Appendix

02

Powerhouse Fast-track Application

Architectural Design Report

Prepared by Shellshear Young Architects

Matthew Young
Architect

15 December 2025

Contents

1. Introduction to Architect

Matthew Young is an award-winning architect, born and raised in New Zealand with an enduring connection to the land and links to Central Otago. Matthew completed his architectural training in New Zealand and now practices in Sydney, Australia. He has over 30 years' experience in the design, procurement and commissioning of civic buildings, cultural centres, heritage buildings, healthcare facilities, residential and commercial projects. He has spent the last ten years as the principal and director of Shellshear Young Pty Ltd, and as a director of Y Squared Pty Ltd.

With a background in complex urban projects designed for diverse populations, Matthew brings a cross-range of architectural thinking, experience and achievement to the design team. He is looking forward to collaborating with Mana Whenua and the broader Queenstown community to create a purposeful and unique design that recognises the spectacular landscape, culture and history of Queenstown and Central Otago and helps to maintain its legacy as one of the world's most remarkable alpine destinations.

Qualifications

Architects Accreditation Council of Australia, VIC (1993)

Bachelor of Architecture, University of Auckland, NZ (1989)

Diploma of Horticulture, Massey University, NZ (1984)

Registrations

Royal Australian Institute of Architects

New South Wales Architects Registration Board

Architects Registration Board of Victoria

Architects Board of Western Australia

New Zealand Registered Architects Board

Websites

https://www.shellshearyoung.com.au/

https://www.ysquared.com.au/

2. Overview of Project

The applicant proposes the development of three contiguous aerial ropeways (gondola and funifor systems) across the Te Taumata o Hakitekura (Ben Lomond) Reserve. The project extends from Dept. of Conservation (DOC) land at the front of One Mile Powerhouse Reserve up to further DOC land adjacent to the proposed Fernhill Heights suburb development, and then further up to DOC land on the Saddle between Bowen Peak and Ben Lomond, culminating with the proposed viewing platform nestled below the summit on the western face of Bowen Peak.

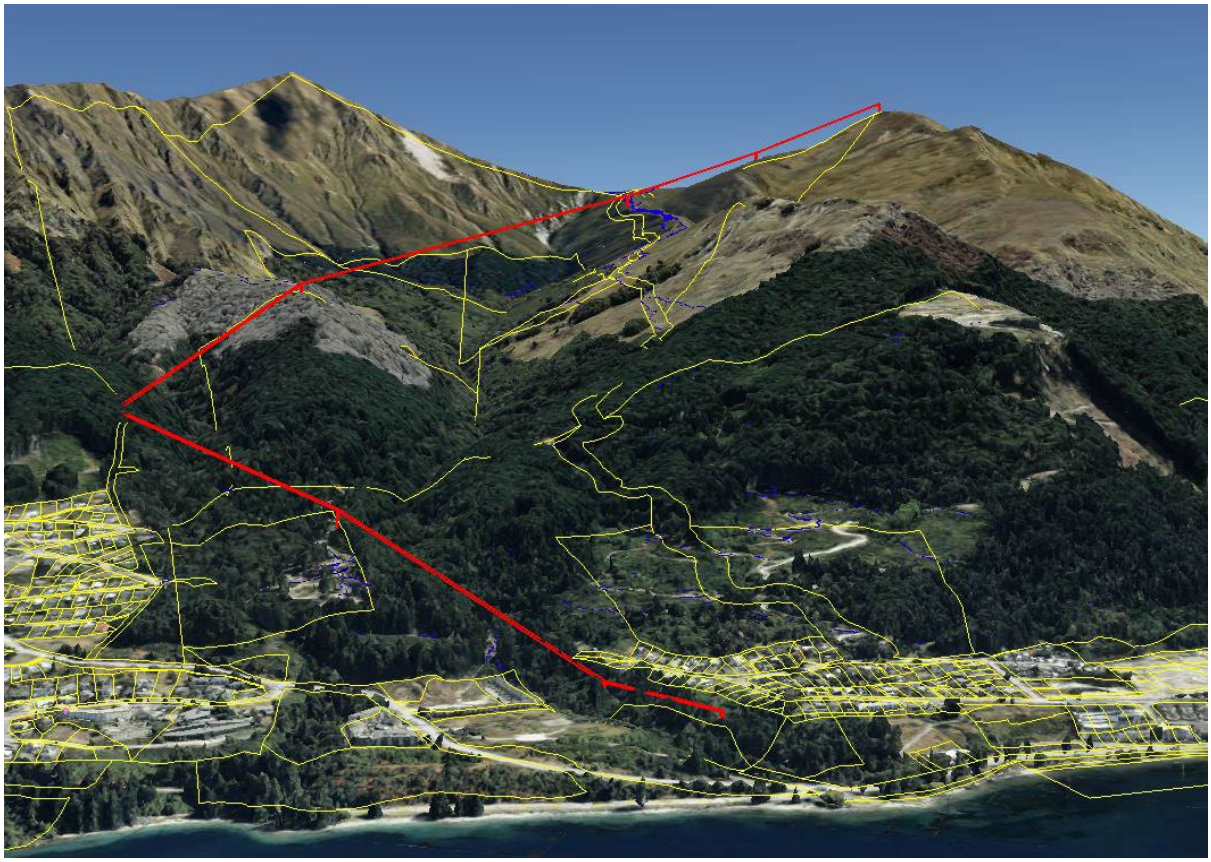


Figure 1 - 3D view of aerial ropeway

2.1. Five-Point Plan

The proposed development includes five key elements:

1. Aerial Ropeway Network

The proposal comprises three contiguous aerial ropeways, with final system types to be confirmed during the substantive phase of the Fast-track application:

(a) Powerhouse Gondola (10-PAX vehicles)

- Connects the One Mile Powerhouse Reserve linking to the Saddle Funifor
- Provides access to the planned new 52-hectare Fernhill Heights residential development
- Enables access and entry to the proposed Te Taumata o Hakitekura Predator-free Sanctuary
- Facilitates recreation including mountain biking (via the extended Wynyard downhill trail) and walking (via the re-established One Mile Creek walkway)

(b) Saddle Funifor (110-PAX vehicles)

- Links Fernhill Heights to the Saddle with dual redundancy via the paired funifor systems
- Facilitates access for recreation, conservation, and tourism, including walking, skiing, sightseeing, retail, hospitality, and education activities
- Opens access to the new Sanctuary Perimeter mountain bike trail

(c) Bowen Peak Gondola (10-PAX vehicles)

- Connects the Saddle to a discreetly located station and viewing platform high up on the western face of Bowen Peak
- Provides access to seasonal attractions including a mountain bike park, new Bowen Peak Downhill mountain bike trail, and the proposed Bowen Peak Ski Area (similar to Japan's Mt Asahidake)

2. Station buildings including aerial ropeway infrastructure and ancillary development

(a) Powerhouse Station

- Removal of wilding pines and blackberry replacing with native revegetation
- Establishment of a small-scale retail, hospitality, and tourism precinct to enhance public access

(b) Fernhill Heights Station

- Located adjacent to a new open-space / European-style community hub surrounded by alpine chalets on private land
- Includes a bus turnaround, multi-level carpark, and integrated retail, hospitality, and tourism facilities, all on private land
- Adjacent to the formal entrance of the Te Taumata o Hakitekura Reserve Predator-free Sanctuary

(c) Saddle Station

- Two-storey facility incorporating Hiker's bar/restaurant, retail, and guest services on the upper level
- Lower level includes two 30-bed bunk rooms for outdoor education, a public shelter, and public amenities

(d) Bowen Peak Station & Viewing Platform

- Discreetly positioned high up on the western face of Bowen Peak
- Includes a public viewing platform, shelter, and amenities
- Provides 365-day tourism access to seasonal recreation facilities (walking, mountain biking and snow skiing)

3. Residential development – Fernhill Heights

- 175 alpine-style chalets over a 52-hectare site, designed in a pattern-book architectural style with references to the local vernacular and Swiss Alps.
- 1,333 housing units (2, 3 & 4 bedrooms), with 5% allocated to the Queenstown Lakes Community Housing Trust for affordable housing, and 50% designated for key worker accommodation
- Development structured under fee simple and unit title subdivision

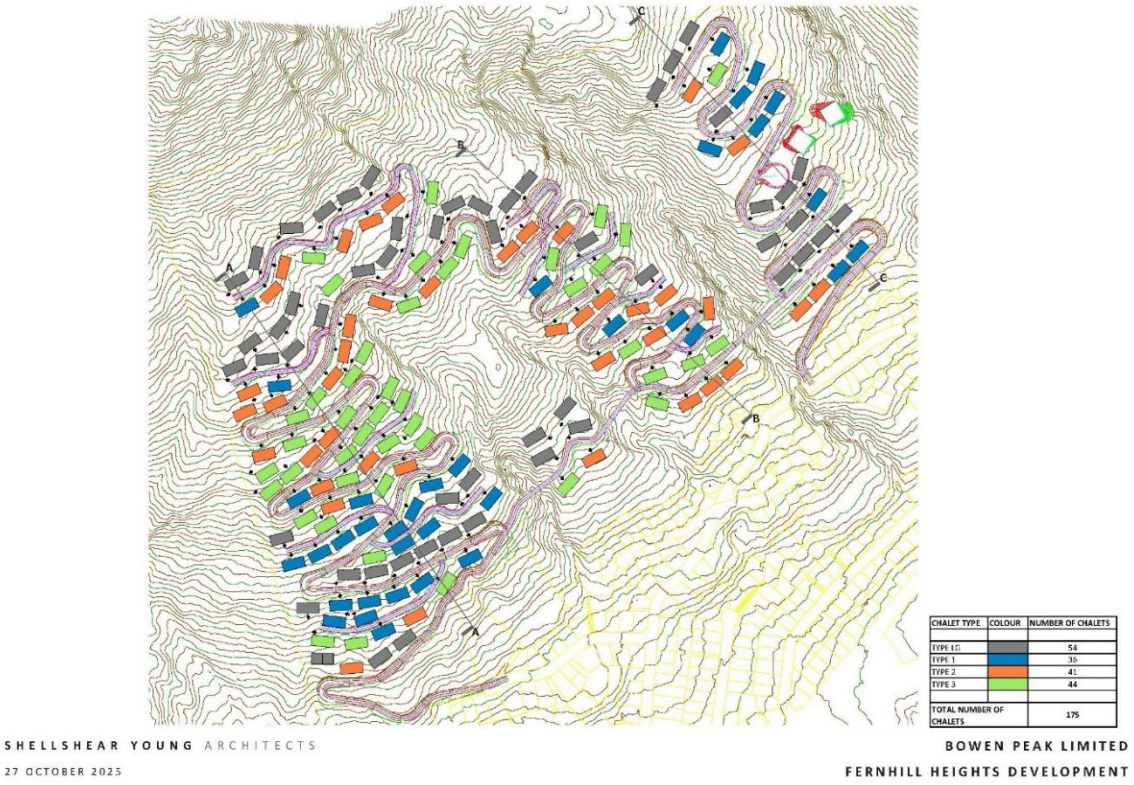


Figure 2 – Proposed Fernhill Heights Suburb

4. Predator-free sanctuaries

- Establishment of two small predator-free sanctuaries within the One Mile Powerhouse Sanctuary (3 hectares) for native bird breeding habitats near Lake Whakatipu
- Establishment of the larger Te Taumata o Hakitekura Predator-free Sanctuary (290 hectares) spanning upper One Mile and Two Mile Creek valleys, supporting native fauna such as kiwi, takahē and kākāpō on the ground, and tūī, korimako, kākā, kea, kererū, tauhou, kākāriki, kakaruai, kārearea, kōkako, mohou, pīwauwau and pīwakawaka in the air
- Removal of wilding pines with native replanting across the Reserve to restore the area's pre-Pakeha ecological character

5. Safe re-opening of the One Mile Creek Walkway

- Construction of a new elevated fibreglass boardwalk trail from the Powerhouse up to Fernhill Heights along One Mile Creek, adjacent to waterfalls and rapids
- Extension of the original trail into the Two Mile Creek valley up to the Fernhill Heights station and formal Te Taumata o Hakitekura Predator-free Sanctuary entrance

3. Site Overview

The proposed site (see Figure 3) is situated on crown and private land and consists of eleven key infrastructure points which are detailed in the following sections of this report. These lands contain a rich mix of natural, cultural, and recreational assets that shape both the character and opportunities of the site. The following sections describe each key location in sequence, from the restored Powerhouse at the valley floor, through the Fernhill Heights suburb, community hub and sanctuary entrance, and onward to the alpine terrain of the Saddle and Bowen Peak. This report then returns downhill to proposed Fernhill Heights suburb and restored One Mile Walking Track. Together, these interconnected precincts form the geographical and experiential framework for the aerial ropeway network and wider development.

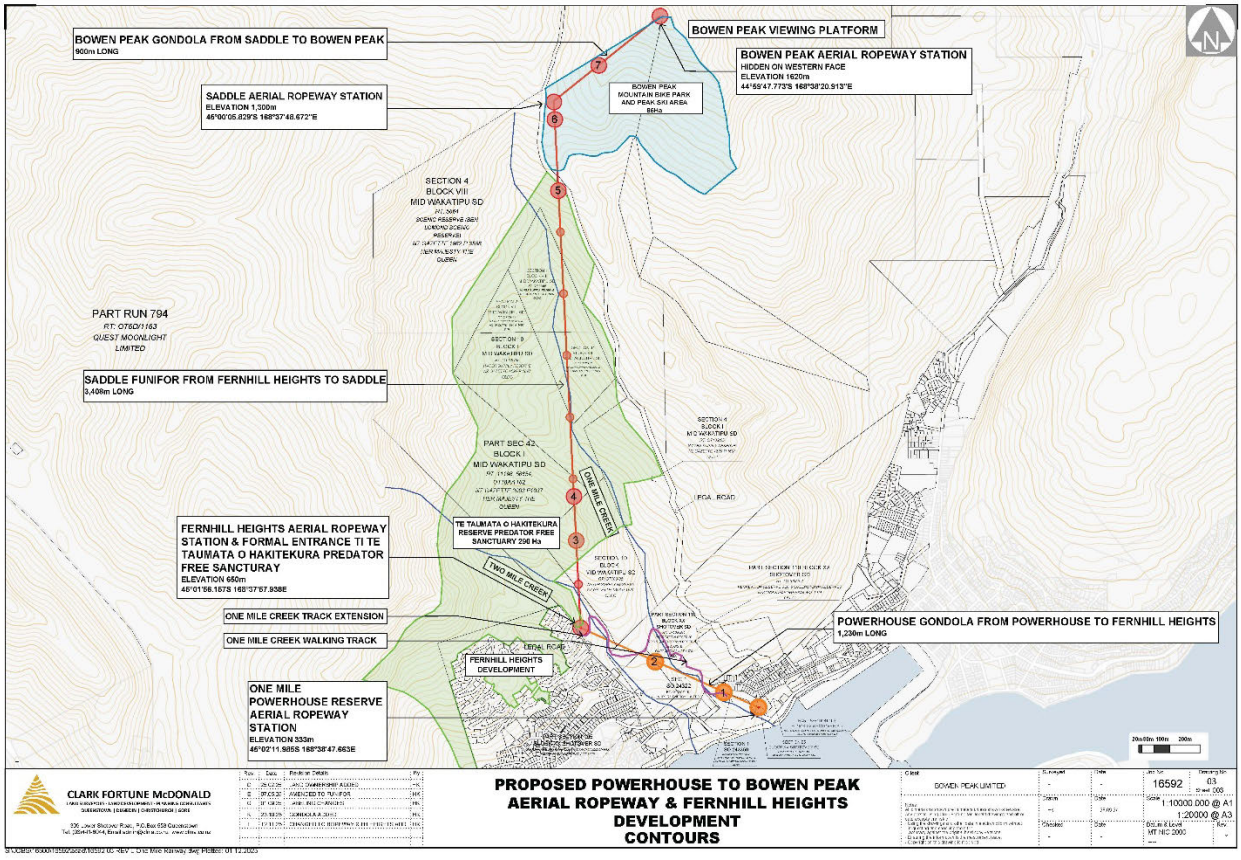


Figure 3 - Cadastral Plan of Proposed Powerhouse to Bowen Peak Aerial Ropeway & Fernhill Heights Development

3.1. Powerhouse Station

The entry point at the lowest elevation marker of the proposal is from the historic One Mile Powerhouse Reserve (see Figure 4).

The 1924 One Mile Creek powerhouse, Queenstown's first hydroelectric station was built and still stands as a key industrial heritage site. Its preserved structure provides a meaningful entry point to the proposed development, anchoring visitors in the area's engineering history and creating a natural transition between Queenstown's historic infrastructure and new alpine recreation facilities (see Figure 5). This landmark and its surrounds will be retained in its entirety and restored as necessary to ensure the on-going preservation of its heritage significance.

Figure 4 - Photograph of the historic One Mile Creek Powerhouse

Powerhouse History Sign

Powerhouse Entrance Sign

Powerhouse Sign 1

Powerhouse Sign 2

Powerhouse Signs

BOWEN PEAK LIMITED
QUEENSTOWN NEW ZEALAND
17 JANUARY 2024

Figure 5 - Existing signage at the historic One Mile Creek Powerhouse, to be retained and restored

As indicated in Figure 6, this precinct will consist of the Powerhouse Gondola station, which is to be designed in partnership with the seven Papatipu Rūnaka, will take passengers up to the proposed Fernhill Heights suburb and hub, but also with a café and rooftop bar along One Mile Creek, a tourism retail building, extension of existing mountain bike tracks and a new boardwalk track following the original Ben Lomond Trail. Thus reopening the now closed One Mile Creek walking track.

Pedestrians can access the precinct from the CBD 10 minutes away via Lake Esplanade and will be clearly signposted along with existing signage (see Figure 7).

Buses will have access to the One Mile Powerhouse Reserve with designated parking in front of the Powerhouse Gondola Station in either a road by-pass or no-bypass situation as detailed in Figures 8 and 9.

In the without by-pass configuration, vehicles will enter and leave the bus and car park via a link road connection with the Lake Esplanade / Fernhill Road roundabout. In a completed road by-pass scenario buses enter and leave a bus park loop directly off the by-pass network.

Figure 6 - Powerhouse Precinct Concept Sketch

Figure 7 - Indicative road sign directions to the Powerhouse Gondola and buses at the One Mile Powerhouse Reserve roundabout

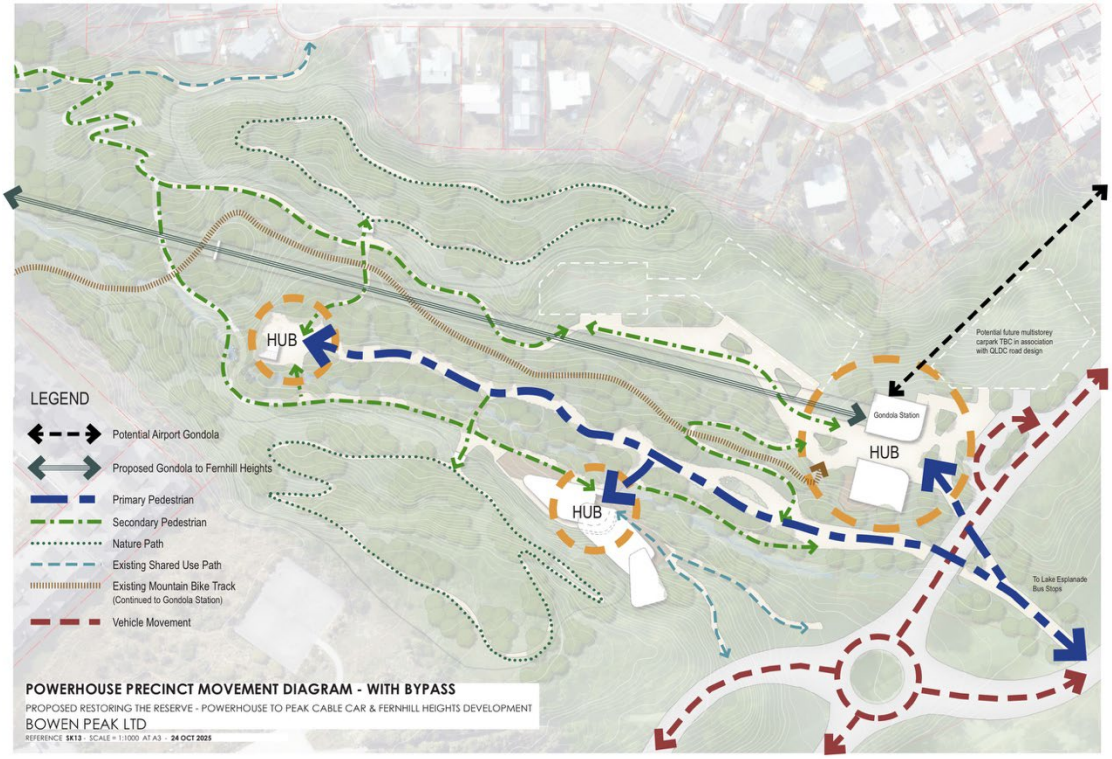


Figure 8 - Powerhouse Precinct Movement Diagram: with bypass option

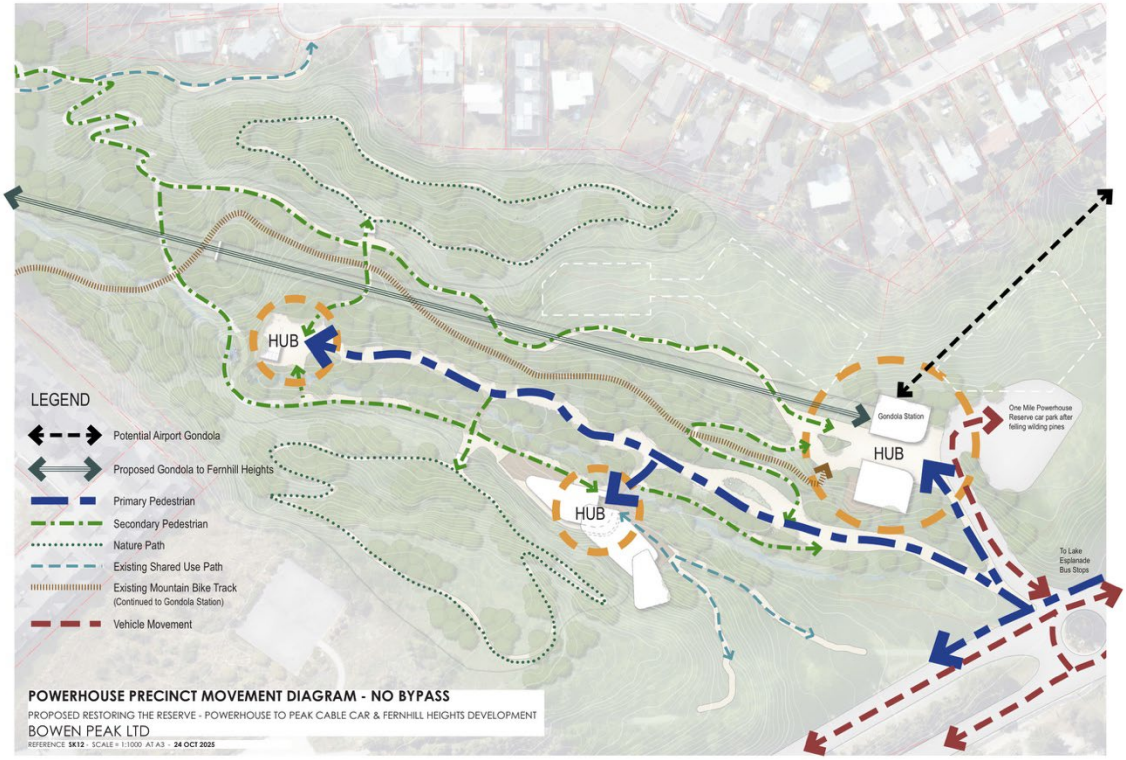


Figure 9 - Powerhouse Precinct Movement Diagram: no bypass option

3.2. Powerhouse to Fernhill Heights Aerial Ropeway

The first aerial ropeway section in the proposed development is from the Powerhouse Gondola Station up to Fernhill Heights suburb, as highlighted by the yellow box in Figure 10. Figure 11 shows a longitudinal profile plan of this section.

The aerial ropeway for this section is proposed as a Mono-cable Detachable Gondola (MGD) from Doppelmayr. The MGD is a state-of-the-art ropeway system engineered for efficient, comfortable, and reliable transportation in alpine and urban environments. Featuring detachable cabins that allow for easy boarding and disembarking, the MGD system ensures a smooth passenger experience and operational flexibility. Its design enables high capacity and frequent service intervals, making it an ideal solution for a reliable connection while minimising environmental impact. Each vehicle can take 10 passengers, and the system can move 3,000 people per hour. With advanced safety features and the ability to integrate seamlessly into sensitive landscapes, the Doppelmayr D-Line exemplifies innovative technology that supports sustainable mobility and accessibility for all users. An MGD is considered ideal for this section of the development as it can provide a high-capacity service between the town centre and proposed Fernhill Heights development. Figure 12 details the longitudinal profile of the MGD system. The final lift design, including pylon placement, will be detailed during the Substantive Application phase of the Fast-track application.

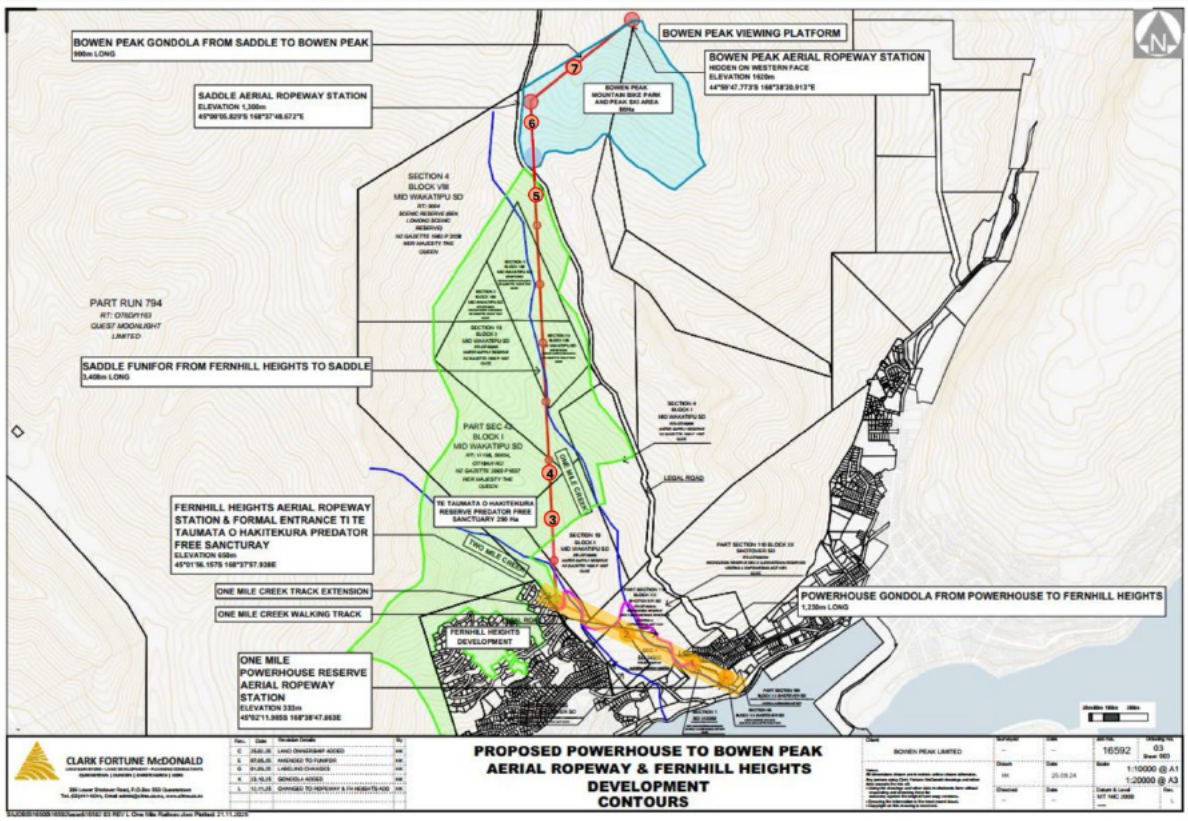
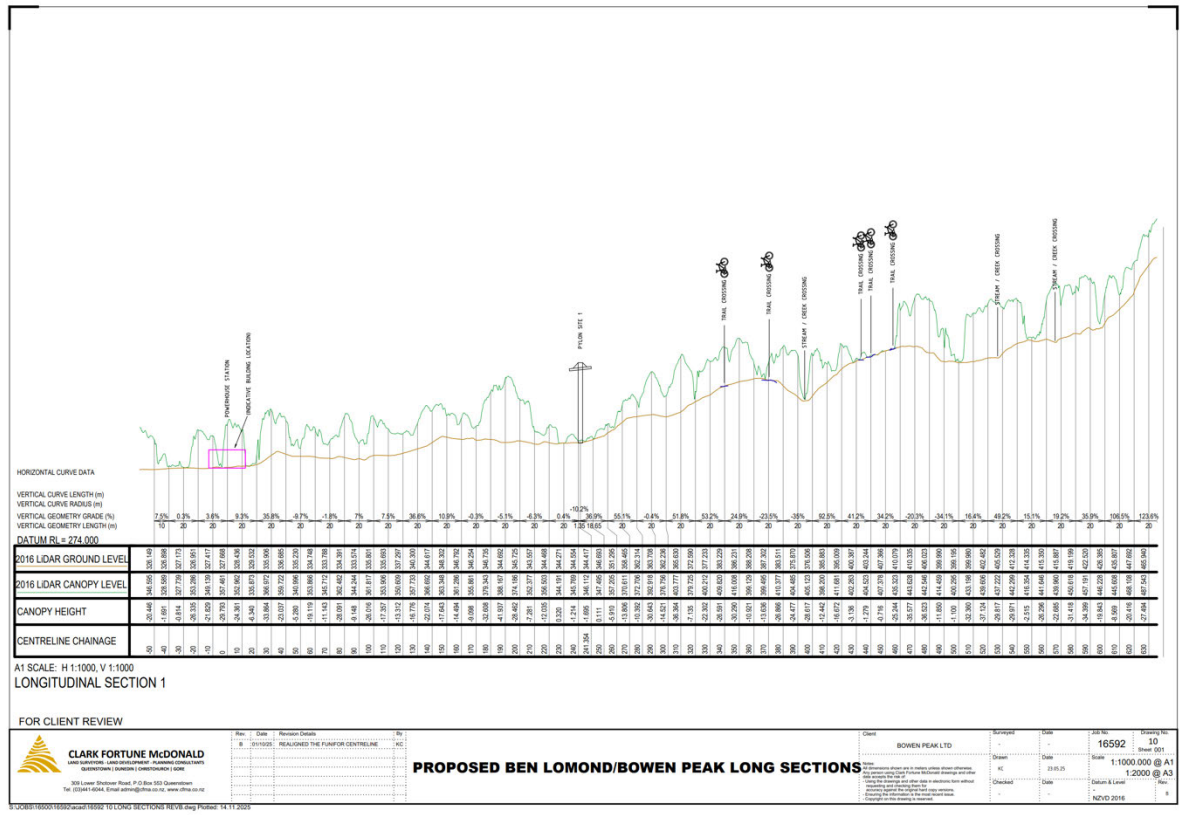


Figure 10 - Proposed Powerhouse to Bowen Peak Aerial Ropeway Development with Contours. Yellow box indicates Section 1: Powerhouse to Fernhill Heights



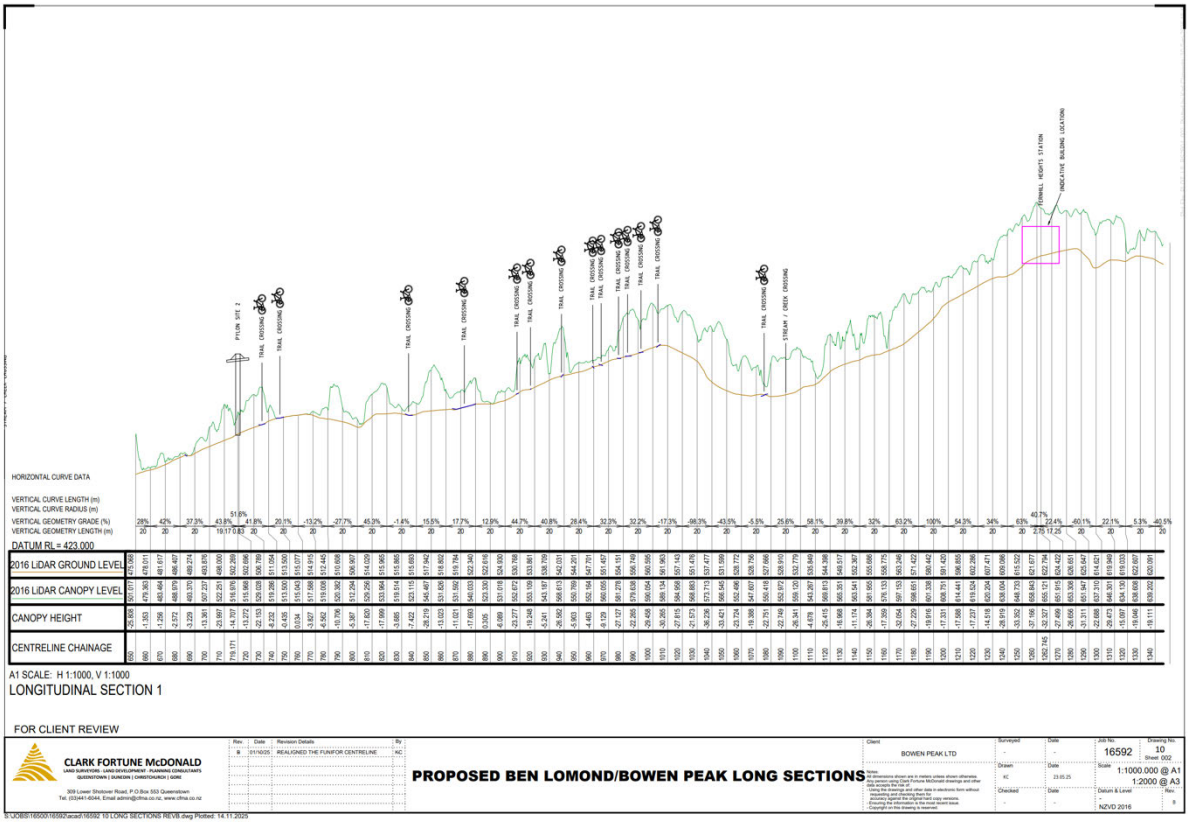


Figure 11 - Longitudinal Map of Aerial Ropeway Section 1: Powerhouse to Fernhill Heights

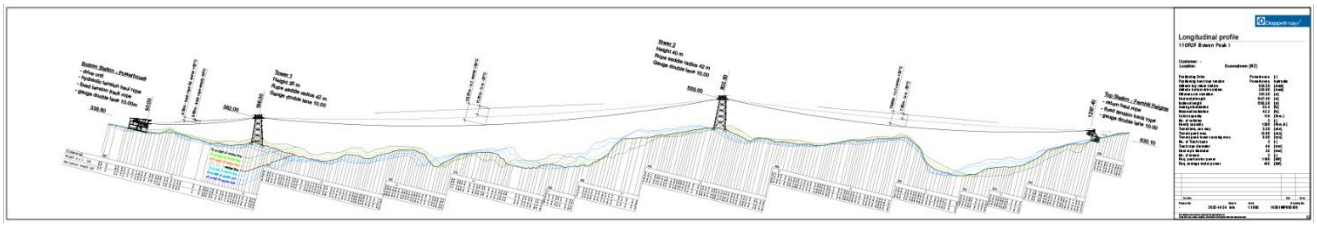


Figure 12 – Doppelmayr Longitudinal Profile of aerial ropeway system from the Powerhouse Gondola station to the Fernhill Heights station

3.3. Fernhill Heights Station

Section 1 of the aerial ropeway will take passengers to Fernhill Heights Station. As per the preliminary visualisation in Figure 13, the station sits within the larger Fernhill Heights precinct, which can also be accessed via road. The visualisation presents a cohesive gondola station and arrival precinct nestled into the Fernhill Heights hillside, forming a gateway between the residential zone and the alpine environment beyond. The station building itself will be designed in partnership with the seven Papatipu Rūnaka, and may feature a contemporary alpine architectural language, steeply pitched roof forms, generous glazing, and articulated structural frames that give the complex a light, elevated presence. Terraces and upper-level balconies extend the building outward, offering viewing platforms and visual connection with the surrounding landscape and its cultural heritage.

At ground level, a large pedestrian plaza functions as a central meeting point and circulation hub. Its stepped layout creates clear movement flows between vehicles, the gondola terminal, and adjacent accommodation buildings. The space is animated with outdoor seating, planting, and intuitive pathways that invite gathering and transition. The surrounding apartment buildings are arranged to frame the plaza while maintaining views toward the mountains, and their simple rooflines and muted tones allow the gondola station to remain the focal point.

Detailed plans for the chalets is not part of the scope of this stage of the application. However, in the Substantive Application phase, detailed alpine chalet design will resolve matters such as privacy, inter-development privacy, view sharing, solar access, amenity, accommodation standards and functional design.

Overall, the design emphasises accessibility, arrival, and seamless integration of transport, hospitality, and residential uses, creating a lively mountain village atmosphere at Fernhill Heights, also taking into account the important Māori history and significance of this Te Taumata o Hakitekura Reserve area.

The proposed Fernhill Heights suburb is detailed further in section 3.9.

Figure 13 - Visualisation of Fernhill Heights Station

3.4. Fernhill Heights to Saddle Aerial Ropeway

Section 2 of the aerial ropeway will take passengers from Fernhill Heights to the Saddle, as highlighted by the yellow box in Figure 14.

This section of the ropeway is proposed to a be a Funifor primarily due to its independent two-system structure: if one system fails, the other is not reliant on it and so will be able to keep moving to enable safe access and return to the alpine area in the advent of low snow clouds densely covering this area in winter.

The Funifor system, developed by Doppelmayr, is particularly well-suited for alpine terrain and locations with strong winds. Its compact station design and independent track operation make it an excellent option for projects needing minimal visual impact and dependable performance. Each system is capable of carrying 390 passengers an hour, totalling to 780 passengers an hour in the two-system setup. Furthermore, this would be the first Funifor installation in the southern hemisphere.

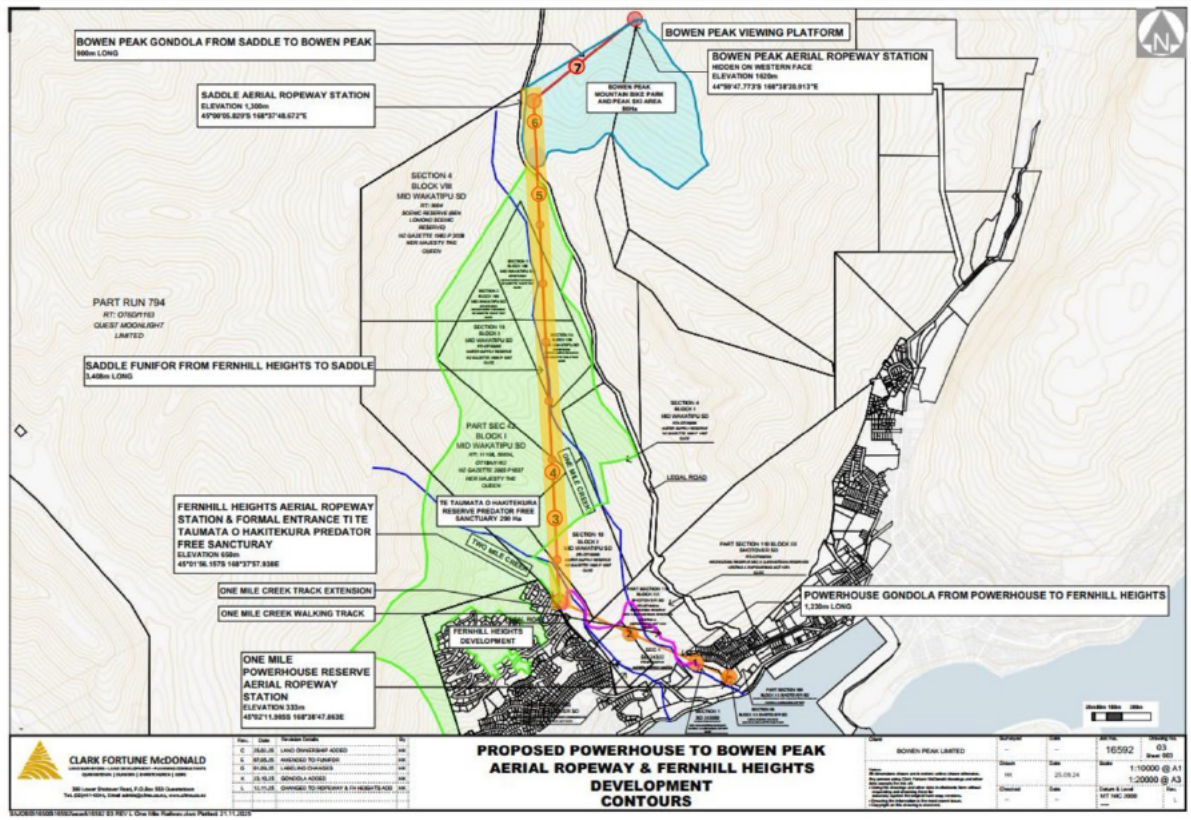


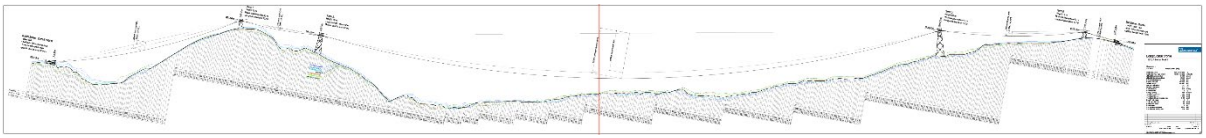
Figure 14 - Proposed Powerhouse to Bowen Peak Aerial Ropeway Development with Contours. Yellow box indicates Section 2: Fernhill Heights to Saddle Station

Key advantages of the Funifor include:

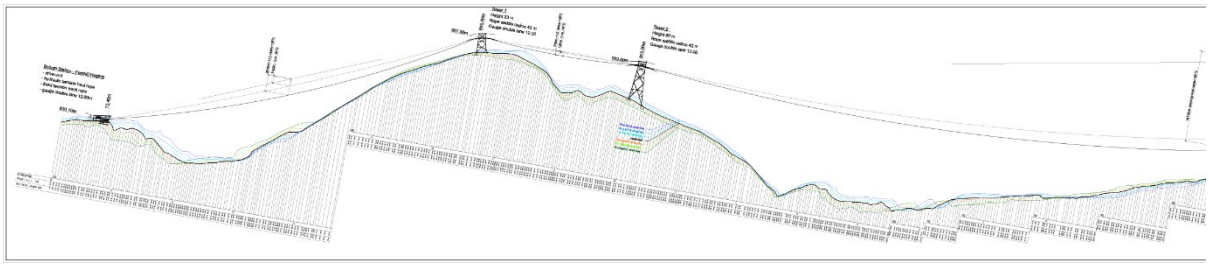
- **Wind resilience:** Operates safely in wind speeds exceeding 100 km/h.
- **Minimal footprint:** Requires fewer towers and shorter hangers, reducing environmental disruption.
- **Compact station design:** Enables integration into sensitive landscapes, such as the western slope of Bowen Peak.
- **Operational flexibility**: Independent track operation allows maintenance on one line while the other remains active.
- **Barrier-free access:** Supports inclusive design for all users.

The final choice of aerial ropeway infrastructure and pylon placement will be determined during the substantive phase of the application in collaboration with experts, Mana Whenua, DOC, QLDC and the community.

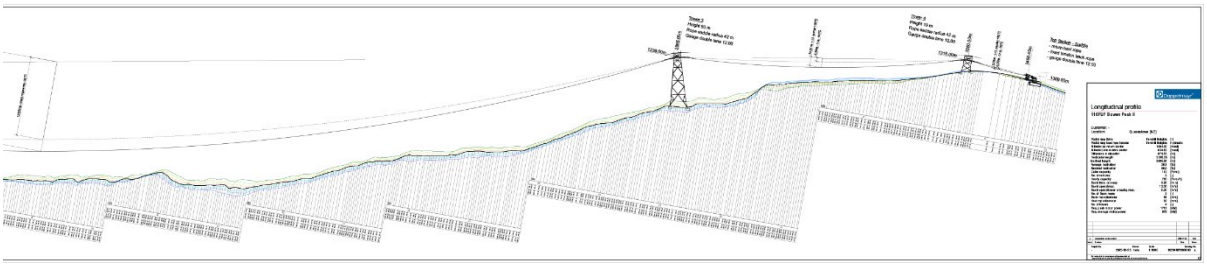
Preliminary plans of the of the aerial ropeway infrastructure and pylon placement are included in Appendix 20 of the application. Figure 1 provides an over-view image of the ropeway system, with Figure 15 below showing a detailed Longitudinal Profile of the planned funifor sourced from Doppelmayr, and Figures 16-18 preliminary plans of the infrastructure and cars.



Full Profile



Left Hand Side Profile



Right Hand Side Profile

Figure 15 - Dopplemayr Longitudinal Profile of the funifor system from the Fernhill Heights station to the Saddle station. Left and Right sections extracted for detailed view. Refer to top diagram for full profile.

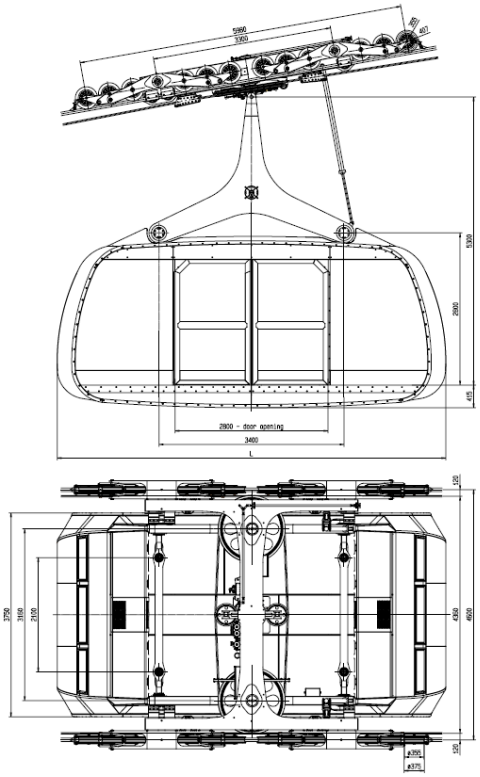


Figure 16 - Technical drawing of Funifor car

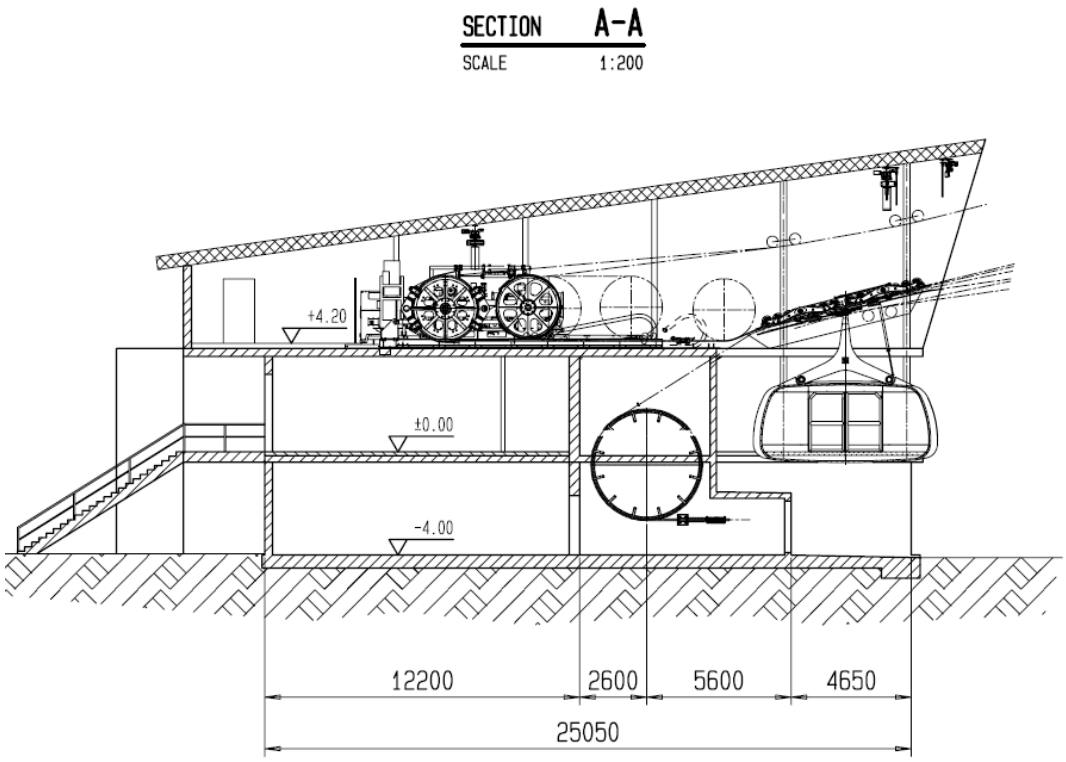


Figure 17 - Technical drawing of Funifor lower station

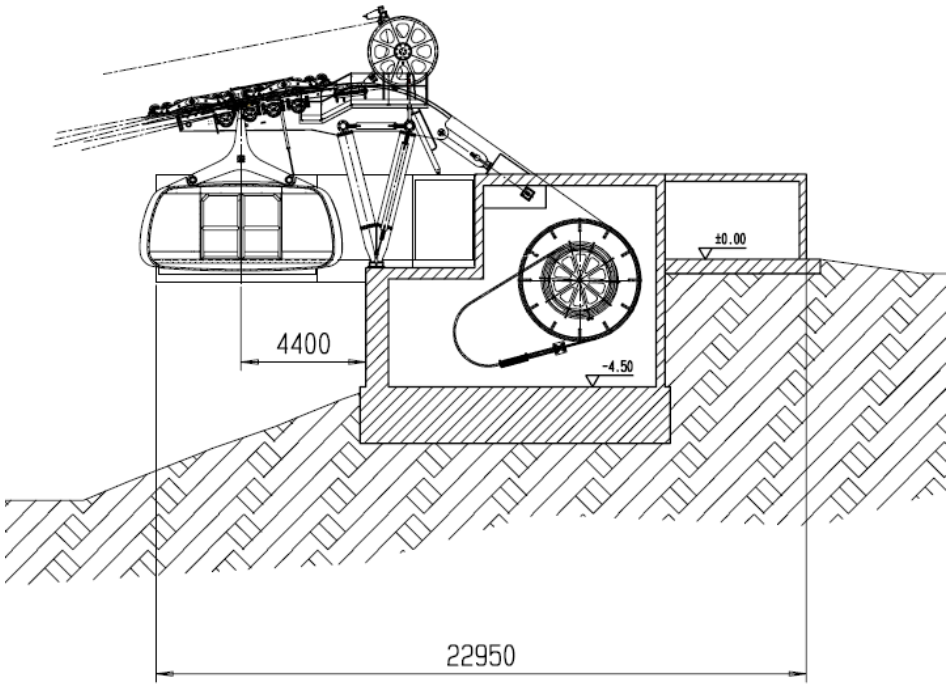


Figure 18 - Technical drawing of Funifor upper station

Figure 19 - Winter scene of upper One Mile Creek valley

3.5. Saddle Station

The aerial ropeway from Fernhill Heights will take passengers to Saddle Station, visualised in Figure 20. The station building is multifunctional, housing not just the aerial ropeway system itself but also a hiker's café and restaurant with a relaxed and welcoming atmosphere to reflect the New Zealand adventurer spirit.

The position and detailed design of the Saddle Station will be finalised during the Substantive Application phase in partnership with the seven Papatipu Rūnaka, however it is envisaged to be positioned within a localised northern Saddle contour depression to clip views from below and use glass to lighten the visual form while providing natural light and view outlooks.

Figure 20 - Concept of Saddle Station

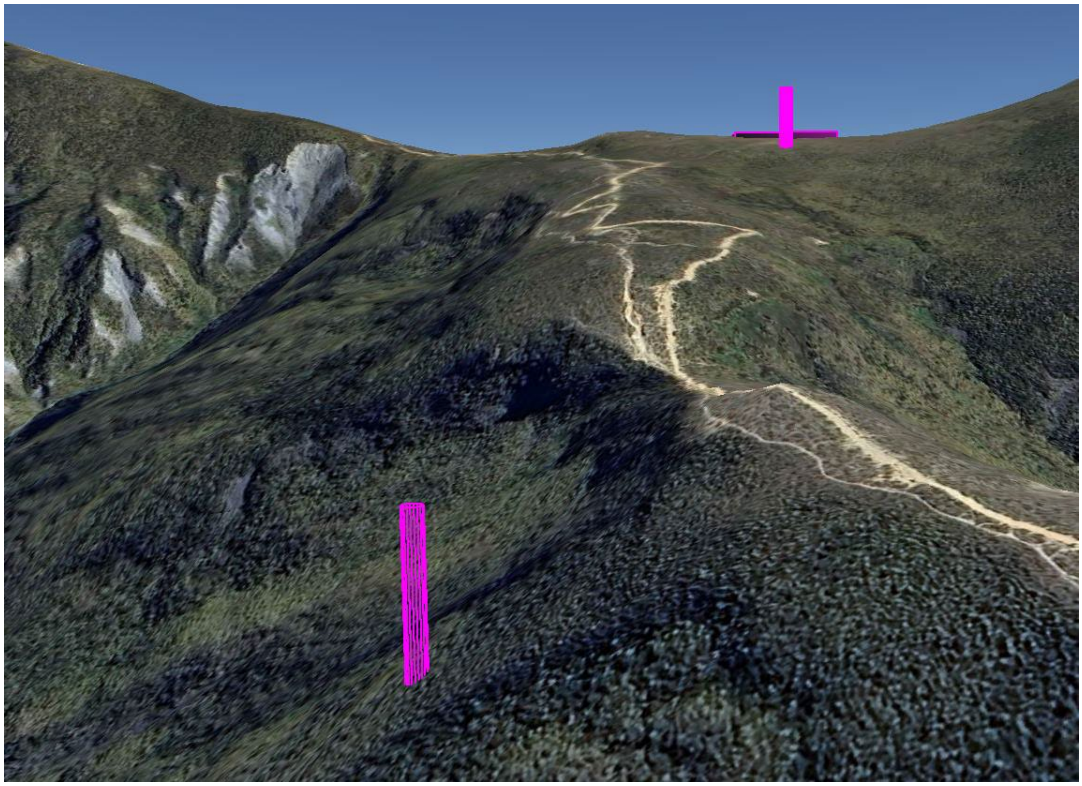


Figure 21 - Wire frame view of pylons and saddle Station from below

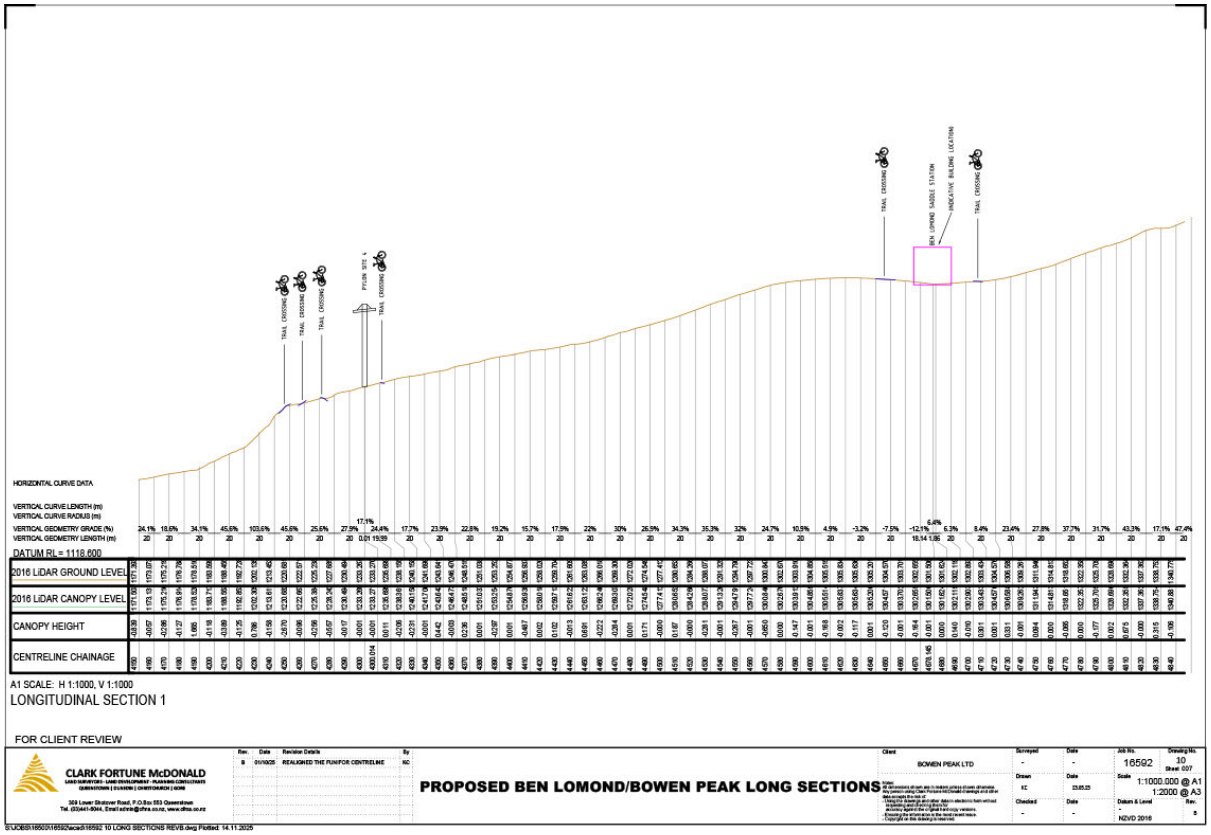


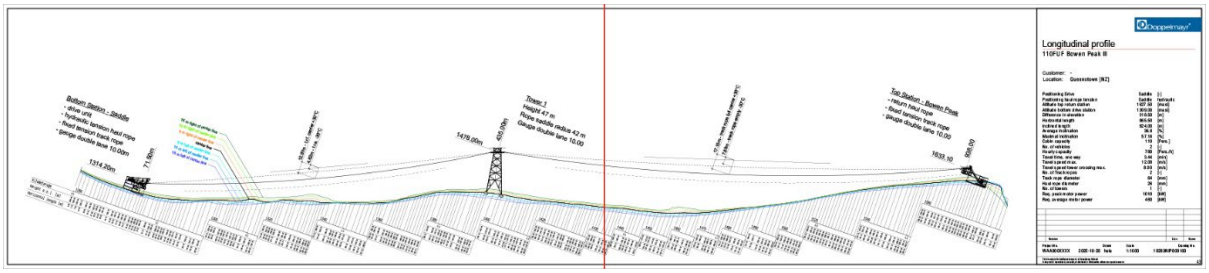
Figure 22 - Long section plan of Saddle Station

3.6. Saddle to Bowen Peak Aerial Ropeway

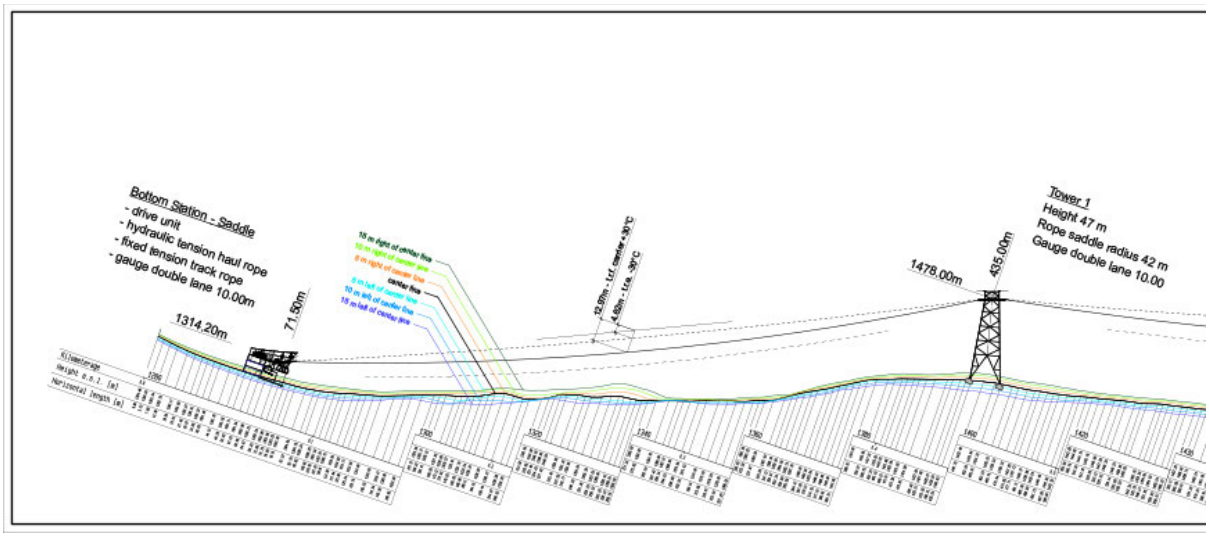
The third and final section of aerial ropeway is between Saddle Station and Bowen Peak, as highlighted by the yellow box in Figure 24. While the type of aerial ropeway is also to be decided during the Substantive Phase of the application after confirmation with industry, experts, Mana Whenua, DOC, QLDC and the community, this application recommends the MDG system which was also recommended for Section 1: Powerhouse to Fernhill Heights.

With advanced safety features and the ability to integrate seamlessly into sensitive landscapes, the Doppelmayr D-Line exemplifies innovative technology that supports sustainable mobility and accessibility for all users. The final lift design, including pylon placement, will be detailed during the Substantive Application phase of the Fast-track application.

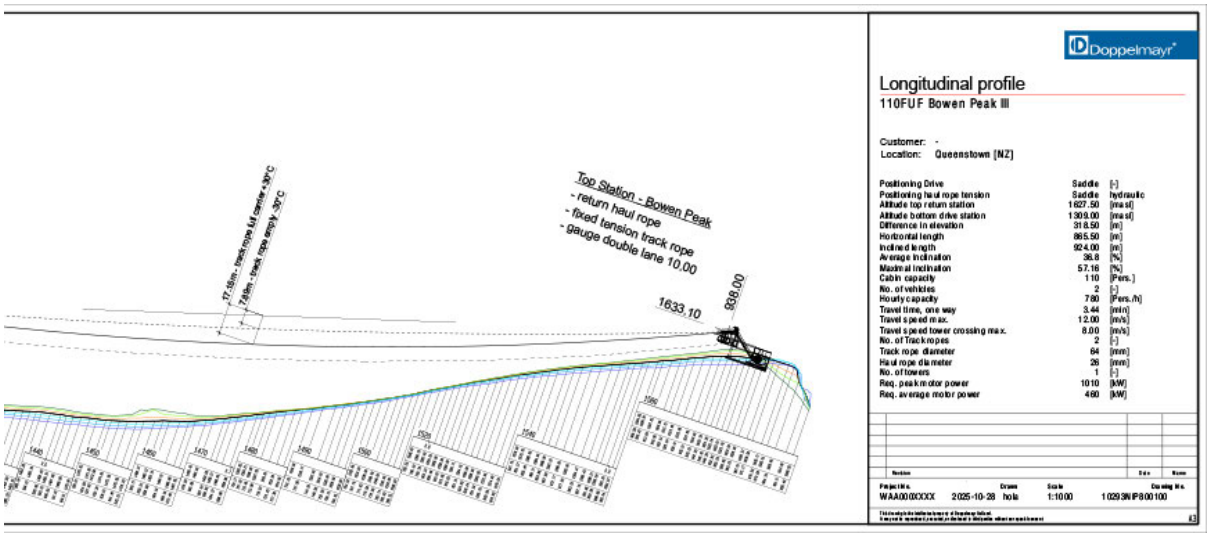
Due to intermittent high winds on the Saddle, this MDG system will have approximately 80kg of steel ballast added to each gondola vehicle to provide more stability in the high wind, similar to the Sky Waka steel ballast system on Whakapapa ski area on Mt Ruapehu.



Full Profile



Left Hand Side Profile



Right Hand Side Profile

Figure 23 - Dopplemayr Longitudinal Profile of the ropeway system from the Saddle to Bowen Peak. Left and Right sections extracted for detailed view. Refer to top diagram for full profile.

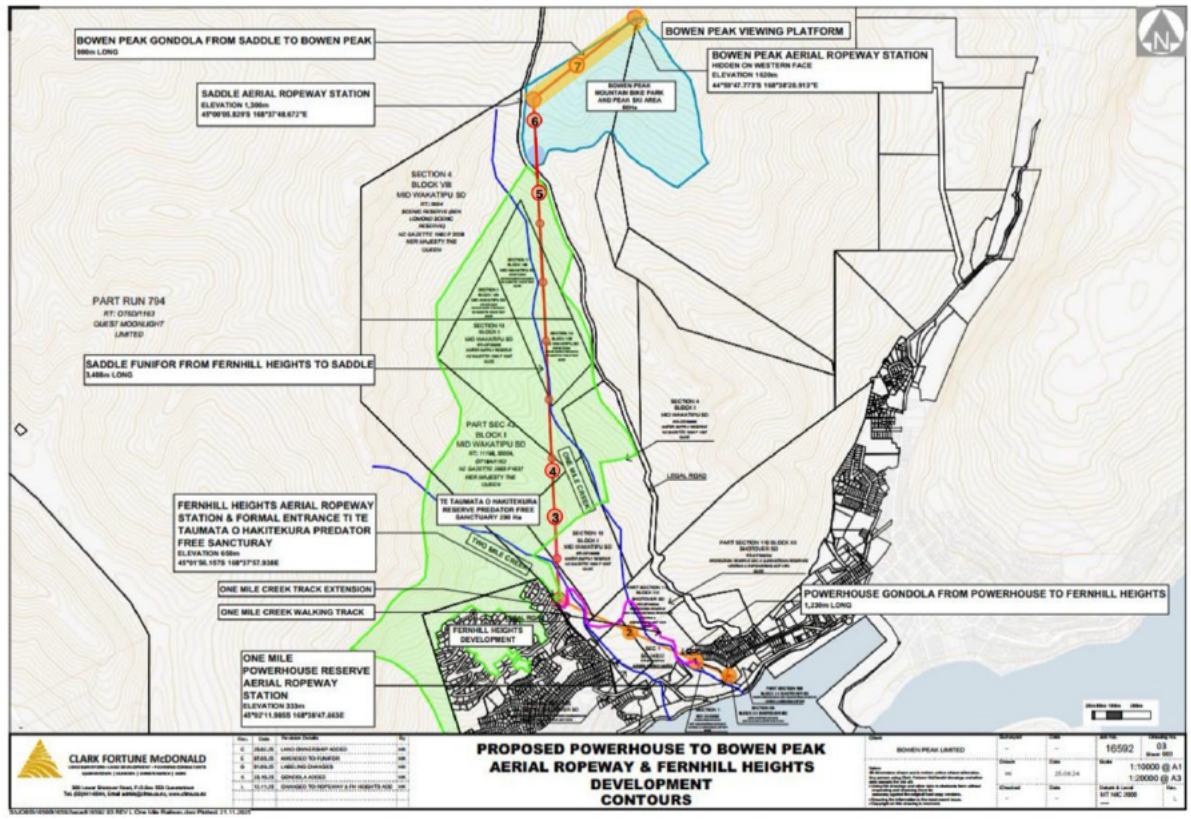


Figure 24 - Proposed Powerhouse to Bowen Peak Aerial Ropeway Development with Contours. Yellow box indicates Section 3: Saddle Station to Bowen Peak

3.7. Bowen Peak Station and Viewing Deck

After embarking on the aerial ropeway at Saddle Station, passengers will arrive at Bowen Peak station and viewing deck, as visualised in Figure 25. The station and viewing deck is to be discretely positioned high up on the north-western face of Bowen Peak to ensure it will not be visible by residents in the wider Whakatipu Basin east of Bowen Peak. Through the positioning of the station below ridgelines the proposal provides an environmentally-sensitive design "well-blended into the landscape," as per Volume 1 of the Otago Conversation Management Strategy (p. 64).

The visualisation of the station has not been detailed due to both the stage of the application and the need to consult with Mana Whenua and other stakeholders in the design of the building. The building is planned to accommodate two accessible toilets, a small public shelter room, gondola infrastructure and access to the roof top viewing deck.

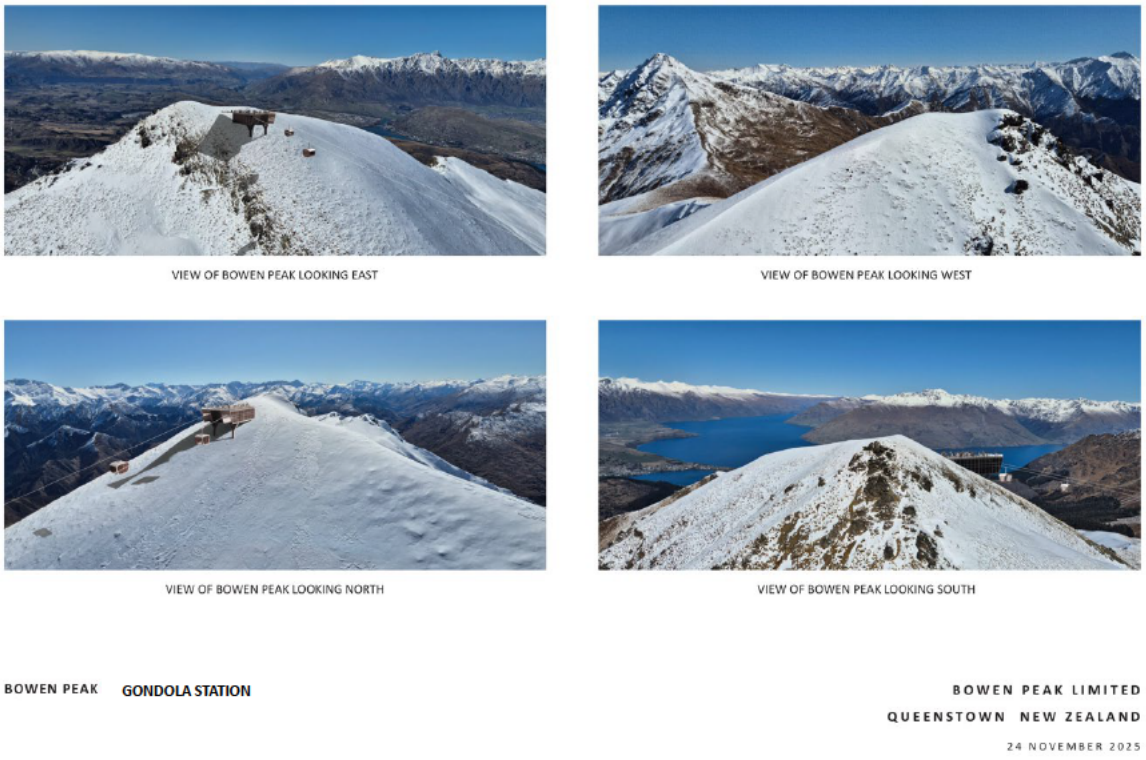


Figure 25 - North, South, East and West visualisations of Bowen Peak Gondola Station and Viewing deck

The Bowen Peak viewing deck will have sublime 360 degree views of the Southern Alps landscape and Lake Wakatipu.

The architectural vision for the viewing deck is influenced by the Stansherhorn viewing deck in Switzerland, imaged in Figure 26. This design prioritises the structural integrity of the deck while ensuring visitors have an unobstructed view, including an additional keyhole viewing platform to immerse visitors in the landscape, yet keeping the viewing deck essentially invisible from the wider Whakatipu Basin.

The Bowen Peak station and viewing deck are designed to be used 365 days a year, with a maximum of 3,000 visitors per day expected. In order to accommodate this volume of visitors, it will require further design factors to be resolved to during the substantive application phase, including vertical access between the gondola platform, viewing deck, and mountain side, co-ordination of recreation and sightseeing people movement, operations and functional design.

Figure 26 - Images of the Stanserhorn viewing deck in Switzerland

3.8. Ski Area (Winter) and Mountain Bike Areas (Summer)

From Bowen Peak station, visitors can access the Bowen Peak ski area. Figure 27 is a proposed map of ski runs in this area, designated to accommodate a capacity of 700 skiers per day, which includes both a learn-to-ski area and a returning 6m wide skiway. A detailed design of the ski area will be put together in consultation with ski planning expert Ecosign, DOC, Ben Lomond Station, Mana Whenua, DOC, QLDC and the broader community during the substantive phase of the application.

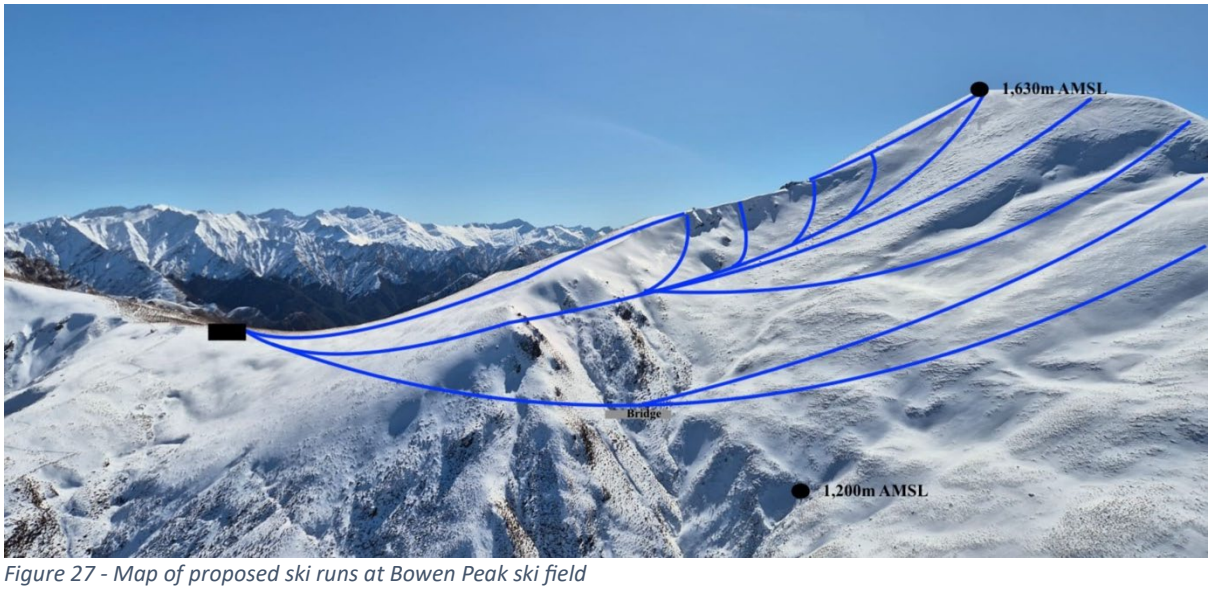


Figure 27 - Map of proposed ski runs at Bowen Peak ski field

The light blue lines in Figure 28 indicate existing mountain bike trails, which the proposed development plans to leave intact. Where they currently cross the predator fence line, trails will need to be closed in order to protect the breeding sites of the native wildlife of the sanctuary.

Several new mountain bike trails will also be created, as indicated by the dark blue in Figure 28, including a sanctuary perimeter track. An exciting addition to these new bike trails will be a World-Cup eligible Bowen Peak downhill mountain bike track, which gives nearly 1,300m of descent from Bowen Peak Station, located at 1,620m above sea level, to Powerhouse Gondola, located at 333mm above sea level.

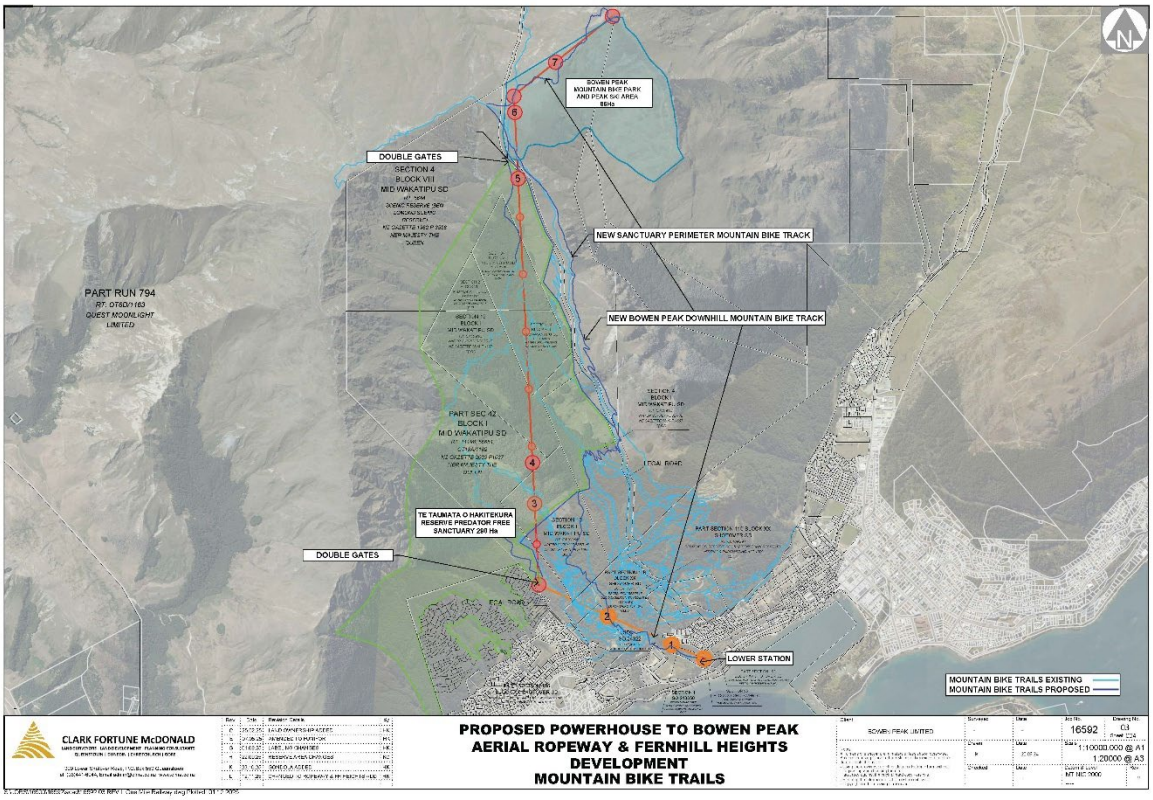


Figure 28 - New & existing mountain bike trails

3.9. Fernhill Heights Suburb

The proposed Fernhill Heights Suburb is planned to be located north-west of the already established suburb of Fernhill (see Figures 29 and 30). As visualised in the sections below, the suburb is planned as a walkable alpine community hub that houses 175 high density multi-storey chalets with 1,333 apartments ranging from 2, 3 and 4 bedrooms. 5% of dwellings have been committed for affordable accommodation and 50% have been committed as key infrastructure worker accommodation to service the wider Queenstown community and needs.

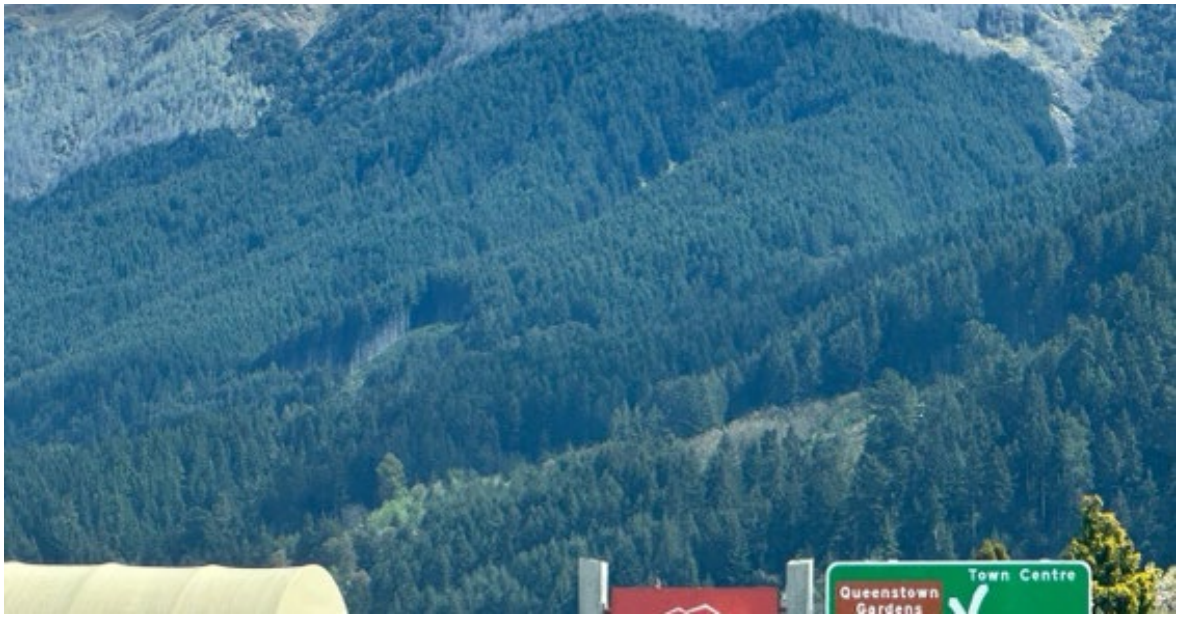


Figure 29 -Proposed Fernhill Heights location from the west

Figure 30 -Proposed Fernhill Heights location from the east

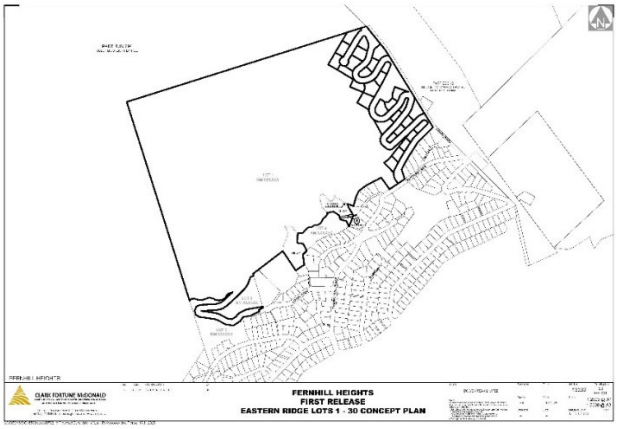
Figure 31 - Visualisation of Fernhill Heights Station and Community Hub

The development has been planned into three release phases:

(1) Eastern development release
(2) Central development release
(3) Western developments release

Construction of each development is planned to take place in sections, with the first 27 chalets in the eastern development planned to commence from 2030-2034, alongside the Powerhouse Gondola, Saddle Funifor and Bowen Peak Gondola.

The road network for the subdivision is outlined in Figures 32-34 and has been separated into the first, second and third release phases.



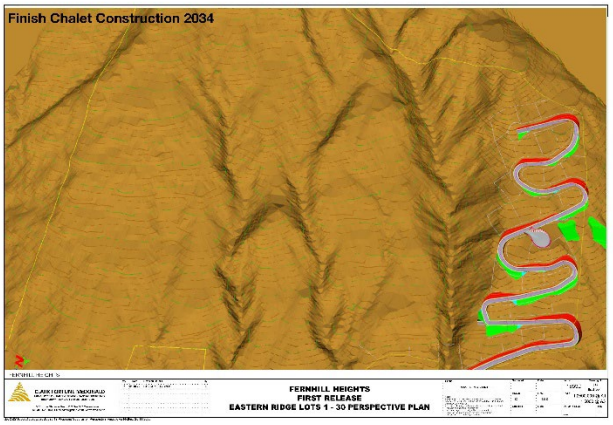
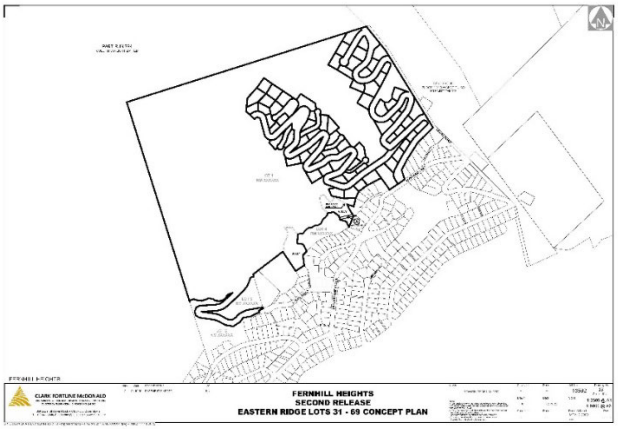


Figure 32 - Fernhill Heights first phase release



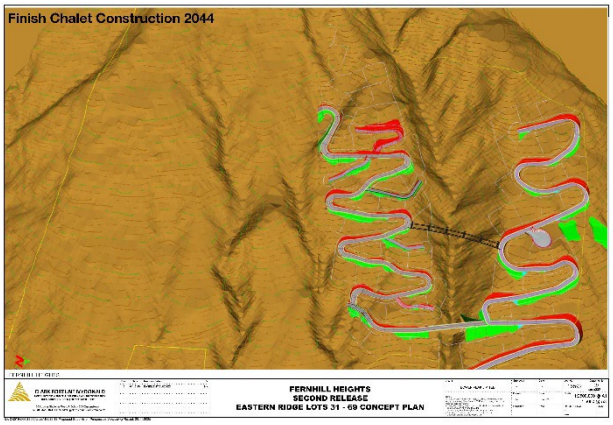


Figure 33 - Fernhill Heights second phase release

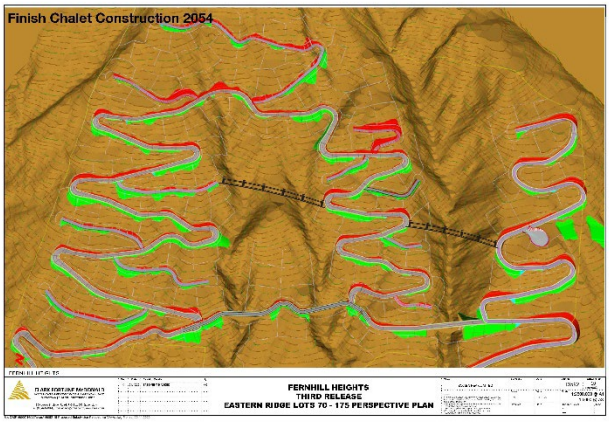


Figure 34 - Fernhill Heights third phase release

Figure 35 is an overview of the subdivision network once all three development phases have been completed.

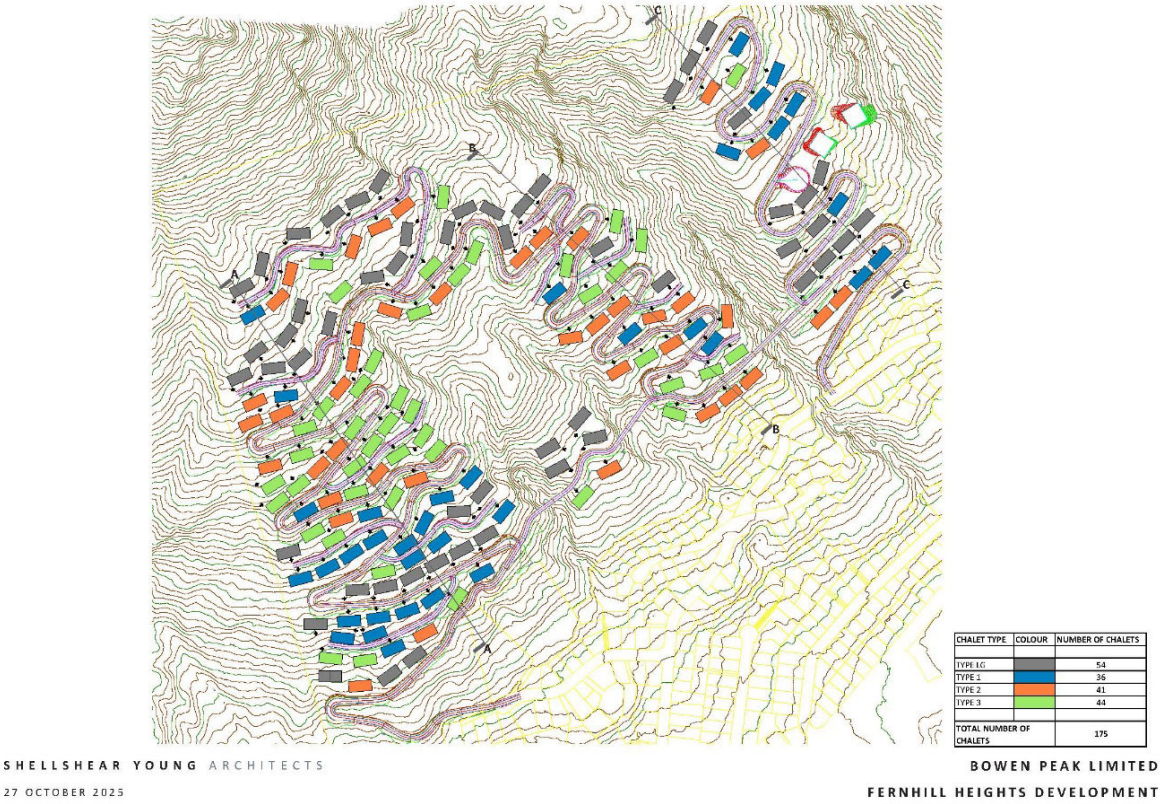


Figure 35 - Overview of the subdivision network on completion.

Appendix 11 contains preliminary structural design plans of the proposed chalets. These are proposed as pattern-book designs with four variations or types within a common structural system to accommodate the topographic features and slope constraints of the site, and civil design standards for road access to the apartments. The pattern-book design and application types for different vehicle access configurations offers an economical solution to the site constraints while ensuring design quality. One of the four variations is highlighted in Figure 36.

SF24075

BOWEN PEAK LIMITED

MULTI-UNIT DEVELOPMENT TYPE LG

DRAWING LIST

DWG. NO.	DRAWING TITLE	REV.
A01	COVER PLAN	-
A02	GARAGE PLAN	-
A03	GROUND FLOOR PLAN	-
A04	LEVEL 1 PLAN	-
A05	LEVEL 2 PLAN	-
A06	LEVEL 3 PLAN	-
A07	ROOF PLAN	-
A08	ELEVATIONS	-
A09	ELEVATIONS	-
A10	ELEVATIONS	-
A11	SECTIONS	-
A12	SECTIONS	-

THE STRUCTURAL FIRM CHARTERED ENGINEERS

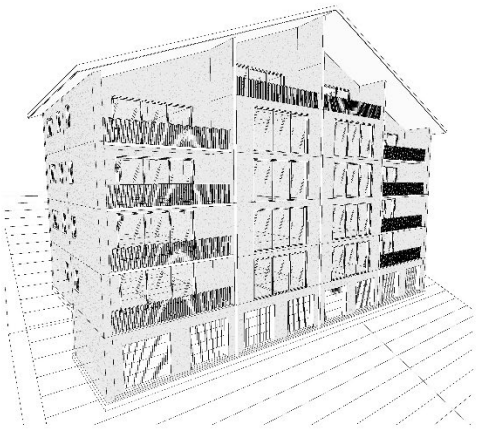


Figure 13 - 3D image of alpine chalet - type 1 of 4 variations

The town of Zermatt in Switzerland (see Figure 37) is an example of a similar architectural expression as that planned for Fernhill Heights: a staggered, organic streetscape which is nestled into the mountain contours, making it feel like a hidden getaway rather than a bustling tourist spot.

Figure 14 - Image of Zermatt, Switzerland

The alpine chalets are proposed to be securely built on the underlying schist rock (see Appendix 4 Geotechnical Report) on 28m wide rocky platforms excavated out of the rock between the road network as illustrated in Figure 38. This figure details the two adjacent 6m benches dug into the rock to create the firm foundation in this new suburb, and should be viewed in tandem with the structural designs contained in Appendix 11 Structural Design Report.

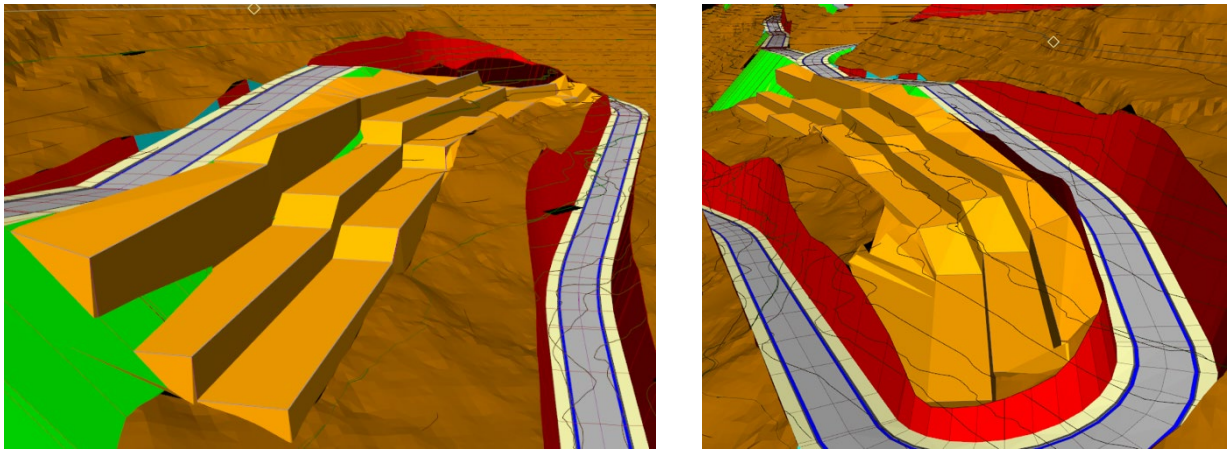


Figure 15 - Alpine Chalet foundation benches are planned for Fernhill Heights

It is noted that detailed floor plans for the chalets are considered outside of the scope of this stage of the application. However, in the Substantive Application phase, floor plans will be included along with a more detailed alpine chalet design.

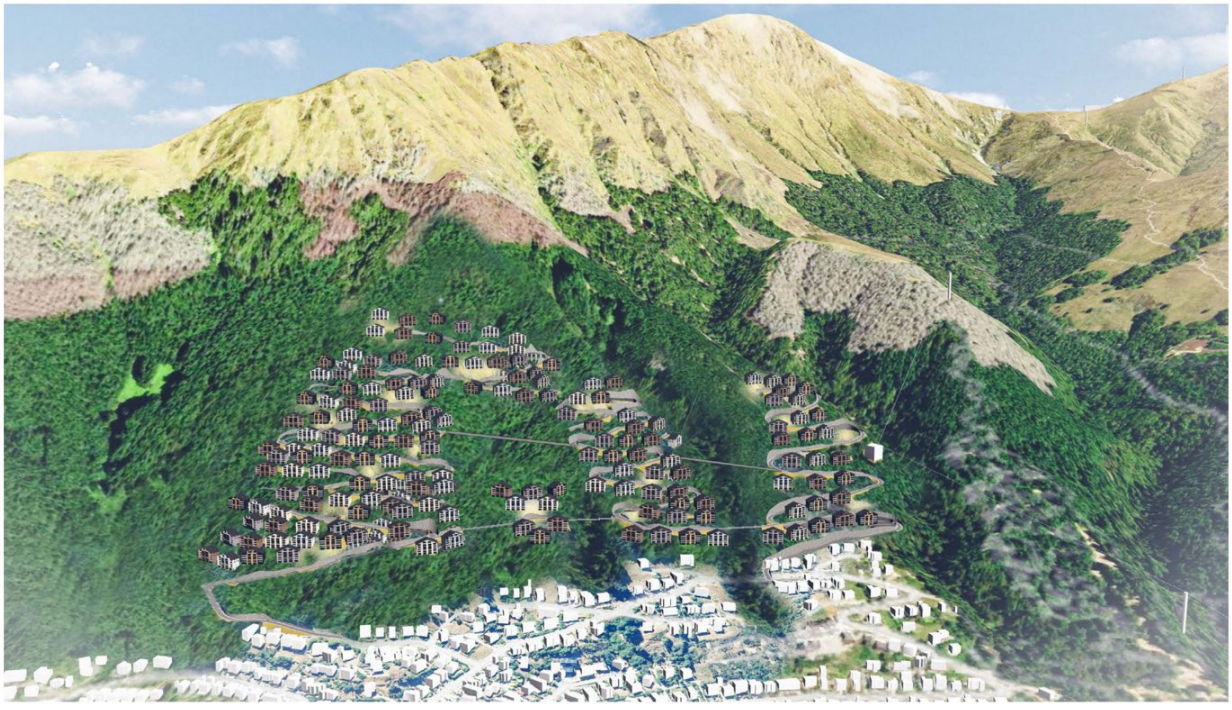


Figure 16 - Landscape visualisation of completed Fernhill Heights, pictured above the existing suburb of Fernhill

3.10 Te Taumata o Hakitekura Predator-Free Sanctuary

Beside the Fernhill Heights Gondola Station will be the formal entrance to the Te Taumata o Hakitekura Predator-Free Sanctuary (see Figure 40). The sanctuary entrance has been left plain and unembellished in this image as its specific design will be made in collaboration with Mana Whenua in the next phase of the application.

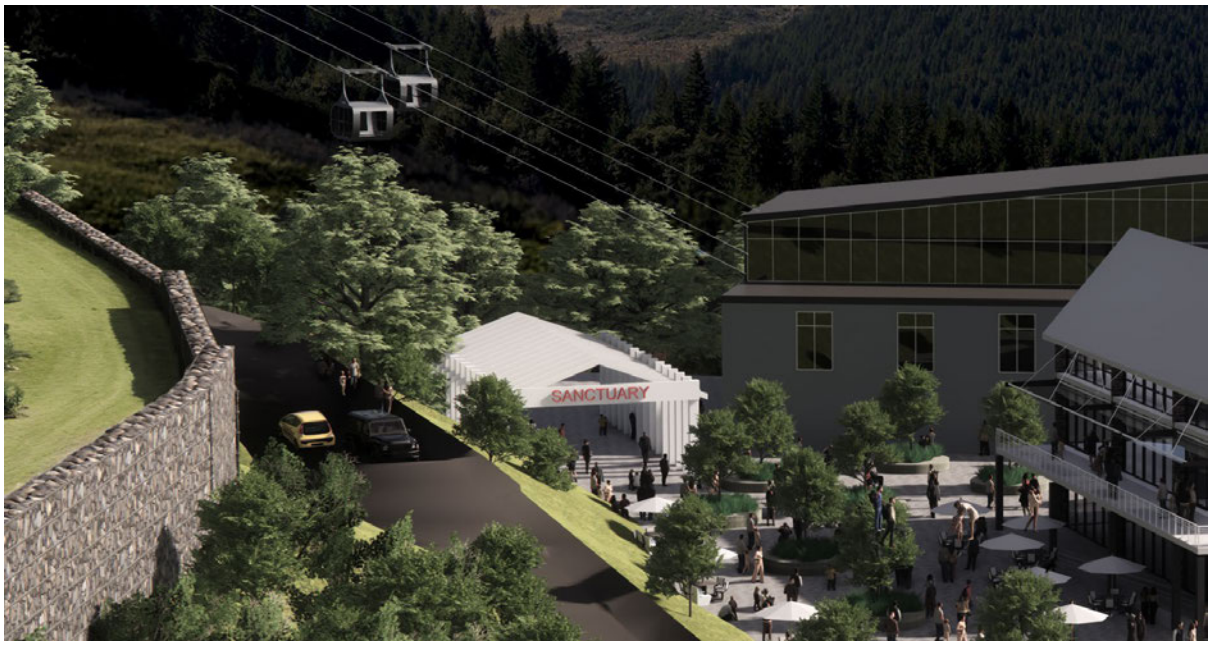


Figure 17 - Entrance to the Te Taumata o Hakitekura Predator-Free Sanctuary in the Fernhill Heights Precinct

Figure 41 details the outline of the Sanctuary, marked in green. As outlined in Section 3.8., the existing mountain bike trails are retained. To ensure the safety of the wildlife (see Figure 42) there will be a double gate at the bottom and also top of the sanctuary for mountain bikers to retain access to current tracks within the sanctuary.

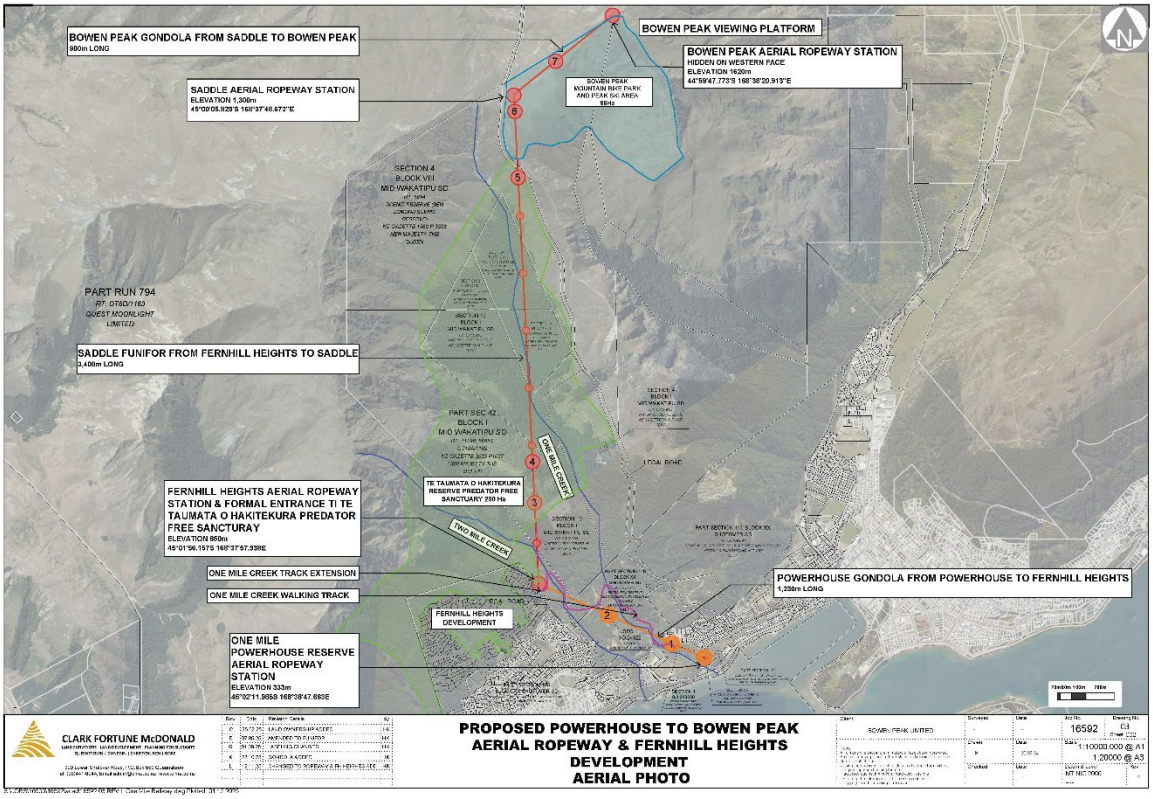


Figure 18 - outline of the Sanctuary marked in green

Figure 42 - Protected New Zealand bird species in the Predator-Free Zone

The Sanctuary will be protected by the expertly designed Zealandia predator exclusion fence. Figures 43-45 outline the key components of the fence, including the hood and skirt area. Finalised design detailing will take place in the Substantial Application phase of the application following input from Mana Whenua, DOC and QLDC.

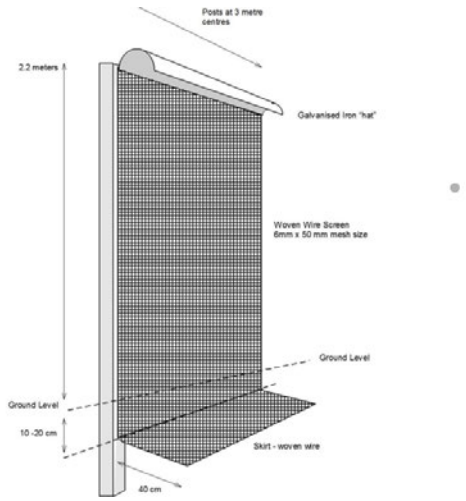


Figure 19 - Key components of Zealandia fence

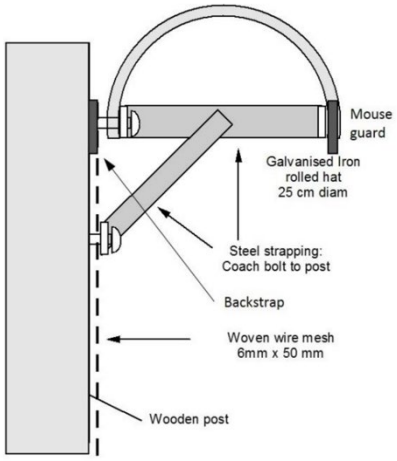


Figure 20 - Hood area key components

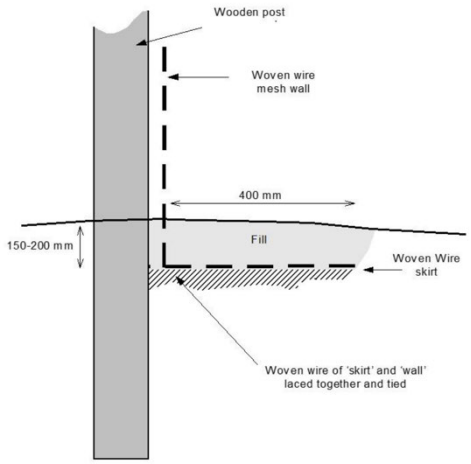


Figure 21 - Skirt area key components

3.11 One Mile Walking Track

The location of the refurbished One Mile Walking track is indicated by the magenta line in Figure 46, set to begin at the Powerhouse Precinct and end at Fernhill Heights station. As highlighted by Figure 47, the track is currently unsafe for use and therefore closed to the public at several points.

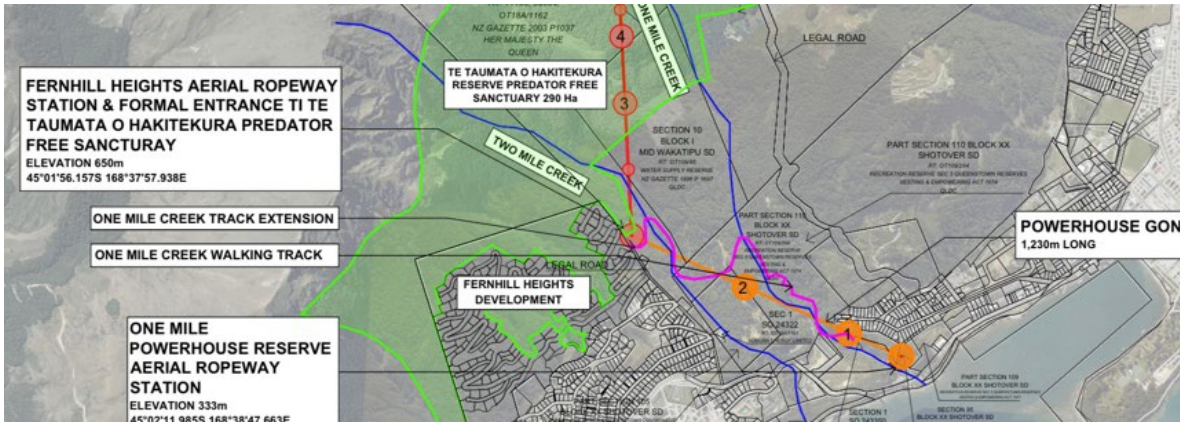


Figure 22 - Location of One Mile Creek Walking Track, indicated by magenta line

Dangerous walking track not fit for purpose and now closed

Exotic flora (fir and blackberry) overtaking walking track

Track closed with no sign of opening

Track erosion and slippery pipe causing dangerous track conditions risking slip into gorge, with overtaking of exotic trees above

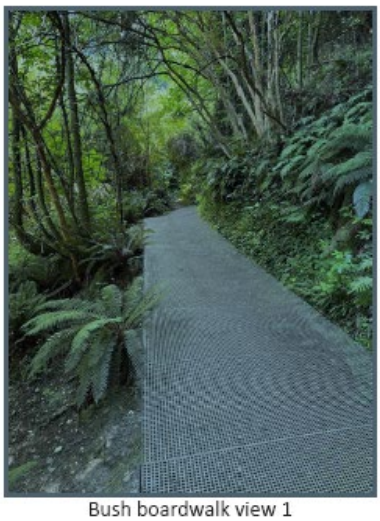
Dangerous Closed One Mile Creek Walking Track

BOWEN PEAK LIMITED
QUEENSTOWN NEW ZEALAND
17 JANUARY 2024

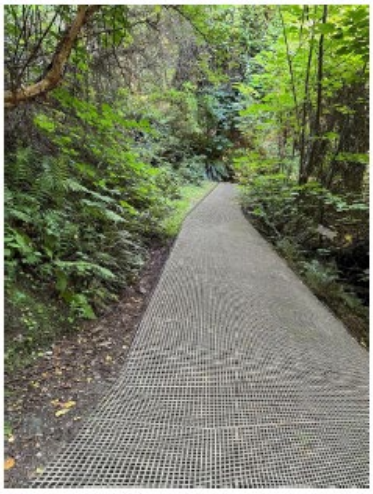
Figure 47 - One Mile Track currently unsafe for use

Additionally, native trees in the area are being overtaken by exotic trees (see Figure 48). Despite this, the track showcases the stunning Otago landscape and is home to several historic landmarks, as detailed in Figure 4. As such, the refurbishment project aims to revitalise the track with a new elevated fibreglass walking track from Wagners (see Figure 49 and Appendix 26) and a native tree regeneration project so that the area can receive the appreciation it deserves.

Figure 48 - native trees in the area are being overtaken by exotic trees



Bush boardwalk view 1



Bush boardwalk view 2

Figure 49 - elevated fibreglass walking tracks

4. Architectural Requirements for Substantive Application Phase

A key objective is to collaborate with Mana Whenua from the seven papatipu Rūnaka to help complete designs during the Substantive Application phase of development.

In this phase, DOC, QLDC, ORC, other specialists and the community will also be consulted in order to produce detailed, considered designs that take into account all stakeholder perspectives.

As highlighted by Figure 50, which shows the 2023 Murihiku Marae redevelopment in Invercargill, a significant degree of design detail will be obtained from Mana Whenua in the next phase in order to bring the project to life and create spaces that can be enjoyed by the Queenstown community and visitors alike.

Figure 50 - The redeveloped Murihiku Marae in Invercargill, designed with the Waihōpai Rūnaka

In this next phase, architectural requirements include:

- Overall masterplan of development
- Masterplan of Powerhouse Station Precinct
- Masterplan of Fernhill Heights Hub
- Masterplan of Te Taumata o Hakitekura Predator-Free Sanctuary
- Masterplan of Fernhill Heights Suburb
- Staging plan for overall masterplan
- Staging plan for each precinct masterplan

Site plans of each precinct / project:

- Powerhouse Station Precinct
- Fernhill Heights Hub and Te Taumata o Hakitekura formal entrance
- Saddle Station building
- Bowen Peak Station and viewing platform

Architectural design plans:

- Building floor plans; elevations; sections:
    - Powerhouse Ropeway Station building
    - Powerhouse Ropeway bus park connection
    - Fernhill Heights Ropeway Station building
    - Fernhill Heights Hub building
    - Fernhill Heights Hub plaza and transport facility
    - Te Taumata o Hakitekura Predator-Free Sanctuary gateway
    - Saddle Funifor Station building
    - Bowen Peak Ropeway Station Building and viewing platform
    - Fernhill Heights Chalets Pattern-book design and typology
    - Fernhill Heights Chalets site plans and access plans

Consultant inputs required for next phase architectural design:

- Cultural consultation and impact report as per Appendix 12
- Heritage assessment
- Ecology and conservation plan as per Appendix 9
- Geotechnical Reports as per Appendix 4
- Hydrological Report as per Appendix 3
- Preliminary Site Investigation (PSI) as per Appendix 18
- Transport Assessment Report as per Appendix 5
- Infrastructure augmentation
- Civil design plans
- Chalet Structural Plans as per Appendix 11
- Aerial Ropeway System design as per Appendix 15

- Ski area and Mountain Bike Area Report – see Appendix 6
- Policy and Planning Report - see Appendix 9
- Aerial Ropeway Station design as per Appendix 20 and Appendix 21
- Landscape design plans as per Appendix 7 and Appendix 17
- Sustainability Report (ESD)
- Urban design report
- Equitable Access Reports
- Wayfinding and Signage Reports
- Tree Clearance Plan
- Lighting Design Reports
- Acoustic Assessment
- Crime Prevention through Environmental Design
- Zealandia Predator-free Fence Design as per Appendix 24
- Fibreglass Track Design as per Appendix 26
- Economic Assessment Report - see Appendix 10

5. Summary

The proposed development brings together a network of aerial ropeways, architecturally integrated stations, new residential infrastructure, ecological restoration, and enhanced public access across the One Mile–Bowen Peak landscape. The project combines transport, tourism, housing, conservation, and recreation into a cohesive alpine precinct. It offers potential for ecological restoration, improved public access, and long-term stewardship of the Te Taumata o Hakitekura (Ben Lomond) Reserve.

In addition to accommodation for the recreational and tourism components of the proposal, the development includes residential and worker accommodation for the broader Queenstown community.

The next phase will develop and refine architectural details in collaboration with Mana Whenua, DOC, QLDC, technical experts, and the community to ensure the final design is environmentally responsive, culturally grounded, and beneficial to Queenstown for generations to come.