential candidate for pedestrian / cycle access and the applicant has agreed to amending the design plans to facilitate an internal connection to this point.

Subsequent to this meeting the applicant has supplied to the QLDC Property and Infrastructure team further details of the design for the proposed intersection of the Crown Range Road, together with the supporting Transport Assessment, as well as further information relating to the project wastewater flows from the base station and options for connecting to the Cardrona Wastewater Treatment system. It has also sought to incorporate into the Infrastructure Report further information on the treatment of stormwater and added into the design plans an active transport connection onto the Cardrona Valley Road.

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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:

Nil.

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

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

Please write your answer here:

Nil

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?

No

If yes, what are they?:

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?

Yes

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:

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:

A full assessment of effects of the gondola component of the proposal has been carried out as part of the preparation of the completed draft resource consent application (not yet submitted to QLDC) and is attached. In addition to adverse effects, that assessment considers the beneficial economic and recreational effects of that activity and includes the Cultural Values Assessment (CVA) carried out by Aukaha Limited on behalf of Te Rūnanga o Moeraki, Kāti Huirapa Rūnaka ki Puketeraki, Te Rūnanga o Ōtākou, and Hokonui Rūnanga. A copy of the head application document that includes the Aukaha CVA (see Appendix 6) is attached to this application. A copy of the full application, including detailed Appendices, (that exceeds the 25MB file size limit) can be supplied for review if required. In relation to effects on the environment the application concludes as follows:

"The proposal has been assessed as likely to result in minor adverse effects on landscape values and on natural character. Through an iterative design process and the careful identification of areas of high ecological sensitivity, the magnitude of effects on ecological values from the access lift construction on affected indigenous vegetation types and habitats has been assessed as negligible.

Based on predicted traffic movements and suggested design measures, the impacts of the proposal on the surrounding road network are considered minor, even when the maximum number of visitors are present. Taking into account the likely reduction of vehicles using the existing Cardrona Ski Area access road, overall improvements to traffic safety are predicted.

The provisions of service infrastructure have been investigated and there are feasible options demonstrated as being able to supply water, manage stormwater runoff and provide for the treatment and disposal of wastewater. Any adverse effects arising from services can be adequately addressed through appropriate conditions of consent.

Taking into account the proposed mitigation measures, it is considered that any adverse effects arising from the development and operation of the proposed gondola and associated base facility will on an overall basis be no more than minor.

Through the economic analysis the proposal is predicted to result in important positive effects on social and economic wellbeing, and in terms of greenhouse gas emissions from the creation of jobs for residents together with related wages and salaries for these people, additional expenditure from visitors into the local economy, a reduction in the risk of road accidents, and a reduction of carbon dioxide emissions of 1,674 tonnes/annum.

Overall, the proposal can appropriately avoid, remedy or mitigate any potential adverse effects on the environment."

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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 draft resource consent application for the primary gondola component of the proposal includes an assessment of that activity in relation to the relevant National Environment Standard Soil Contamination (NES-SC) the National Policy Statement for Freshwater Management 2020 (NPS-FM) and the National Environmental Standards for Freshwater Management 2020 (NES-FM) and finds that the policies and requirements of those documents would

be complied with.

The gondola and visitor accommodation proposal aligns with multiple national policy statements, ministry strategy documents, industry body assessments, and local government adaptation plans that promote the removal of cars from roads, the development new tourism infrastructure, and the reduction in greenhouse gas emissions. Those documents include the following:

Ministry of Transport  
Government Policy Statement on Land Transport 2021/22-2030/31

Ministry for the Environment  
Climate Change Response Amendment Act  
Draft National Policy Statement for Indigenous Biodiversity

Department of Conservation  
Climate Change Adaption Plan 2020/21—2024/25

Ministry of Business Innovation and Employment  
New Zealand-Aotearoa Government Tourism Strategy May 2019

Tourism Industry of New Zealand in Association with Deloitte  
National Tourism Infrastructure and Investment Assessment

Queenstown Lakes District Council  
Climate Action Plan 2022-2025

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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:

Despite the proposal being in accordance with the activities provided for under the Ski-Area Sub-zone of the QLDC District Plan (as discussed further in this application), the professional advice received by the applicant is that QLDC would process the application in a conservative manner that would necessitate a full public notification process. Against the express provision for passenger lift systems and visitor accommodation in the Ski-Area Sub-zone such a process would be unnecessarily time-consuming and costly. Processing under the fast-track process would enable the project to be processed in a more timely and cost-efficient way.

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

Please write your answer here:

The existing completed draft resource consent application and environmental assessment for the gondola and associated facilities means that the application can be rapidly submitted for consideration. While inclusion of staff and visitor accommodation will necessitate modification of that draft application, those activities involve common land uses and the effects of those uses are well understood and easily assessed. Consequently, inclusion of accommodation activities in the application will not result in any significant delay to final lodgement.

While the present application has been prepared in the usual manner, consented accommodation operations are commonplace and there are a number of approved gondola operations in operation in the Queenstown Lakes District operating under existing resource consent conditions. To assist efficient processing, the existing application will be modified to include a similar suite of consent conditions (appropriately modified) that apply to the proposed uses.

Furthermore, the subject application has already involved consultation with interested parties and feedback from them, specifically mana whenua, the Commissioner of Crown Lands, the Department of Conservation and Queenstown Lakes District Council. That existing consultation process will avoid the initiation of any fresh consultation during final application processing.

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

Local government plan or strategy

Please explain your answer here:

Yes. The use of the land for a passenger lift system is identified as a priority insofar as the Ski-Area Sub-zones of the otherwise applicable Rural zone provides an exemption to the Rural zone rules and expressly provides for the proposed gondola and associated activities, including visitor accommodation uses.

More broadly, the New Zealand-Aotearoa Government Tourism Strategy (May 2019) seeks to enrich New Zealand through sustainable tourism growth. At a regional level, the Government investment framework for tourism have five key areas to focus on to support the well-functioning regional visitor destinations, including attractions, things to do and see, and access for visitors to be able to get to where they want to visit safely.

This project seeks to grow and expand the Cardona ski area as a year-round recreation destination through a targeted investment into high-quality access infrastructure and accommodation. Such investment achieves the Governments stated goals for tourism, including through an increase in productivity (the economy), delivering exceptional visitor experiences, championing New Zealand's natural (alpine) environment, and supporting thriving and sustainable tourism with the regions.

The gondola project also received support from New Zealand Trade and Enterprises (see attached letter) who identified the project as having the potential to result in "an investable infrastructure proposition to support the tourism sector in the region and will likely have the following benefits:

- provide high value employment opportunities to the local community during and post construction;
- add a high-quality and sustainable mass transport tourism infrastructure to the ski areas; and
- provide economic benefits to the Queenstown Lakes District and more broadly, New Zealand".

Furthermore, as identified in this application, the gondola and visitor accommodation project aligns with numerous government policy statements that aim to: remove cars from roads, development new tourism infrastructure, and reduce greenhouse gas emissions.

Will the project deliver regionally or nationally significant infrastructure?

National significant infrastructure

Please explain your answer here:

Yes. Tourism plays a vital role in New Zealand's national economy, and alpine recreation, including skiing, is a significant part of that activity. The proposed gondola and on-mountain visitor accommodation represent a substantial investment aimed at enhancing convenience, safety, and overall enjoyment for visitors to the Cardrona and Soho ski fields. This infrastructure holds regional and national significance due to its impact on the tourism industry.

The recent decisions made on the Proposed Otago Regional Policy Statement (non-freshwater components) identify 'ski area infrastructure' such as gondolas, as being "Regionally Significant Infrastructure". This is based on the meaning provided to 'Ski Area Infrastructure' within the National Policy Statement for Freshwater Management (2020), being:

"infrastructure necessary for the operation of a ski area and includes: transport mechanisms (such as aerial and surface lifts, roads, and tracks); facilities for the loading or unloading of passengers or goods; facilities or systems for water, sewerage, electricity, and gas; communications networks; and snowmaking and snow safety systems."

Will the project:

address housing needs

Please explain your answer here:

Yes. Seasonal ski field worker accommodation is widely recognised as being critically under supplied and expensive through the Queenstown Lakes. The project seeks to directly address this form of seasonal and staff housing need through investment into on-mountain staff accommodation

Will the project deliver significant economic benefits?

Yes

Please explain your answer here:

Yes. The economic effects of the gondola and associated tourism facilities have been assessed as part of the completed draft resource consent application that includes an economic assessment by Brown Copeland & Co Ltd (Copeland). A copy of that economic assessment is included in the copy of the draft resource consent application document included in this application (see Appendix 11). The key findings of the Copeland assessment are as follows:

During the construction phase of the project (expected to occur over a 12-to-18-month period) employment for between 10 and 20 persons would be provided, with their wages and salaries at around \$1 million to \$1.7 million over the period.

Following construction, the project will generate total impacts (i.e. direct and indirect impacts) of:

- (a) 17.5 FTE jobs for local Queenstown Lakes District residents;
- (b) \$1.05 million per annum in wages and salaries for local Queenstown Lakes District residents;
- (c) \$1.38 million per annum in expenditure for local Queenstown Lakes District businesses.

Copeland estimates that in its first year of operation, an addition 50,000 visitor days will be accommodated via the gondola and of these 46,250 are estimated to be visitors to the Queenstown Lakes District. Based on an average daily spend by international and domestic visitors of \$203 per day, the economic assessment considers that as a consequence of the gondola additional spending within the local economy of \$17.8 million per annum will occur. Allowing for the indirect or multiplier effects, this expenditure increases to \$89.0 million per annum.



In addition, the project will result in additional direct employment of 178 jobs in its first year of operation, increasing to 890 jobs in the District at full capacity.

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:

Yes. Because the proposed gondola will reduce vehicle travel to and up the mountain, the Copeland assessment estimates that the project will reduce carbon dioxide and other vehicle emissions. The estimated reduction has been calculated as 1,067 tonnes of CO<sub>2</sub>e per annum in the first year of Project operation (with a total of 380,000 skier days per annum), rising to 1,674 tonnes of CO<sub>2</sub>e per annum at Project full capacity (with a total of 580,000 skier days per annum).

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

Yes

Please explain your answer here:

Yes. The proposed gondola will provide a transport route to and from the Cardrona and Soho ski field areas that is alternative to the existing single access road that is presently available. Because that road is exposed to disruption by various natural hazards (seismic activity, rockfall, snowfall and icy conditions) the proposed gondola expressly represents adaption and improved resilience of the transportation network to those ski fields.

Will the project address significant environmental issues?

Yes

Please explain your answer here:

Yes. The New Zealand government is actively promoting investment in cleaner technologies in order to reduce net greenhouse gasses emissions and meet New Zealand obligations under the Paris Accords and Climate Change Response Amendment Act. The proposal will materially decrease CO<sub>2</sub> emissions and assist in New Zealand's efforts to combat global climate change.

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

Yes

Please explain your answer here:

Yes. The proposal corresponds with the Ski Area Sub-zone. The QLDC Proposed District Plan describes the Ski Area Sub-zones as follows: "Ski Area Sub-Zones are located within the Rural Zone. These Sub-Zones recognise the contribution tourism infrastructure makes to the economic and recreational values of the District. The purpose of the Ski Area Sub-Zones is to enable the continued development of Ski Areas as year-round destinations for ski area, tourism and recreational activities within the identified Sub-Zones where the effects of the development are cumulatively minor." In terms of a gondola, the policies relevant to the rural zone seek to provide for non-road forms of access to the ski area sub-zones, by way of passenger lift systems, terminal buildings and stations.

As above, Ski Area Infrastructure and related facilities is identified within the Proposed Otago RPS as being Regionally Significant Infrastructure.

Anything else?

Please write your answer here:

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

No

If yes, please explain:

Section 8: Climate change and natural hazards

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

No

If yes, please explain:

No. The project demonstrates climate change resilience by directly investing in cleaner technologies. These technologies aim to reduce net greenhouse gas emissions and contribute to meeting New Zealand's targets under the Paris Accords and the Climate Change Response Amendment Act. By prioritising sustainable practices, the project aligns with global efforts to combat climate change.

## 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:

nil.

Load your file here:

No file uploaded

## 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:

Berin Smith

Important notes