[17] LANDSCAPE ASSESSMENT

QUEENSTOWN CABLE CAR

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INITIAL ASSESSMENT OF LANDSCAPE & AMENITY EFFECTS

Prepared For:

Southern Infrastructure Limited

Brown NZ Ltd
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Contents:

1. Introduction

This preliminary assessment sets out to identify the key landscape and amenity issues associated with the Queenstown Cable Car Project on behalf of Southern Infrastructure (Cable Car) Limited. This includes describing any anticipated and known adverse effects that would likely arise from the project. This assessment is to support Southern Infrastructure (Cable Car) Limited's referral application under the Fast-track Approvals Act 2024 for the project. A full assessment of landscape and amenity effects will be prepared for a substantive application for the project.

In the course of preparing this assessment, some field work has been undertaken, including site visits to the proposed cable car station sites and along the proposed cable car route. The proposed route has also been viewed from vantage points that range from central Queenstown to parts of State Highway 6, Ladies Mile, Queenstown Airport and the Frankton Arm. Even so, this assessment mainly comprises a desktop analysis. No specific viewpoints have been identified or used in this evaluation, and no photo simulations have been prepared to show what the cable car would look like when viewed from a range of representative vantage points and catchments.

This assessment contains:

a) A description of the proposed cable car system;

b) A description of the proposed cable car route, together with the landscape that surrounds and visually frames it;

c) A description of those landscapes that are identified as having particular values in the Queenstown Lakes Proposed District Plan;

d) A preliminary analysis of the various receiving environments and audiences that would be exposed to the cable car project;

e) A preliminary assessment of the landscape and amenity effects that are anticipated (with reference to section 13(4)(h) of the Fast-track Approvals Act, 2024) for the cable car project, including evaluation of the effects associated with two Route Options (A and B) between western Frankton and the eastern side of the Kimiākau River; and

f) Preliminary conclusions and recommendations.

2. Executive Summary

This preliminary assessment of the Queenstown Cable Car proposal addresses a system that would stretch from central Queenstown to the airport and out to Ladies Mile.

Starting within central Queenstown, next to the current town library, it would climb up to, then extend across the crown of Queenstown Hill and Grants Peak (Pt.781), before descending, via the Lake Johnson Station, to connect with one branch line running along Kawarau Road to stations near the current Frankton bus hub and airport. From this point eastwards, the cable car system would traverse Frankton in one of two ways:

- With Route A, the line would extend towards the Ferry Hill Station on the edge of Quail Rise at the base of Ferry Hill. This would be linked to Frankton North station between the highway and the Glenda Drive industrial area. The cableway would then cross the Shotover River, before rising up the Shotover River terrace to the proposed Lower Shotover Station. The cableway would then extend along State Highway 6 to Ladies Mile Station.

- With Route B, the line would continue from the Frankton Hub Station, alongside and south of State Highway 6 to a station at the Five Mile centre. From Five Mile, the cableway would continue to run alongside State Highway 6, before traversing it near Glenda Drive to meet the Quail Rise station, close to Tucker Beach Road. As with Route A, the cableway would then cross the Kimiākau Shotover River, before rising up the river's terraces to the Lower Shotover Station and staying north of State Highway 6 on its path to the Ladies Mile Station.

QLDC's Proposed District Plan (PDP) identifies much of the route across Queenstown Hill as lying within an Outstanding Natural Landscape (ONL), while the branch to Quail Rise also traverses part of that same ONL. Associated provisions in the PDP set out to protect the landscape values of the ONL, including its open space values, while the Landscape Schedules for the Western Wakatipu Basin and Ferry Hill Priority Areas describe the various landscape attributes and values associated with them. Much of the proposed route across the crown of Queenstown Hill is also subject to a Conservation Covenant between Arnold Middleton and the Commissioner of Crown Lands. Drafted in 1982, this set out to maintain the appearance and character of the Queenstown Hill landscape as it was at that time.

Away from this 'high ground', the proposed cableway would also traverse parts of the PDP's Low, Medium and High Density Residential Zones, notably near Duncans Place on the edge of central Queenstown and near Kawarau Road between Frankton Road (SH6A) and Queenstown Airport. The proposed cableway might also extend close to the Quail Rise subdivision, crossing lifestyle properties near Hansen Road and the Kimiākau Shotover River, as well as part of the Shotover Country residential estate. Terminating near future urban area at the foot of Slope Hill within the Te Pūatahi Ladies Mile Zone it therefore appears that the cable car network would be visible from, and could conceivably affect, a large number of receiving environments and related audiences, including:

Central Queenstown:

- The residential area around Gorge Road up to Duncans Place
- The Queenstown Library precinct
- Queenstown Reserve

The Western Half of Queenstown Hill:

- The Queenstown Gardens
- The Frankton Arm of Lake Wakatipu
- Peninsula Hill and its associated residential area
- The Queenstown Trail

The Main Body of Queenstown Hill and Grants Peak:

- The Frankton Arm of Lake Wakatipu
- Peninsula Hill and its associated residential area
- The Queenstown Trail
- Frankton Road (SH6A) and associated residential areas
- Frankton Marina
- Kawarau Road (SH6)
- Frankton and associated residential and commercial areas
- Queenstown Airport

Ferry Hill To Glenda Drive:

- The Ladies Mile Highway (SH6)
- Frankton, associated residential, commercial and industrial areas
- Queenstown Airport
- The south-western edge of the Quail Rise residential area
- Part of the Te Araroa and Twin Rivers Trails

The Kimiākau – Shotover River:

- The Ladies Mile Highway and bridge (SH6)
- The Shotover River corridor and channel(s)
- The river reserve
- The lifestyle area next to Old School Road
- The Shotover Country residential estate
- Part of the Te Araroa and Twin Rivers Trails
- The QLDC Wastewater Treatment Plan

The Ladies Mile Terraces:

- The Ladies Mile Highway (SH6)
- The Shotover Country residential estate
- Future residential and commercial areas within the Te Pūatahi Ladies Mile Zone
- The margins of Lake Hayes Estate

The effects of the proposed cable car on these various 'viewing sectors' have been evaluated, addressing a range of factors that focus on:

a) The existing values of views towards the cable car corridor;

b) The visibility and relative prominence of the proposed cableway and its stations;

c) The landscape effects of the proposed system, especially in relation to the form, skyline, and landscape character of Queenstown and Ferry Hills;

d) The proposal's amenity effects in relation to the residential margins of central Queenstown, suburban Frankton near the airport, Quail Rise and Hansen Road; and

e) In relation to some views, any effects on the natural character of Lake Wakatipu and its Frankton Arm.

On the basis of this assessment, employing a mixture of site visits, photos and Google Maps, it has been determined that:

i) Route Option B, employing cable car stations at Five Mile and below Quail Rise, would have less of an impact on Queenstown's landscape and amenity values than Route Option A, which incorporates stations at Ferry Hill and near Glenda Drive.

ii) Both cable car proposals / options would have effects that typically range between low and low-moderate in relation to Queenstown Hill, Ferry Hill, and Slope Hill, including those parts of all three hills that have been attributed ONL or ONF status (and are therefore within the Western Wakatipu Basin, Ferry Hill and Slope Hill Priority Areas).

iii) It would, however, have more of an impact on some key residential areas, including near Duncans Place on the edge of central Queenstown, around Kawarau Road near the airport, on the edge of Quail Rise, and down the edge of Shotover Country near State Highway 6. In particular, the cable car system and its stations would typically have a high level of impact on those properties directly abutting the proposed system, although such effects would rapidly 'tail off' away from each station and the cable way. Consequently, the cable car system would have a much lower impact on its urban / suburban surrounds in general.

iv) Any natural character effects would be of a very low to low order.

The limited scale of many of the ratings for the viewing sectors employed is primarily due to the following factors:

1) The limited visibility of the cable car system from most public locations in close proximity to Queenstown Hill, apart from near its initial climb uphill from the Queenstown Station and its descent towards Kawarau Road from the Lake Johnson Station;

2) The cable car's passage through existing firs and other trees on the edge of Queenstown Hill, then over the shallow crown of the Hill;

3) Its screening from nearby residential properties off Frankton Road by that same band of trees below Queenstown's ice-line, together with the Hill's convex (outward projecting) middle slopes;

4) The lightweight, skeletal profile of most of the cableway, notably as it traverses Queenstown Hill, and the lower slopes of Ferry Hill;

5) The presence of shelterbelts and amenity planting, together with more localised topographic features, in the general vicinity of Hansen Road and the lower part of Ferry Hill Drive – that would help to reduce the visibility of the cableway;

6) The significant development and structural content already found around central Queenstown, near Queenstown Airport, and down the Frankton / SH6 corridor that frames Route Option B;

7) The way in which emerging development within the Frankton North Zone will, in the near future, screen parts of Queenstown Hill and (more particularly) Ferry Hill, together with much of the Route A corridor between the Lake Johnson and Ferry Hill Stations;

8) The way in which future development within the Te Pūatahi Ladies Mile Zone would help to contextualise the cableway and stations within the Ladies Mile corridor below Slope Hill, and thus reduce their longer-term impact;

9) The potential integration of the Frankton North Station (Route A) with existing industrial development around Glenda Drive and Margaret Place;

10) The integration of Route B, between the Quail Rise and Lower Shotover Stations, with the existing SH6 corridor and bridge, helping to minimise any additional modification of the Kimiākau Shotover River and effects in relation to part of Shotover Country;

11) The recessive, 'plateau' location of the proposed Queenstown Station;

12) The low-lying, quite recessive site for the Quail Rise Station, notwithstanding its close proximity to both the edge of the Kimiākau Shotover River and SH6;

13) The way in which most residential properties near Kawarau Road already 'turn their back' on that road corridor (which the cable way would follow) and the airport, which should assist the integration of both the Frankton Hub and Airport Stations into that environment; and

14) The 'alpine' character of the cable car system that would enhance the character and identity of Queenstown as an alpine destination.

Consequently, it appears that the proposed cable car system would tread 'quite lightly' on the Western Wakatipu Basin and Ferry Hill ONLs / PAs that the majority of PDP provisions (including the Draft PA Landscape Schedules) appear to focus on. This also includes the area that is subject to the conservation covenant on Queenstown Hill Station.

Based on this preliminary assessment, it is considered that the Queenstown Cable Car project would be largely acceptable from a 'landscape standpoint', taking into account the landscape, natural character and amenity effects identified for the various receiving environments and audiences addressed in this report. Importantly, the cable car proposal would typically have a low to low-moderate level of effect on Queenstown's ONLs and ONFs, and even though it would have a greater impact on some urban and suburban areas close to the proposed cable car stations, 'worst case' assumptions have been made about these effects, which might eventually be moderated with careful micro-siting and design of the individual cable car stations.

In relation to the matter of the 'Queenstown Hill Covenant', it is clear that the proposal would alter the appearance of parts of Queenstown Hill. This would be especially apparent for those using the Queenstown Trail. Yet, the cable car's impact on Queenstown Hill's landforms and native vegetation would be very contained, both physically and visually, while the system's impact on the broader profile of the hill, and public perception of it, would also be limited.

3. The Cable Car Proposal

3.1 Introduction

The proposed cable car system would be anchored by four main stations that follow (with nine stations in total):

- The Queenstown Station: in the centre of Queenstown, within the current Boundary Street Car Park, near the Queenstown Library, Horn Creek, and the Queenstown Recreation Reserve;
- The Frankton Hub: on Kawarau Road / SH6, near the Frankton Golf Centre and its driving range;
- The Airport Station: also, on Kawarau Road / SH6 near the Lucas Place roundabout and Queenstown Airport; and
- The Ladies Mile Station: on the western side of Ladies Mile, opposite the Howards Drive entrance to Lake Hayes Estate and Bridesdale.

These would be the main loading and offloading stations for locals and visitors, while the Lake Johnson Station would link the main cable car line between Queenstown and the airport with that to Ferry Hill, Quail Rise and Glenda Drive. In addition, a Queenstown Hill Station would be located on a high plateau atop Queenstown Hill (Te Tapanui), between Lake Johnson and Queenstown – providing a service for those walking and cycling the Queenstown Hill Trail.

Under Route A to the east, a Ferry Hill Station and the Frankton North Station would serve the residential area around Quail Rise and the industrial-services hub around Glenda Drive. Continuing to the east, the Lower Shotover Station and the Ladies Mile Station would serve the proposed residential and commercial areas at Ladies Mile.

Under Route B, the Five Mile Station would 'land' within the Five Mile retail centre, and the Quail Rise Station would serve the Quail Rise residential area located on river terraces and slopes above it. Finally, the Lower Shotover Station and the Ladies Mile Station would serve the proposed residential and commercial areas at Ladies Mile.

In all, therefore, both proposed options would comprise nine stations, spread over a corridor distance of approximately 12.25km. Car parking would be located next to the stations at Frankton North, the Frankton Bus Hub and in Central Queenstown. However, these facilities would be ancillary to the set-down and pick-up areas at those stations, while access for pedestrians and cyclists would be fundamental to the projected use and operations of all of the proposed stations. With Route A, the Ferry Hill Station would also accommodate a hub for electric buses, and under Route B this would be accommodated to the north of the Quail Rise station.

Airport to Town Centre Line:

Starting in Queenstown, the proposed cable car system would leave the station next to Horn Creek before traversing Gorge Road, Hallenstein Street, and a much steeper Duncans Place, in its climb up the side of Queenstown Hill (Te Tapanui). In so doing, it would traverse a mixture of terrace housing, apartments and

the odd single house between and around these streets, before following the path of an existing 66kV transmission line up the hillside. Like the existing transmission corridor, the cable car system would cut up through wilding Douglas Fir and scrub on Queenstown Hill's lower slopes before emerging above its 'ice line' and tree line, among much more open terrain near the Queenstown Hill Trail and its 'Basket of Dreams'.

The cable car would continue to run uphill, roughly parallel with the walking trail, before reaching its crest and crossing a small plateau near several small tarns, a farm track and fencing. The Queenstown Hill Station would be located on this plateau, just south-west of the tarns and north of Queenstown Hill's main spine. In addition to connecting the cable car system with the Queenstown Hill Trail, this station would accommodate two large units for the storage of approximately half of the proposed system's cable car cabins.

From this point through to the Lake Johnson Station, the cable car would traverse a series of undulating *roche moutonnée* landforms that are covered in a mixture of rough pasture, pockets of tussock, matagouri, and sub-alpine shrubland intermixed with herb and moss fields. Rock outcrops frequently poke through this sparse cover. The cable car would follow an alignment close to the crest of Queenstown Hill, but still north of its skyline, before traversing a major gully system, that physically bisects Queenstown Hill west of Grant Peak (Pt.781 on topographic maps). It would then continue south of, and well below, Grant Peak, rising and falling across a number of secondary ridges that descend steeply towards Lake Wakatipu. Above the Frankton (SH6 / SH6A) roundabout, the cable car would reach Lake Johnson Station, perched on the back of a knoll that sits below Grant Peak, separating Frankton from the neighbouring Lake Johnson catchment.

Leaving this station, the cable car system would branch in two directions, with the shorter line stretching southwards over the aforementioned roundabout and residential development at the western end of the Frankton Golf Course and Queenstown Airport to 'land' next to Kawarau Road (SH6). The Frankton Hub Station would merge with the current bus hub on the western side of that road corridor, opposite the golf course. This cable car 'branch' would continue to follow Kawarau Road, before terminating in close proximity to both the Lucas Place roundabout and the outer edge of Queenstown Airport. A shallow trench, running parallel with the roadway, would keep the cable car system under the obstacle avoidance plane for the adjoining runway, while a pedestrian overbridge would provide access between the proposed station and the nearby airport.

<u>Route A – Frankton North to Ladies Mile Line:</u>

The slightly longer cable car branch stretching east of Lake Johnson Station would continue to traverse open pasture and the steep outer margins of Grants Peak before 'jumping' across a saddle and Hansen Road, both south-east of Lake Johnson, to the lower edge of Ferry Hill, near Quail Rise. This section of the proposed cable car network would continue to pass above open pasture, but it is also increasingly criss-crossed by shelterbelts, hedgerows, pockets of farm and amenity planting, together with pockets of 'bush' following stream courses. The cable car system would continue to descend as it approaches the Ferry Hill Station, on terrain that is still steeply sloping and falling towards Ladies Mile (SH6). It would reach the proposed station above Trench Hill Road. Again, in addition to providing access and egress for cable car passengers, this station will likely incorporate large storage units designed to accommodate approximately half of the system's cabins when they are not in use. It may also contain a maintenance

depot and staff car parking, while access to and from the station would be via Hawthorne Drive to SH6, and not through the Quail Rise residential area.

The proposed cable car network would then either stay just north of SH6 and 'land' at the Frankton North Station on the edge of Quail Rise, or traverse SH6 to connect with an alternative station at the end of Margaret Place, within the Glenda Drive industrial-service area. Either station would sit on, or next to, one of the embankments flanking the highway as it starts to descend towards the Kimiākau-Shotover River. Located close to the river's main southern bank, this station would also be near QLDC's wastewater treatment plant within the river's immediate curtilage, and a band of pines that would help to isolate the proposed station from the river corridor. The cableway would then cross the lower Shotover River, close to the treatment ponds, before rising up to traverse a line of large-lot residential housing on the eastern side of the Shotover River, near Old School Road and the Twin Rivers Trail. The cable way would then cross over an area of residual open space and new residential lots at the western edge of Shotover Coutnry, near Mars Way and Kahiwi Drive.

The final section of its journey would then then traverse both the rising river terraces and part of Shotover Country's extensive residential area, before crossing Ladies Mile and State Highway 6 once more. It would hug the highway's northern edge as it approaches the Lower Shotover Station. In so doing, the cable car would be elevated above a broad river terrace that has remained as open pasture until very recently, but which is soon to accommodate a broad band of intensive residential development that wraps around the base of Slope Hill (to the north). Currently, this sequence of old farmland remains compartmentalised by a regular grid of shelterbelts, while pockets of mature trees still enclose a mixture of existing houses and farm buildings close to the foot of Slope Hill. The proposed cable car would be elevated above this matrix of open space and mature trees opposite Shotover Country, but would gradually sink down into the mixture of shelterbelts and hedgerows near the Ladies Mile Station – close to Lake Hayes Estate and Howards Drive. Thsi landscape will soon change, however, as a mixture of residential and commercial development unfolds under the auspices of the Te Pūatahi Ladies Mile Zone.

Route B – Frankton Flats to Ladies Mile Line:

With Route B, the cableway would head northeastwards from the Frankton Hub Station, traversing the open space of the Frankton Golf Centre and the sports fields of the Queenstown Events Centre, before 'landing' in the Five Mile Centre. It would then remain elevated above the strip of Council reserve and open space between State Highway 6 and Frankton Central's commercial area until close to Glenda Drive – at which point it would cross the highway and approach the Quail Rise near the Kimiākau Shotover River.

From the foot of Quail Rise's residential estate, next to Tucker Beach Road, the cable way would then traverse the river corridor, almost directly above the existing State Highway 6 bridge, and climb up th river's eastern terraces to arrive at the Lower Shotover Station. From this point through to the Ladies Mile Station, it would follow the path outlined for Route A.

3.2 Key Cable Car System Components

Early bulk and location concepts for the cable car stations were prepared by JASMAX to respond to the specific characteristics of each station site and their related functions. I understand that the design of the stations will be advanced as part of the substantive and at this stage, the focus is broadly set on the general

bulk, location and form of the station. This includes the actual cableway system, pedestrian and possible cyclist access to each station, and the possible storage units proposed for the Queenstown Hill and Ferry Hill Stations. Examples of the bulk and location concepts are shown below:

The Queenstown Station next to Horn Creek

The Queenstown Hill Station and cabin storage next to the Queenstown Hill Trail

The Lake Johnson Station that links the Queenstown arm of the cable car system with the Airport and Ladies Mile arms

The Airport Station and walkway from the airport over Kawarau Road

The (Route A) Ferry Hill Station and cabin storage units

The (Route A) Frankton North Station next to SH6 and the escarpment above QLDC's wastewater treatment plant

The individual cable car towers would typically rise between 15m and 20m, although taller towers, up to 40m high, would be required within and either side of the gorge near Grant Peak. These would be monopole structures, similar to those already employed for the long-established Queenstown's Skyline Gondola. The cabins attached to the cable car cables would around 2.1m high and would be spaced some 250m or more apart from each other. They would have a high level of transparency because of their extensive laminated glass / polycarbonate / acrylic (or similar) glazing, while the cabins' key structural elements (including floors

and roofs) would be finished in dark colours to ensure that they have a recessive appearance – as shown overleaf.

A typical 10-person cable car cabin in Europe

4. The Cable Car Network's Landscape Setting

4.1 Introduction

As indicated above, in terms of landscape values and sensitivities, perhaps the most important aspect of the proposed cable car route is its passage over the elevated roche moutonnée landforms of Queenstown Hill (Te Tapanui), which is identified as being part of a wider Outstanding Natural Landscape in the Proposed Queenstown Lakes District Plan.

At the opposite end of the naturalness spectrum, the proposed cable car system would also traverse, or potentially affect established residential areas above Gorge Road in central Queenstown, around Kawarau Road (SH6) near the airport, and on the edge of Quail Rise. It would also merge with the industrial area of Glenda Drive close to SH6. Furthermore, the proposed cable car system would pass through blocks of Douglas fir and pines on the edge of Queenstown Hill and the Shotover River, together with areas of more vegetated farmland near Hansen Road and Lake Johnson.

All of these landscapes have their own character and would engage with, or relate to, the proposed cable car network in different ways. For example, whereas the very urban structures and activities of the proposed cable car stations and cableway would conceivably be more 'at home' in an urban setting from a landscape standpoint, they could still raise issues in relation to streetscape values and the amenity of residents living close to, and in some cases, conceivably under, the proposed system. Conversely, the proposed cableway and its stations on Queenstown Hill would be much more isolated from the community at large, but it could conceivably affect a landscape feature that is a key component of the iconic alpine environs which frame Queenstown and which are central to its landscape 'signature' – for locals and visitors alike.

This section addresses each of the following areas in turn, starting with those that are identified by QLDC as ONLs and ONFs:

a) Queenstown Hill and Ferry Hill

b) Slope Hill

c) The Kimiākau Shotover River

d) Frankton and Ladies Mile

e) Central Queenstown

4.2 Queenstown Hill & Ferry Hill

Queenstown Hill joins with the Sugar Loaf, Grants Peak (Pt.781) and Ferry Hill to create a broad expanse of undulating schistose 'bare' landforms that dominates the northern side of the Frankton Arm (of Lake Wakatipu) above Frankton Road (SH6A) and part of the Ladies Mile Highway. Stretching from just east of Lake Johnson to central Queenstown, they also dominate the entry route to Queenstown's business / tourism hub and are the closest of the alpine features that ring Queenstown to both the airport and that part of SH6 which runs from the Kawarau Falls bridge through to both the Ladies Mile Highway and Frankton Road (SH6A). Queenstown Hill, in particular, also rises above the aforementioned residential development, climbing ever higher above Frankton Road, and the Frankton Marina.

Although a band of wilding Douglas firs still maintains a reasonably coherent barrier between the (mainly) residential development above Frankton Road and the main body of Queenstown Hill, it is the landform's southwest to northeast aligned spine – broken into a series of high points, knolls and ridges, as well as the large chasm near Grant Peak – that is the main focus of attention from various road corridors, residential areas, the airport, the Frankton Arm and even Peninsula Hill. Shorn by glacial action, its varied terrain and chamfered skyline are clearly revealed and articulated by the low-level matrix of pasture, tussock and scattered shrub pockets that covers most of its area above Queenstown's ice-line. Consequently, the Hill's bold, crenelated form, in conjunction with that of Ferry Hill, affords a powerful 'frame' for, and backdrop to, views that are captured in the course of arriving at, approaching and entering Queenstown – and, to a lesser degree, Frankton. Although a 66kV transmission line, farm tracks, a small farm quarry, and even a wedding venue marquee, are also located on different parts of both Queenstown Hill and Grant Peak, they are largely assimilated and absorbed by the sheer scale, varied topography and vegetated margins of the combined feature.

Location Plan: Queenstown Hill and the Queenstown Hill Trail, the Sugar Loaf, Grants Peak (Pt 781), and Ferry Hill

The solid band of Douglas fir already described (just below the ice-line) creates a buffer between the Hill's open slopes above and a broad swathe of residential development below them – stretching from central Queenstown near Gorge Road to near the Frankton Marina. This solid 'buffer' is bisected by the same 66kV transmission line that rises above ground level at Duncans Place, next to the proposed Cable Car corridor. Climbing up from the edge of Queenstown's town centre, this line 'levels out' among the trees spread across Queenstown Hill's middle slopes, and its path bisects them on route to the Aurora Power substation off the Ladies Mile Highway (SH6). It climbs out of this tree cover below Grant Peak, near Middleton Road, before running through a more complex 'patchwork' of scrub and streamside vegetation, old pasture,

amenity planting and development near Lake Johnson, on the edge of Ladies Mile. This 'patchwork' of pasture and other open spaces, intersected by vegetation of various kinds, extends through to Ferry Hill, with shelterbelt planting also beginning to emerge at the junction between Ferry Hill's main slopes and the flat terrace flanking Ladies Mile. This landscape, also criss-crossed by a network of old farm tracks and fencing, runs through to the suburban margins of Quail Rise.

The 'rear', or northern, side of Queenstown Hill transitions into the Sugar Loaf, which combines with Ferry Hill, Moke Creek and the Shotover River to separate Queenstown and Frankton from Arthurs Point – in the crook of Bowen Hill and Mt Dewar – as well as Tucker Beach. When looking southwards from these two areas of residential development, the Sugar Loaf and Ferry Hill together with Bowen Peak and Mt Dewar, tightly enclose the upper reaches of the Shotover River, creating a highly appealing alpine environment in which both the river and open-sided peaks around it are key focal points. Scree tops their sequence of elevated peaks, while steep slopes, covered in little more than a thin skein of pasture and (in places) tussock, dominate the high ground below them and encase the sharply etched river valley below.

4.3 Slope Hill

To the east, across the Kimiākau-Shotover River, much the same pattern emerges, with the large river terrace either side of the Ladies Mile Highway (SH6) flanked by a mixture of open paddocks and mature shelterbelts. These merge with several clusters of farm housing and sheds (also described in Section 2) at the base of Slope Hill, together with pockets of more concentrated, amenity planting around these nodes. Again, therefore, there is a very marked contrast between the more vegetated, terraced landscape hugging the edge of the Ladies Mile Highway and the 'bald', open form of Slope Hill rising steeply above it. This will be further accentuated over coming years as the remnant pasture near the Ladies Mile Highway is rapidly converted to medium-density residential development.

Indeed, most of the area south of the Highway has already undergone a significant transformation, with its former farmland and layering of river terraces now largely covered by a 'blanket' of more traditional suburban subdivisions: Shotover Country, Lake Hayes Estate and Bridesdale. Although a strip of open space and planting still follows the southern side of SH6, the landscape between the highway and Kawarau River is already extensively developed, and this is currently continuing at the western end of Shotover Country, in closer proximity to both the Shotover River and the proposed cable car corridor.

4.4 The Kimiākau-Shotover River

Between the hill features described above, the Shotover River and its curtilage are also exposed to locals and visitors alike, as they traverse the SH6 bridge over the river. Focused largely on the fast-flowing main channels of the Shotover, together with its gravel braids and banks, such views also encompass its willow and poplar lined periphery and QLDC's wastewater plant ponds, which sit low down next to the main river course. Both are enclosed by a steep, gravel 'high bank' that climbs up to meet the industrial-services area of Glenda Drive, although most of its development is screened and buffered from the river by a line of pines and other vegetation spread across the bank's elevated crest.

On the opposite, eastern side of the river, the willows, poplars, firs and other planting found within both the river reserve and nearby properties afford a less utilitarian visual 'frame' for the river, although a

sequence of large-lot housing follows both its path and that of Old School Road, then the Twin Rivers Trail, running parallel with it. Although this sequence culminates in the much more intensive development of the Shotover Country residential estate, the main body of the river remains largely separated from it by the intervening reserve and planting spread across it.

4.5 Frankton and Ladies Mile

Two major river terraces carry State Highway 6 past the features just described: the Ladies Mile terrace between Lake Hayes and the Kimiākau Shotover River, and the Frankton Terrace between the Shotover and the eastern end of the Frankton Arm. Most of this area is already extensively and, in places, intensively developed – from the Ladies Mile and Shotover Country residential estates near the Kawarau River to the Glenda Drive industrial area, the Frankton Central mixed use precinct, then the airport, Remarkables Park, and low density housing at the edge of the Frankton Arm. In the short term, this will be complemented by further mixed use development and medium to high density, housing down the northern of State Highway 6 at the base of Ferry Hill. Looking slightly further ahead, similar development is also anticipated within the Te Pūatahi Ladies Mile Zone at the foot of Slope Hill. Development within these emerging development areas will vary in permitted height between 8m and 20m. Facing back towards Glenda Drive, Hawthorne Drive, and Frankton Central, this will result in State Highway being continuously straddled by intensive development down both sides of its corridor.

Closer to both the airport and Frankton Arm, the landscape near Kawarau Road is softened slightly by the open space wrapped around the airport's runway and the driving range next to it. Otherwise, however, it mainly comprises a mixture of low to medium density development, with shopping centres, bulk retail and multi-storey apartment buildings intermixed with car parking and sports grounds near the events centre. It contrasts very markedly with both the sequence of hills already described and The Remarkables which contain it in a dramatic fashion to the south.

4.6 Central Queenstown

Frankton is connected to central Queenstown by the narrow strip of residential development and hotels hugging Frankton Road (SH6A) – between the main body of Queenstown Hill and the corridor of water within the Frankton Arm. Near Queenstown, this strip of development transitions into a node of development that is both increasingly intensive and increasingly dominated by a mixture of hotels, motels and guest houses. These wrap around the town's commercial core and its steamer wharf, while the mature trees and peninsula form of the Queenstown Gardens also enclose the water area that most of central Queenstown focuses on – in an amphitheatre-like fashion.

Closer to the proposed cable car station and corridor, the landscape around Gorge Road, Horn Creek and the Queenstown Library, extending uphill, has, over recent years, become an increasingly complex matrix of old houses that remain as such, others that have been converted into backpackers' accommodation, terrace housing, and other multi-unit complexes. This includes the Cranbury Court Apartments and Ridges Motel on Gorge Road and two medium-sized, 2-3 storey, terrace housing complexes at the top of Duncans Place and off Anderson Heights at the edge of the town centre. Moving away from the flat grass expanse of the Queenstown Recreation Reserve, this array of housing climbs up the increasingly steep, lower slopes of Queenstown Hill, before butting up against the firs, pines, and other wilding conifers, below the main

body of the Hill. Stacked up at the rear of Queenstown's main commercial area, the residential catchment around Gorge Road defines the outer edge of the town centre, looking back towards Lake Wakatipu and Cecil Peak, and also towards the rising slopes of the Ben Lomond Scenic Reserve, with its Skyline Restaurant and the existing Skyline Gondola that runs up to Bob's Peak.

5. Identified Values

Most of the areas of special landscape value found around Queenstown are identified in QLDC's Proposed District Plan (Decisions Version), together with the Landscape Schedules prepared for its Priority Areas. In addition, a large part of Queenstown Hill and the Sugar Loaf is subject to a Conservation Covenant between Arnold Middleton and the Commissioner of Crown Lands, which, since 1982, has afforded a level of additional protection to the landscape to the subject landscape.

5.1 The Proposed District Plan and Priority Area Landscape Schedules

Figure 1 below is a composite of Maps 30 and 31 in the Proposed Queenstown District Plan's (PDP) Decision Version series of maps. This series is particularly relevant to the cable car project as it highlights the extent of the various Outstanding Natural Landscapes (ONLs) and Outstanding Natural Features (ONFs) that are identified around Queenstown and Frankton in the Proposed Queenstown Lakes District Plan.

The composite map shows that the proposed cable car network would physically traverse one significant landscape: the Queenstown Hill ONL that includes the Sugar Loaf, Grant Peak and Ferry Hill and the ONF of the lower Shotover River that is also identified as a Wahi Tupūna in the Appeals version maps (Figure 2). In addition, the Ladies Mile section of the proposed cableway network would pass close to the ONF of Slope Hill (linked to Lake Hayes) and 'in front of' it when viewed from the Ladies Mile Highway.

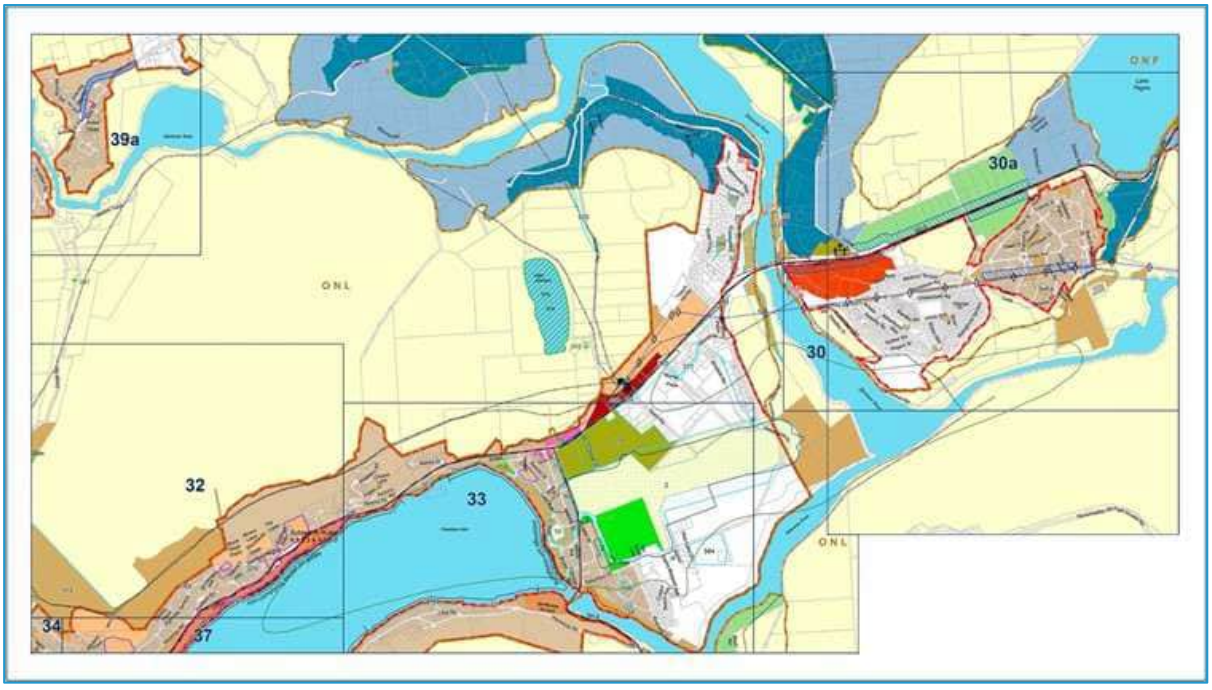


Figure 1: Decisions Version Queenstown Lakes District Plan Zoning Map showing the Queenstown Hill ONL and the Shotover River and Lake Hayes - Slope Hill ONFs

The QLDC has had a set of Landscape Schedules prepared for these highly valued landscapes, and has initially focused its efforts on a series of identified Landscape Priority Areas, which comprise ONLs and ONFs that are subject to significant development pressure at present. To date, these include draft

landscape schedules that have been prepared for two landscapes and features directly relevant to the cable car project[1]:

- The **Western Wakatipu Basin Priority Area** (21.22.12), which includes Te Tapanui - Queenstown Hill, the Sugar Loaf and Pt.781 / Grants Peak;
- The **Ferry Hill Priority Area** (21.22.2).
- The **Kimiākau (Shotover River) PA** (21.22.3); and
- The **Slope Hill PA** (21.22.6).

The Appeals-version schedules are both wide-ranging and detailed. While **Appendix A** to this report contains excerpts from them which address all of the landscape characteristics and values relevant to the Queenstown Cable Car Project, the following excerpts are more focused, addressing just the *Summary of Landscape Values* and the *Landscape Capacity* sections found in each Schedule, while the *Landscape Capacity* extracts are in turn limited to just those that address 'transport infrastructure'.

> The Western Wakatipu Basin (Te Tapanui - Queenstown Hill, the Sugar Loaf and Grants Peak):
>
> ***Summary of Landscape Values***
>
> *100. **High associative values** relating to:*
>
> *c. The very strong shared and recognised values associated with the area (deriving in part from the proximity of parts of the PA to urban areas).*
>
> *d. The significant recreational attributes of Cemetery Hill (Bob's Peak), Ben Lomond and Te Tapanui (Queenstown Hill) and trout fishing in Lake Johnson.*
>
> *101. **High perceptual values** relating to:*
>
> *a. The high legibility and expressiveness values of the area derive from the visibility and abundance of physical attributes that enable a clear understanding of the landscape's formative processes.*
>
> *b. The high aesthetic and memorability values of the area due to its distinctive and appealing composition of natural landscape elements. The visibility of the area from Queenstown, Arthurs Point, Sunshine Bay, Fernhill, Te Nuku-o-Hakitekura (Kelvin Heights), the scenic routes of Glenorchy-Queenstown Road and Gorge Road, parts of the Queenstown Trail network, the Ladies Mile corridor, the western side of the Wakatipu Basin, the airport approach path and the Remarkables Ski Field Access Road (and lookouts), along with the area's transient values, play an important role. c. A moderate-high to high perception of naturalness arising from the dominance of more natural landscape elements and patterns across the PA.*
>
> *d. The identity of the PA as a natural and dramatic landscape backdrop to the urban areas of Fernhill, Sunshine Bay, Queenstown, Arthurs Point, Frankton and the western side of the (more rural) Whakatipu Basin.*
>
> *e. The sense of Waipuna (Lake Johnson) as a 'hidden gem' tucked away in the hillslopes by Frankton.*
>
> *f. A strong sense of remoteness and wildness throughout the elevated parts of Te Taumata-o- Hakitekura (Ben Lomond), along the western and north side of Te Tapanui (Queenstown Hill), the northern sides of Sugar Loaf and Pt 781 and on the slopes of Bowen Peak near Arthurs Point.*
>
> The Ferry Hill PA:
>
> ***Summary of Landscape Values***
>
> *39. **High perceptual values** relating to:*
>
> *a. The high legibility and expressiveness values of the area deriving from the visibility and abundance of physical attributes that enable a clear understanding of the landscape's formative processes.*
>
> *b. The high aesthetic and memorability values of the area as a consequence of its distinctive and appealing composition of natural landscape elements. The visibility of the area from Frankton, the scenic route of SH 6,*

[1] which have been subject to public notification, mediation and on-going appeals to the Environment Court

sections of the Queenstown Trail network, the Ladies Mile corridor, the western side of the Whakatipu Basin, and the airport approach path, along with the area's transient values, play an important role.

c. *The identity of the roche moutonnée as a natural and dramatic landscape backdrop to Frankton and the western side of the Whakatipu Basin.*

d. *A sense of remoteness and wildness associated with the western side of the PA.*

The Kimiākau (Shotover River) PA:

Summary of Landscape Values

78. ***High associative values*** *relating to:*

b. *The historic features in the area.*

c. *The strong shared and recognised values associated with the area.*

d. *The recreational attributes of the ONF.*

101. ***High perceptual values*** *relating to:*

a. *The strong legibility and expressiveness values of the area deriving from the visibility of physical attributes that enable a clear understanding of the landscape's formative processes.*

b. *The appealing aesthetic and distinctive memorability values of the area as a consequence of its distinctive and appealing composition of natural and cultural landscape elements. The area's transient values, the intimate, dramatic, and enclosed character of the gorge sections and the accessibility of the area generally play an important role.*

The Slope Hill PA:

Summary of Landscape Values

33. ***High perceptual values*** *relating to:*

a. *The high legibility and expressiveness values of the area deriving from the visibility and abundance of physical attributes that enable a clear understanding of the landscape's formative processes.*

b. *The very high aesthetic and memorability values of the area as a consequence of its distinctive and appealing composition of natural landscape elements. The visibility of the area from Lake Hayes Estate, Shotover Country, the Ladies Mile corridor, the eastern side of the Wakatipu Basin, the scenic route of SH6, Arrowtown Lake Hayes Road, the Remarkables Ski Field Access Road and the Queenstown Trail, along with the area's transient values, play an important role.*

c. *The identity of the roche moutonnée as a natural landscape backdrop to Ladies Mile and the western and central portion of the Wakatipu Basin and as a gateway feature to Queenstown / the Wakatipu Basin.*

d. *A high perception of naturalness arising from the dominance of natural landscape elements and patterns at Slope Hill.*

With the exception of the Kimiākau (Shotover River) PA, the schedules share very similar attributes and values, including the following in relation to biophysical and perceptual values:

Physical Attributes and Values:

- The clearly articulated glaciated / roche moutonnée form of all three hills.
- The more distinctly pyramidal profile of Ferry Hill and, to a lesser extent, Slope Hill (depending on the vantage point).
- The schistose terrain of all three hills that is especially apparent in more close-up views.
- The general absence of rural and rural living buildings within and across each PA, even near the centre of Queenstown, Ladies Mile, Tucker Beach and (to a lesser degree) Quail Rise.
- Their proximity to, and associations with, the 'hidden' water body of Lake Johnson.
- The close proximity of the Queenstown Hill Trail to Queenstown's town centre.

Perceptual Attributes and Values:

- The high legibility and expressiveness values of all three hills, in part derived from their visual presence and the way in which their landforms highlight their glacial, roche moutonnée qualities (the landscape's formative processes).
- The high aesthetic value, distinctiveness and memorability derived from the composition and continuity of the sequence of hills – extending into surrounding mountains and alpine chains.
- The hills' importance as features that are viewed from, and also afford backdrops to, Queenstown, Gorge Road, Frankton, the Frankton Arm, the Ladies Mile corridor, the western side of the Wakatipu Basin, the airport approach path and parts of the Queenstown Trail network.
- Their contribution to the identity and sense of place associated with the urban areas of Queenstown, Arthurs Point, Frankton and the western side of the (more rural) Whakatipu Basin. In particular, Queenstown's town centre conveys the feeling of being tucked into the folds of alpine terrain at the foot of Queenstown Hill and its 'woody slopes'. This is fundamental to Queenstown's alpine signature.
- Their moderate-high to high degree of perceived naturalness, arising from a predominance of more natural landscape elements and patterns across all three Pas, together with their visual merger with the Harris Mountains, Bowen Peak and Mt Dewar in more distant views. This naturalness 'peaks' across the rugged slopes of The Sugar Loaf viewed from near Arthurs Point.
- The contrast between their natural, glaciated landforms and the increasingly extensive array of urban and residential development on their lower slopes and the old river terraces formed by the Kawarau and Shotover Rivers. In the case of the southern and north-eastern sides of the West Wakatipu PA (in particular), the contrast between these 'undeveloped' areas with the 'developed' areas lower down, underpins much of Queenstown's landscape character.
- The way in which the sequence of plantation forest and wilding conifers along the southern flanks of Queenstown Hill, intermixed with grey shrubland and scrub, forms a very clear 'break' between the urban development below and the more open pastoral slopes sitting above.
- The way in which the 'grey shrubland' across parts of Queenstown Hill and Ferry Hill, in particular, and other vegetation near the stream courses below all three hills, help to reinforce their legibility and perceived naturalness.
- The sense of Waipuna (Lake Johnson) as a 'hidden gem' tucked away in the hillslopes by Frankton.
- The 'close up' experience of Queenstown's alpine setting that is also afforded by the tracks and cable car in very close proximity to the town centre, including the Queenstown Hill Track.
- The way in which quite 'close-range' views from planes approaching and exiting Queenstown Airport via the Frankton Arm also offer an appreciation of the roche moutonnée profile of all three hill-country PAs, together with their broader glacial landscape context.

More directly relevant to just Queenstown Hill is the following comment under the Western Wakatipu PA, which addresses the existing Skyline Gondola:

> *87. While the cable car forms a bold manmade 'cut' up the hillside, with a sizeable terminal building and luge development atop Cemetery Hill (Bob's Peak), the movement of the cable car cabins together with the connection the cable car and associated development established between the mountain*

setting and Queenstown adds a degree of interest to the view, meaning that it is not an overwhelmingly negative visual element. Put another way, these landscape modifications make an important contribution to Queenstown's recreational values (see above), suggesting a degree of landscape 'fit'. The scale of the seemingly 'undeveloped' mountain setting within which this development is viewed together with its strong visual connection to Queenstown also play a role in this regard. At night, the patterning of lights up the mountain slopes forms a bold contrast to the darkness of the surrounding mountain slopes. Again, it is the very close proximity of the area to Queenstown that lends a visual fit.

The analyses of **Associative Attributes and Values** tend to be more specific to each of the hill country PAs, but also have less applicability, in general, to the proposed cable car. Those more relevant to the proposal are as follows:

<u>The Western Wakatipu Basin PA (Queenstown Hill, The Sugar Loaf and Grants Peak):</u>

- The name Te Tapunui signifies a place considered sacred to Kāi Tahu whānui.
- Te Tapunui - Queenstown Hill is important as a feature that historically helped to define communication routes around the Whakatipu Basin.
- It was also an early tourist destination.
- Postcard views from and towards Te Tapunui - Queenstown Hill (and other locations) have long provided inspiration and subject matter for art, photography and adventure tourism. Together with Cemetery Hill (Bob's Peak) and Ben Lomond, Te Tapanui - Queenstown Hill affords a dramatic and distinctive backdrop to Queenstown.
- The Queenstown Track makes an important contribution to visitors' appreciation of Queenstown's wider alpine setting because of its close proximity to the town centre.

<u>The Ferry Hill PA:</u>

- Ferry Hill as part of the dramatic backdrop to Frankton and the western side of the Whakatipu Basin.

Turning finally to the **Kimiāko (Shotover River) PA**, the following attributes and values are also more pertinent to the cable car project.

Physical Attributes and Values:

- The Kimiāko – Shotover River combines steep escarpments, gorges, bluffs and river cliffs, where glacial and alluvial processes have eroded underlying schist with a series of alluvial floodplains and terraces, dynamic river braids and gravel shoals. The river is more consistently broad, with an open riverbed and valley, near its confluence with the Kawarau River.
- In places, there is a seamless merger of the riverbanks with the mountain landforms of Ferry Hill, the Sugar Loaf, Bowen Peak and Mount Dewar on its immediate flanks.
- Among the river's most distinctive features are its fast flowing, often clear, waters and gravel and schist bed.
- A large, regionally significant, wetland known as the *Shotover River Confluence Swamp* is found near the Kawarau River that contains a mosaic of sedgeland, rushland and willow.

- Elsewhere, the river is often flanked by willows and poplars along its riverbanks that are both exotic and have much less value.

Associative Attributes and Values:

- Mana whenua values associated with the ONF include, but are not limited to, ara tawhito, mahika kai and nohoaka.
- The river often features in both historic and contemporary tourism publications: it is often photographed and written about, but mainly in relation to areas away from QLDC's wastewater treatment plant, the airport and SH6 bridge.
- The Shotover River's margins are popular for recreational pursuits that include picnicking, walking, running, cycling the Twin Rivers and Te Araroa Trails (the latter passes over the river at Frankton), jetboating, rafting, paddleboarding and kayaking – although many of these activities focus on the Shotover Gorge and the river's upper to central reaches.

Perceptual Attributes and Values:

- The river is clearly legible, as too are the glacial and fluvial landforms that are associated with it. These combine to express the formative processes that both created the river and that remain important in terms of its current character and dynamic qualities
- Public vantage points, including the SH6 bridge, the Te Araroa Trail and the river reserve next to Shotover Country offer a range of highly attractive close and mid-range views of the river that cement its place as a key component of the wider Queenstown landscape.
- Nearing the Kawarau River, the river's corridor is wider, affording longer-range views of it in conjunction with its broader alpine setting. These reveal the patterning of its dynamic river channels, waters and gravel braids / bed framed by the vegetation-lined cliffs and terraces, that remain mostly undeveloped. The filtering and framing of such views by vegetation further enhances the river's interest and appeal in places, while its juxtaposition with mountains and hill landforms like Ferry Hill and The Sugar Loaf add to the river's sense of drama and grandeur.
- Appealing mid and long-range views from SH6 Shotover Bridge also act as the interface between Queenstown and the Wakatipu Basin proper. In such views, the vegetation-lined riverbanks, along with the dynamic gravel beds, water channels and Old Shotover bridge, create the impression of a relatively undeveloped river corridor. The visibility of the distant Northern Remarkables and Coronet Range in views from this location adds to their appeal.
- In all such views, the dominance of 'natural' landscape elements, patterns, and processes evident within the ONF, that both underpins the river's value and contrasts with the 'developed' landscape character of surrounding areas.
- From the bridges and more elevated locations within the corridor, there also remains an awareness of the urban or rural living land use adjacent to the corridor – which contrasts with the perception of significant naturalness within the river landscape, largely due to its densely vegetated banks, escarpment and bluff landforms.

In relation to these last points, it is notable that there is little or no reference to the wastewater treatment plant, the airport RESA, which projects out into the river valley near the Kawarau River, or the Glenda Drive

development that is also near the river. From a landscape perspective, these appear to be notable omissions, although it could simply be that mention of these river corridor 'modifications' does not align with the identification of landscape attributes and values that have a beneficial effect on the relevant ONLs and ONFs.

It is also important to note that the Kimiākau (Shotover River) is also a **Wāhi Tūpuna**. Section 39 of the PDP describes the purpose of the Wāhi Tūpuna as being to:

> *..... assist in implementing the strategic direction set out in Chapter 5 Tangata Whenua in relation to providing for the kaitiakitanga of Kāi Tahu as Manawhenua in the district to protect Manawhenua values. This is through the identification of wāhi tūpuna areas and the management of potential threats to Manawhenua values within those areas. In that manner, Manawhenua values can then be more clearly considered in decision making, so as to ensure activities within identified wāhi tūpuna areas are appropriately managed.*

However, at this stage, the management of threats to the Kimiākau's values is limited to identification of a series of activities that are incompatible with them. These generic activities comprise mining and landfills, cemeteries and crematoria, forestry, removal of indigenous vegetation from SNAs, and (presumably new) wastewater treatment plants. In addition, Schedule 39.6 identifies Maori Point on the kimiākau (north-west of Coronet Peak) as having historic value because of the past gold mining undertaken by Rāniera Tāheke Ellison of Te Āti Awa descent, while the following values are more generally applicable to the river:

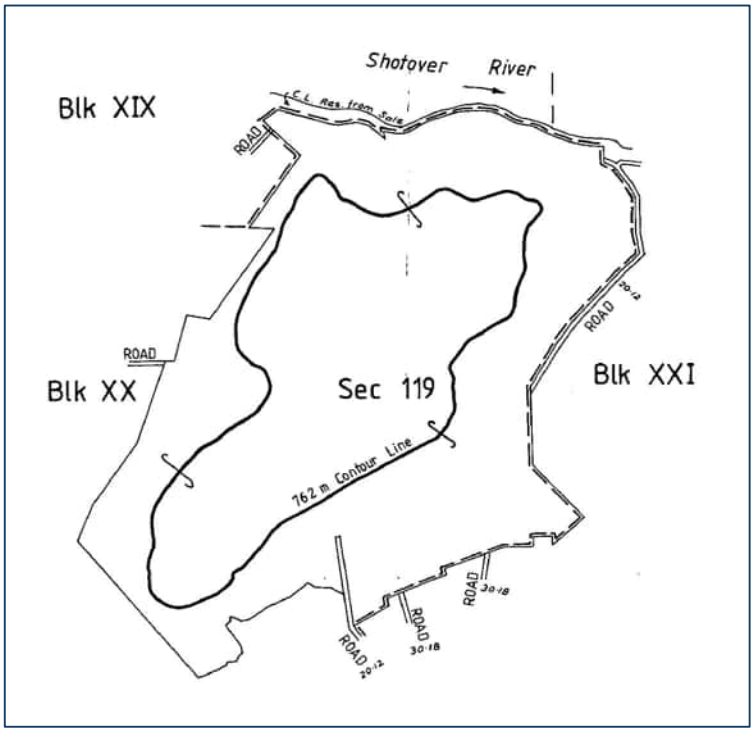
> *…….. Kimiākau was also part of the extensive network of kāika mahika kai (food-gathering places) and traditional ara tawhito (travel routes) throughout Central Otago. Thus, the area has both traditional and contemporary significance to mana whenua.*

In addition, the river is subject to a Water Conservation Order, and Schedule 2 of that Order refers to the need to protect its wild and scenic characteristics, including:

> *(c) natural characteristics, in particular the high natural sediment load and active delta at confluence with Kawarau River; ……*
>
> *(e) recreational purposes, in particular rafting, kayaking, and jetboating;*
>
> *(f) historical purposes, in particular gold mining.*

5.2 The Queenstown Hill Conservation Covenant

The conservation covenant between Arnold Middleton and the Commissioner of Crown Lands established a framework for the future management of Queenstown Hill Station, covering some 430ha of Queenstown Hill and The Sugar Loaf, as shown below:



Key stipulations in the Covenant's Schedule include the following:

1. *No act or thing shall be done or place or permitted to remain upon the said land which in the opinion of the Minister materially alters the actual appearance or condition of the said land …….*
2. *The Covenanter shall not permit any change in the character of the topography of the said land except as may be authorised in writing by the Minister.*
3. *The Covenantor shall not build any additional structures or hoardings or plant any trees or shrubs on the said land except as may be authorised in writing by the Minister ……*
7. *No bush or native trees shall be felled, removed, or replaced by other species or by a different mixture of species, except with the previous written consent of the Minister.*

In effect, the covenant set out to 'fossilise' the landscape and character of Queenstown Hill and The Sugar Loaf as viewed through a 1982 lens, with a strong emphasis on preventing the spread of wilding exotic plants across both features and the limitation of developments on them that that would change their appearance and character. As is stipulated in the covenant, any changes that would have a such an effect had to be referred to the then Minister of Lands for approval – now the Minister of Land Information.

6. Statutory Context

6.1 Introduction

Much of the proposed cable car system would traverse QLDC's Rural Zone that is subject to an ONL Overlay – extending from Duncans Place to the Lake Johnson Station above the intersection of the Ladies Mile Highway with Frankton Road. At the Queenstown end of this 'line', the cable car would traverse both High Density Residential and Mixed Use Zones near Gorge Road, and a band of Informal Recreation Zone spread across Queenstown Hill's lower to mid slopes. At the Frankton end of the system, it would traverse a Local Shopping Centre Zone, then continue towards the bus hub and airport via an area of Lower Density Residential Zone. Turning eastwards, the proposed system would either:

Under Route A - extend across the Rural Zone and ONL Overlay north of State Highway 6 to reach the edge of a pocket of Informal Recreation Zone on the edge of Quail Rise;

Under Route B - traverse an area of Community Service zoned land, then the town centre and mixed use development of the Frankton Flats (B) Special Zone, before crossing part of Glenda Drive's General Industrial and Service Zone and the adjoining highway to land on a pocket of land zoned for Informal Recreation next to Tucker Beach Road.

Those areas of most concern from a landscape standpoint are the various Rural and Informal Recreation Zones that embrace most of Queenstown Hill, Ferry Hill and Slope Hill, accompanied by ONL and ONF overlays. These are followed by various areas of Low Density and Rural Lifestyle development near Kawarau Road and down the eastern edge of the Kimiākau Shotover River.

Of much less concern, however, are the bands of mixed use, and medium to high density residential development within the Frankton North Zone, the Frankton Flats (B) Special Zone and the Te Pūatahi Ladies Mile Zone, both sides of State Highway 6 near Shotover Country. Of least concern in this regard is the General Industrial and Service zoned land near Glenda Drive, together with the adjoining QLDC Waste Water Treatment Plant on the very edge of the Kimiākau Shotover River.

Consequently, the PDP landscape provisions and overlays that are generally of more concern in relation to the cable car project fall into two broad 'camps':

- Those that address and support the range of landscape attributes and values described above – largely associated with Queenstown Hill, Ferry Hill and Slope Hill, but also the Kimiākau Shotover River and even the Frankton Arm; and

- Those that focus on the maintenance of suburban amenity values (as opposed to more intensive and urban values).

6.2 Summary of Key Provisions

Chapter 6 of the PDP addresses the management of activities within the District's ONLs and on its ONFs. In brief, these focus on:

- Protecting the values of Queenstown's ONLs and ONFs from the adverse effects associated with inappropriate activities and development;

- Maintaining the open character of the District's ONLs and ONFs; and

- Managing the location, intensity and scale of structures to minimise adverse effects on the ONLs and ONFs

Of the other policies described, perhaps that of most relevance to the Queenstown Cable Car Project is 6.3.3.6 b., which states that all forms of regionally significant infrastructure are inappropriate within the Landscape Priority Areas unless '*the landscape values specified in Schedule 21.22 are protected'.* The other notable issue raised in the Rural Character provisions is the '*avoidance*' of adverse amenity effects derived from the high visibility of development in relation to "*public places and other places which are frequented by members of the public generally".* Together, these objectives and policies highlight the considerable sensitivity attached to landscape features like Queenstown and Ferry Hills.

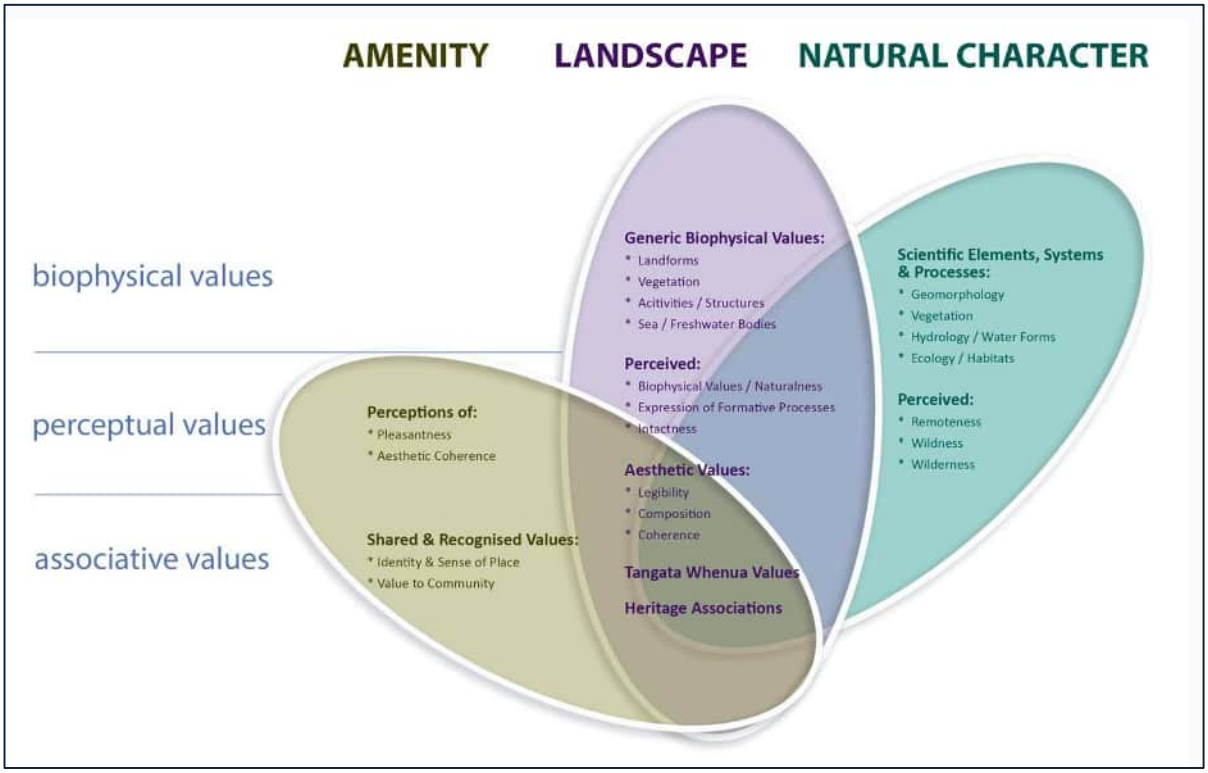
By contrast, a number of the provisions which address Queenstown's Low and Medium Density Residential Zones stress the integration of housing with public transport systems and appear to offer tacit support for non-vehicular forms of transport – within the Medium Density Residential Zone, in particular. However, they also seek to ensure a degree of compatibility between systems, like that of the proposed cable car system, with nearby residential development. In particular, this implies that the merger of the proposed cable car stations (which have their own, quite distinct design, scale and appearance parameters) with housing in their vicinity is a key priority. Ensuring the retention of a 'suburban character' in the Low Density Residential Zone is also a key 'test' posed by the PDP's provisions.

By contrast, the PDP's Medium and High Density Residential Zone provisions tend to place much more emphasis on the integration of new 'commercial' development with the Zone's residential precincts, and conclude by indicating a series of design outcomes that are anticipated for new development.

7. Landscape, Amenity, Natural Character & Cumulative Effects

Assessments addressing changes to landscapes and environments often refer to a range of effects on visual, landscape, natural character and amenity values. The following descriptions of each type of effect are designed to help clarify the focus of such assessment in this report, while **Table 1**, below, helps to further explain the relationships between the different types of effect found under the 'landscape umbrella'.

Table 1.



NOTE: Although Table 1 appears to show discrete columns of 'factors' / criteria below *Amenity, Landscape* and *Natural Character*, there are key areas of overlap:

- across all three columns in relation to "Perceptual Values";
- between *Landscape* and *Natural Character* in terms of Biophysical Values; and
- between *Amenity* and *Landscape* in relation to Associative Values.

In fact, Tangata Whenua Values and some Heritage Associations also contribute to Natural Character values, but this table focuses on the areas of strongest interaction and difference.

7.1 Visual 'Effects'

'Visual effects' reflect changes to the visual composition, configuration and character of a locality or landscape, together with the perceived magnitude or scale of such change(s) – in terms of their relative legibility and prominence. However, visual change does not equate with changes to landscape and natural character values, which lie at the core of most 'landscape' assessments.

Visual change, on its own, is devoid of value: it does not affect the character and nature of a landscape or coastal environment in its own right; but may, on the other hand, contribute to effects on it by making a development or activity that conflicts with the area's current values more or less visible. Consequently, any evaluation of visibility is simply a 'stepping stone' in the evaluation of landscape and natural character

effects. This point is reinforced in section 6.28 of *Te Tangi a te Mana*, the NZILA's Landscape Assessment Guidelines (May 2022), where it is stated that:

> *Pitfalls when assessing landscape effects include:*
>
> – *Assessing change to views or visibility as an adverse effect*

7.2 Landscape Effects

'Landscape' is an all-encompassing term. The NZ Institute of Landscape Architects' Charter (2010) describes "*Landscape*" as being "*the cumulative expression of natural and cultural elements, pattern and processes in a geographical area."* Moreover, the Charter's Preamble offers the following, slightly more fulsome, description of landscapes:

> *Landscapes are the result of unique combinations of biophysical, cultural and social processes, evolving over time and interwoven with memory, perception and tradition. They include land, water systems and marine areas, and play a vital role in human nurture, fulfilment and in shaping individual and collective identity. Landscapes range from the outstanding and the memorable, to the familiar and commonplace ….*

In addition, *Te Tangi a te Mana* identifies that landscape values comprise three 'layers' of attributes and values:

- *The natural and physical environment*
- *Perceptual*
- *Associative aspects (beliefs, uses, values and relationships)*

These factors are important in their own right, but they also combine to contribute to the local area's identity, which is particularly important in this instance due to Queenstown's international profile and signature. Consequently, any evaluation of landscape effects needs to consider all three dimensions of landscape. In this case, however, the cable car proposal would 'tread quite lightly' on the physical environs of Queenstown Hill, Ferry Hill and the Shotover River (and elsewhere) so that the effects likely to be generated by it primarily relate to the Perceptual and, to a lesser degree, the Associative dimensions of landscape.

7.3 Amenity Effects

Effects on amenity values, in terms of Section 7(c) of the RMA, overlap with those on the 'sensory' and 'associative' qualities attached to landscape values, insofar as the description of 'amenity values' in the RMA describes them as comprising:

> *those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes.*

This indicates that 'amenity' pertains to areas that are known, understood and appreciated by those who live within them or visit them – often on a reasonably regular basis. Amenity values also relate to such factors as noise, lighting, smells and awareness of activity and movement; in effect, the fuller spectrum of sensory factors that contribute to perception and appreciation of an area's character, pleasantness and aesthetic coherence. Inevitably, this also brings into play perceptions of 'place' and local identity that reflect the more particular, even unique, qualities of a locality or environment. Concepts of familiarity,

shared ownership (in a figurative sense) and pride of place are also important in this regard. Finally, Section 7(c) refers to "*cultural and recreational attributes*", which often pertain to areas used for both passive and more active recreation. Consequently, amenity effects arise from changes to, and degradation of, these qualities. This can include 'nuisance' effects that degrade the 'pleasantness', 'aesthetic coherence' and other values associated with a particular locale, which often pertain to such matters as:

- Visual dominance or over-dominance;
- Loss of open space and perceived spaciousness;
- Encroachment on privacy;
- Over-shadowing; and
- Noise (although this is often subject to separate specialist assessment).

7.4 Natural Character Effects

Natural character effects overlap with landscape effects, but focus primarily on those that impair or otherwise alter the naturalness of both coastal and freshwater environments in terms of their biophysical attributes and perceived naturalness. Policy 13 (2) of the NZ Coastal Policy provides some direction in this regard, even if it is not directly to the likes of the Shotover River and other freshwater environments, as it usefully identifies some of the elements / features / characteristics commonly associated with natural character values, including:

(a) natural elements, processes and patterns;

(b) biophysical, ecological, geological and geomorphological aspects;

(c) natural landforms such as headlands, peninsulas, cliffs, dunes, wetlands, reefs, freshwater springs ……;

(d) the natural movement of water and sediment;

(e) the natural darkness of the night sky;

(f) places or areas that are wild or scenic;

(g) a range of natural character from pristine to modified; and

(h) experiential attributes, including the sounds and smell of the sea; and their context or setting.

Taking such factors into account, both coastal and freshwater environments that are highly natural will typically be much more sensitive to the effects of change and development than those that are already highly modified.

7.5 Cumulative Effects

In addition to the direct effects that developments can generate in relation to specific receiving environments and audiences, cumulative effects also need to be considered. These typically relate to viewing or experiencing a development proposal in one of three ways:

- Exposure to different parts of the same development proposal from an individual viewpoint;
- Exposure to different parts of the proposal in the course of travelling past it in a dynamic fashion and seeing it from multiple vantage points;

- Exposure to the proposal as part of a sequence of developments and activities that share similar physical and visual properties – either from one viewpoint in a static fashion, or from multiple vantage points in a more dynamic manner.

7.6 Effects Central To This Assessment

As indicated above, the biophysical effects of the proposed cable car system would be largely restricted to the proposed cable car stations, and of these, the Queenstown, Frankton Hub, Airport, and Frankton North Stations would all be located within, or abutting, urban environments that have been subject to extensive biophysical modification in the past. In addition, the Lower Shotover and Ladies Mile Stations are located adjacent to areas that have been subject to significant recent up-zoning. These will be urbanised in the near future, while Ferry Hill Station would be located within an area of past earthworks on Ferry Hill and the Queenstown Hill Station would sit on a plateau that has been used (in part) for sheep mustering and yards. This site, together with those for the Frankton Hub, Quail Rise, Lower Shotover and Ladies Mile Stations all appear to need limited earthworks and general modification.

Consequently, most of this assessment concentrates on the proposal's:

- Perceptual and associative landscape effects – mainly in respect of Queenstown Hill / the Sugar Loaf / Grants Peak; Ferry Hill; the Kimiākau Shotover River; and (to a lesser extent) Slope Hill; and
- Its amenity effects – primarily in relation to:
    - Central Queenstown and the residential area around Gorge Road;
    - Frankton Road / SH6A and nearby residential areas;
    - The residential areas of Kawarau Road and Quail Rise; and
    - The Shotover Country and Ladies Mile residential areas.

In addition, the cable car system's effects on the natural character values of Lake Wakatipu, its Frankton Arm and the Kimiākau Shotover River are addressed in relation to those receiving environments and audiences where this is appropriate.

8. Effects Assessment

This section outlines the process employed in this assessment, before embarking on the initial evaluation of effects in terms of both key receiving environments and the individual segments of the proposed cable car system.

8.1 Assessment Steps

This component of the wider assessment of landscape natural character effects has been undertaken in four stages:

1) Identification of those receiving environments and exposed to the proposed cable car system;

2) Evaluation of the landscape values currently associated with the setting around the proposed cable car corridor, as experienced through views towards / of it; and

3) A preliminary evaluation of the **landscape, amenity, natural character** and **cumulative** effects that would be generated by the cable car system for various receiving environments.

8.2 Receiving Environments & Audiences

As is indicated in Section 3, the proposed cable car network is physically extensive. It traverses multiple environments and landscapes (which is reflected in the complex array of zones and overlays described in Section 5), and it would affect a wide range of associated audiences. Itemised in line with the cable car project's different physical sections, the main **receiving environments** comprise:

Central Queenstown:

- The residential area around Gorge Road up to Duncans Place
- The Queenstown Library precinct
- Queenstown Reserve

The Western Half of Queenstown Hill:

- The Queenstown Gardens
- The Frankton Arm of Lake Wakatipu
- Peninsula Hill and its associated residential area
- The Queenstown Trail

The Main Body of Queenstown Hill and Grants Peak:

- The Frankton Arm of Lake Wakatipu
- Peninsula Hill and its associated residential area
- The Queenstown Trail
- Frankton Road (SH6A) and associated residential areas
- Frankton Marina
- Kawarau Road (SH6)
- Frankton and associated residential and commercial areas
- Queenstown Airport

Ferry Hill To Glenda Drive:

- The Ladies Mile Highway (SH6)
- Frankton's residential, commercial and industrial areas
- Queenstown Airport
- The south-western edge of the Quail Rise residential area
- Part of the Te Araroa and Twin Rivers Trails

The Kimiākau – Shotover River:

- The Ladies Mile Highway and bridge (SH6)
- The Shotover River corridor and channel(s)
- The river reserve
- The lifestyle area next to Old School Road
- The Shotover Country residential estate
- Part of the Te Araroa and Twin Rivers Trails
- The QLDC Wastewater Treatment Plan

The Ladies Mile Terraces:

- The Ladies Mile Highway (SH6)
- The Shotover Country residential estate
- Future residential and commercial areas within the Te Pūatahi Ladies Mile Zone
- The margins of Lake Hayes Estate

More elevated, but also more distant views of the wider cable car project would also be obtained from the Remarkables Ski Field access road and aircraft either approaching or departing Queenstown Airport.

The **audiences** associated with these receiving environments (again aligned with the different segments of the proposed cable car network) are as follows:

Central Queenstown:

- Local residents
- Guests and workers in local visitor accommodation facilities
- Local motorists
- Pedestrians and cyclists (including visitors and tourists)
- Library users
- Users of Queenstown Reserve

The Western Half of Queenstown Hill:

- Local residents: Queenstown, Peninsula Hill and Arthurs Point and Loop
- Guests and workers in the local visitor accommodation facilities
- Pedestrians and cyclists (including visitors, tourists, users of the Queenstown Trail and visitors to the Queenstown Gardens)
- Local motorists in central Queenstown
- Boaties and users of a wide range of vessels off Central Queenstown and within the Frankton Arm

- Visitors to Peninsula Hill
- Users of the Queenstown Golf Club

The Main Body of Queenstown Hill and Grants Peak:

- Local residents: near Frankton Road (SH6A), Kawarau Road (SH6), the Ladies Mile Highway (SH6) and Peninsula Hill
- Guests and workers in local visitor accommodation facilities
- Local motorists on SH6 & SH6A, especially
- Users of the commercial centres in Frankton
- Airport arrivals and users
- Pedestrians and cyclists (including visitors, tourists, and users of the Queenstown Trail)
- Boaties and other users of vessels within the Frankton Arm
- Users of the Frankton Marina
- Visitors to Peninsula Hill
- Users of the Queenstown Golf Club
- Queenstown Airport

Ferry Hill To Glenda Drive:

- Local residents: near Kawarau Road (SH6), the Ladies Mile Highway (SH6), Peninsula Hill and the southwestern edge of Quail Rise
- Guests and workers in local visitor accommodation facilities
- Motorists on SH6, in particular
- Users of the commercial centres in Frankton
- Airport arrivals and users
- Pedestrians and cyclists (including visitors and tourists, and users of the Queenstown and Te Araroa Trails)

The Kimiākau – Shotover River:

- Motorists on the Ladies Mile Highway and bridge (SH6)
- Jet-boaters, canoeists, rafters and fishermen in the Shotover River corridor
- Walkers and picnickers using the river reserve
- Local residents: in the lifestyle area next to Old School Road, and parts of both Shotover Country and Quail Rise
- Cyclists and pedestrians using part of the Te Araroa and Twin Rivers Trails
- Workers in the QLDC Wastewater Treatment Plant
- Visitors to the Old Shotover Bridge

The Ladies Mile Terraces:

- Motorists on the Ladies Mile Highway (SH6)
- Local residents: in the Shotover Country and Lake Hayes residential estates, and the future Te Pūatahi Ladies Mile residential area
- Local motorists linked with Quail Rise, Shotover Country, Lake Hayes Estate and the future Te Pūatahi Ladies Mile residential area
- Cyclists and pedestrians using parts of the Te Araroa and Twin Rivers Trails

8.3 Assessment Viewing Sectors and Criteria

For this referral application, the cable car project's effects are addressed in relation to the following viewing sectors:

1. **Central Queenstown**
2. **Frankton Road**
3. **Peninsula Hill**
4. **The Frankton Arm**
5. **Kawarau Road**
6. **Central Frankton, Quail Rise and Hansen Road**
7. **The Kimiākau Shotover River**
8. **Shotover Country and The Te Pūatahi Development Area**

Assessment Criteria

In assessing the extent and nature of such effects for each viewpoint, the following checklist of assessment factors / criteria has been employed:

A. Visibility:

The relative visibility of the cable car system influenced by:

- *Viewing distance to the cable car route and stations*
- *The relative elevation of the viewing area and cable car corridor / station*
- *Intervening landforms, vegetation and structures*
- *The natural orientation of views and the general outlook from the viewing area*
- *Typical sunlight angles and conditions*

B. Perceptual Landscape & (Where Applicable) Natural Character Effects:

Impacts on:

- *Specific physical features and attributes, including key natural elements*
- *Key landscape patterns and the structure of the landscape / freshwater environment*
- *The overall composition and character of the landscape / freshwater environment*
- *The perceived naturalness of the landscape / freshwater environment*
- *Its aesthetic appeal, legibility (memorability) and the expression of its natural heritage values*
- *Queenstown's identity*

C. Amenity Effects:

Impacts in terms of:

- *Visual over-dominance*
- *Encroachment on privacy*
- *Over-shadowing*
- *Incongruity with residential development anticipated under the PDP*
- *Degradation of sense of place and local identity*

Although all of the criteria outlined above have been considered in assessing the effects of the proposed cable car system, the descriptive analysis for each receiving environment found in Section 7.4 often abbreviates the process to just focus on those matters of particular relevance to each viewpoint.

Effects Rating Scale

The effects ratings in relation to each viewpoint are 'scored' in accordance with the following rating scale (Table 1), which is consistent with the 7-point scale outlined in section 6.39 of *Te Tangi a te Manu*, as shown below:

In relation to this scale, it is important to note that the 'guidelines' comment as follows about the magnitude and meaning of some key RMA terms that address effects:

> *6.39* - *'More than minor' can be characterised as 'moderate' or above.*
> - *'Minor' adverse effects means some real effect, but of less than moderate magnitude and significance. ..... 'Minor' can be characterised as 'low' and 'low-moderate' on the 7-point scale.*
> - *'Less than minor' means insignificant. It can be characterised as 'very low' and overlapping with 'low' on the 7-point scale.*
>
> *6.42* *Significant adverse effect means of major magnitude and importance. A significant effect can be characterised as 'high' or 'very high' on the 7-point scale.*

8.4 Effects Evaluations for Key Receiving Environments

The following tables summarise the assessment of effects undertaken for each receiving environment. They address the cable car system as it progresses from Central Queenstown to the Ladies Mile Station, airport, and in so doing separately address the effects associated with Routes A and B through Frankton to the Lower Shotover Station. It should be noted that Natural Character Effects are only identified and discussed where applicable.

Viewing Sector 1. **Central Queenstown**

Visibility:

Viewed from most of Queenstown, including the area around Gorge Road and Horn Creek extending into the main shopping area, Queenstown Wharf, and even the bay off it, the proposed cable car would be visible rising out of the matrix of development at the foot of Queenstown Hill and climbing up through that development to meet the existing 66kV transmission line, then the swathe of Douglas fir and pines above Duncans Place. From that point onwards, the cable car lane would cut into that band of vegetation and largely be lost from view.

In most such views, the cable car would be backed by the combination of conifers and terrace housing on the Hill's lower slopes, then the more solid mass of vegetation and the main profile of Queenstown Hill above it. At the same time, buildings close to the central town, lining its margins (including near the steamer wharf and bay off it), as well as around Gorge Road and nearby streets, would appear likely to limit visual access to the cable car station, in similar fashion to the existing Skyline Gondola base station. Although rising above existing development in its immediate vicinity, the cable car station would sink down into the proposed side near Horn Creek, relative to both Gorge Road and most of the residential development near it. As a result, the station and cable car system would tend to be glimpsed, rather than fully revealed, with parts of it becoming more visible, for example, as its lines and cabins traverse both Gorge Road and Hallenstein Street. Even so, the proposal would largely 'read' as an urban system within an urban environment that is becoming increasingly intensive and complex, until lost amid the vegetation and steeply climbing profile of Queenstown Hill higher up.

On the other hand, housing in the vicinity of Duncan's Place and Anderson Heights, at the upper edge of Queenstown, would be much more exposed to the cable car system, with its cableway and moving cabins 'cutting' vertically through panoramic views of the town centre, Lake Wakatipu and Bob's Peak that are presently offered by both roads. The proposed line would also be seen in views from terrace housing and a small number of more traditional bungalows next to the turning head on Duncans Place, together with the Heritage Heights residential complex off Anderson Heights. Although the first tower on Queenstown Hill proper would be located well above this development, at the 357-360m chain mark, the cable car's cables and cabins would still be very prominent in views from this quarter.

Either side of this area and below, again closer to Gorge Road and Hallenstein Street, the proposed cable car lines would appear more lightweight, but both the larger profile and mass of the cabins, together with their movement, would still highlight the cable car's presence relative to both the public domain and private properties below Queenstown's ice-line.

Overall, therefore, the cable car system would have a **low** level of visibility relative to most of central Queenstown, but a **high** to **very high** level of visibility for the

elevated residential properties more directly abutting Duncans Place and Anderson Heights.

Landscape Effects: Viewed over any distance, the cable car would become an urban component of a highly urbanised, central Queenstown environment that, at the foot of Queenstown Hill, is already dominated by a complex matrix of terrace housing, apartments and visit and or accommodation. By and large, the proposal would meld with that environment in a relatively seamless fashion.

Viewed from much closer up, in the general vicinity of Gorge Road and Hallenstein Street, the elevated profile of the cable car system would be more readily apparent, but its cables would remain relatively lightweight, whereas the sight of cabins and their occupants passing over both roads would be likely to reinforce the alpine qualities of Queenstown and its signature as a major alpine destination. Such exposure could also add a frisson of interest and excitement to the character of the town centre and its Queenstown margins.

Consequently, the more negative effects associated with the project would instead be derived from the cableway's passage close to residential development and properties at the top of Duncans Place and Anderson Heights, which are addressed below under Amenity Effects.

However, in terms of Queenstown's wider landscape character and values, the cable car system would have a **very low** level of effect and might well represent a **positive** addition to the town's urban environment.

Amenity Effects: Looking out from both Duncans Place and Anderson Heights, and the residential units next to them, the cableway would clearly intrude into views that are both expansive and meaningful. The cableway and passing cabins would cut across Lake Wakatipu and the town centre, as well as the more distant profiles of Cecil and Walter Peaks beyond the lake. In addition, awareness of the passing cabins and their occupants could mean that residents feel their privacy and sense of relative seclusion are being encroached on.

This level of intrusion would be partly offset by undergrounding of the overhead power lines that presently traverse the top of Duncans Place, close to Anderson Heights, while the effects generated by the cable car proposal would be limited to a small number of properties that are closest to the proposed corridor:

- 1-3/97 Hallenstein Street;
- 8-10/103 Hallenstein Street;
- 6 & 9 Anderson Heights; and
- The western end of the Heritage Heights complex (7 Anderson Heights).

Either side of these properties, and lower down, the sense of proximity to the cable car system, and any impact from the transitory passing cabins and their occupants, would rapidly diminish. Consequently, the amenity effects associated with the cable car system would be concentrated within one part of the town

centre and its Queenstown Hill margins. At the same time, the removal of the existing power line would have a beneficial impact on those living near Duncans Place and Anderson Heights.

For those same residents, the exact level of effect that they would be subject to depends on:

- The micro-siting of the cableway;
- The design of its components, including the cabins and the nearby station;
- The use of mitigation measures to screen downward views from the proposed cabins, for example, through the use of opaque panelling or similar;
- The potential acquisition of some properties and use of planting or other screening measures on them to reduce the cableway's visibility.

The design refinement associated with the substantive application will necessarily address these (and other) matters, and at that point the proposed system's effects on the limited number of properties next to the proposed cableway corridor can be determined more accurately. At present, it is only possible to say that those effects could range from a **moderate** to **high** level, depending on the system's final design. They would then tail off quite rapidly – to a typically **low-moderate** level for other residential properties below Hallenstein Street and **low** further afield.

Natural Character Effects:

The cable car project would have no impact on the natural character values of central Queenstown's Lake Wakatipu shoreline. The area around the steamer wharf, Lake Esplanade and Marine Parade is already extensively and intensively modified, while both Queenstown Station and the cableway would remain some distance from this highly developed part of Lake Wakatipu's shoreline.

As a result, the cable car would have a **very low** (no impact) on its natural character values.

Viewing Sector 2. **The Frankton Road (SH6A) Corridor**

Visibility: Looking directly uphill from the general vicinity of Frankton Road (SH6A) and the near margins of the Frankton Arm, nearly all of the proposed cable car corridor would be screened from view by the convex, middle-slopes spread across Queenstown Hill and the broad swathe of Douglas fir and pines that enclose the housing areas lower down. Consequently, it is only in more oblique views, angled along the Hill towards the Lake Johnson Station and lines around it, that the proposed system would become more apparent.

Yet, in such views, the majority of the proposed system would remain either screened from view by both intervening landforms and vegetation, or would be largely lost against the mottled array of shrubland and scrub, pasture, exposed rock outcrops and undulating ridges that traverse Queenstown Hill's broad form. The only notable exception to this is the aforementioned Lake Johnson Station, which would rise above a knoll that is distantly visible from parts of the Frankton Road corridor west of the Frankton Marina.

As a result, the proposed cable car would typically have a **low** level of visibility in relation to this viewing sector.

Landscape Effects: Although the Lake Johnson Station would be visible from parts of Frankton Road and adjacent residential properties, together with cables and cabins in its vicinity, they would remain remote and small-scale, with the proposed station conceivably appearing similar in scale to the pine tree currently found near the Lake Johnson site. It would also be located within a landscape that is dominated by the broad mass of the rest of Queenstown Hill, much closer at hand, the sheer grandeur of the Remarkables to the south, and the flat plane of the Frankton Arm's water area in between. In addition, the landscape found around Frankton Road and the lake margins is already significantly modified and developed, particularly by the housing that seems to climb ever higher up Queenstown Hill's near slopes year-on-year.

This context, combined with the distant profile of the Lake Johnson Station, and limited exposure to the cable car's cables and cabins, suggests that the proposal would have a quite limited impact on the local landscape's key attributes, including Queenstown Hill's open, roche moutonnee landform; the grandeur of views up and across the Frankton Arm, primarily towards the Remarkables and Peninsula hill; and the interplay between its more developed and more natural 'halves'.

Overall, it is considered that the cable car project would have a **low** level of impact on these key values.

Amenity Effects: The proposed cable car would be physically, and very largely visually, isolated from the line of suburban development that has unfolded across Queenstown Hill's lower slopes. As a result, it would have very little, if any, impact on the rural

character, residential amenity and sense of place associated with most of Frankton. Accordingly, it would have a **very low** effect on Frankton's amenity values.

Natural Character Effects:

Although the area around the Frankton Road corridor engages directly with the semi-enclosed lake waters of the Frankton Arm, that interface is heavily built up and developed, from the recently completed Frankton Marina to housing perched on the side of Queenstown Hill. Consequently, the lake margin is already highly modified, and the distant, for the most part, faintly visible profile of the cable car project would not change this situation.

As a result, the cable car would have a **very low** level of effect on the natural character values associated with the interface between Frankton and the Frankton Arm.

Viewing Sector 3. **Peninsula Hill & Its Residential Area**

Visibility:

Looking directly across the Frankton Arm towards the roche moutonnée landform of Queenstown Hill, the cable car would only start to become visible as it approaches the large gorge near Grants Peak from the west, with its lines and cabins then silhouetted as they cross that large feature, then run east of it. However, most of the proposed system would still be largely 'lost' against the Hill's varied landforms, the shadow lines cast by that terrain, and its 'patchwork quilt' of vegetation cover.

The Lake Johnson Station would be slightly more apparent at the eastern end of this hill country sequence, but like the line and cabins otherwise visible, would be distant and small-scale. It would rise above the ridge-spur and knoll described in relation to Viewing Sector 2, but it would still remain difficult to differentiate from the surrounding terrain and pockets of both bush and exposed rock that already stand out against the pasture, which otherwise dominates Queenstown Hill's upper slopes and skyline.

However, closer to the Kawarau River mouth, views towards the airport would reveal the upper levels of the Frankton Hub and Airport Station, rising above the mainly single-level sequence of housing near the airport and Kawarau Road. Even so, in relation to most of Peninsula Hill, the stations would merge with the line of residential development near the airport, while the lines and cabins strung between them would have even less visual presence.

As a result, the entire system would typically have a **low-moderate** level of visibility.

Landscape Effects:

Most of the proposed cable car system would meld into the visually powerful and varied backdrop of Queenstown Hill, while the silhouetted profile of its cables and cabins traversing the chasm near Grants Peak – then running just east of it – would be small-scale and relatively indistinct. Whereas the 66kV transmission corridor to central Queenstown has attention drawn to it (in places) by the clearance of Douglas fir and other vegetation around it, most of the proposed cableway, towers and cable car cabins would be set against the patina of pasture, shrubland, rock outcrops and shadow lines above that band of trees. Consequently, most of its fine-grained elements would either 'sink into' the landscape above Frankton, and its line of remnant conifers, or appear as finely wrought elements on part of its skyline.

Even the proposed Lake Johnson Station, at the eastern end of the main hill sequence, would largely merge with its mottled backdrop and barely interrupt, or affect, its skyline. As a result, the cable car system would have a limited impact on the broad array of landscape elements visible across Queenstown Hill, their composition, 'expressiveness' and natural heritage value, the Hill's aesthetic appeal, and its perceived naturalness, which is again limited by the swathe of residential and lake-side development already apparent around Frankton Road.

Accordingly, it is anticipated that the cable car would have low to low-moderate level of effect on the hill landscape's character and its core values.

At the same time, the Frankton Hub and Airport stations would be nested among established development near the airport. Although visible on the 'skyline' of that development, the cable car system would still be largely absorbed by, and strongly linked to, it. The more elevated cables, cabins and upper superstructure of both stations would also be backed by the varied array of vegetation, terrain and development spread across Ferry Hill's lower slopes.

Overall, it is anticipated that the cable car system would have a **low-moderate** level of effect.

Amenity Effects: The proposed cable car would be remote and would not appreciably alter the rural character, residential environment or identity of Peninsula Hill. Consequently, it would have a **very low** level of effect on Peninsula Hill's amenity values.

Natural Character Effects: For the reasons already outlined in relation to Viewing Sector 3, reinforced by the viewing distance to the proposed cable car route and its separation from the main body of the Frankton Arm, the cable car project would have a **very low** level of impact on the natural character values of Peninsula Hill's Lake margins.

Viewing Sector 4. **The Frankton Arm**

Visibility:	See Viewing Sector 4: the proposed cable car system would have a **low-moderate** level of visibility in general.
Landscape Effects:	See Viewing Sector 4: most effects in relation to the Frankton Arm would be similar to those already described. Accordingly, the cable car system would have a **low-moderate** level of effect.
Amenity Effects:	See Viewing Sector 4: the proposed cable car would have a **very low** level of effect on the Frankton Arm's amenity values.
Natural Character Effects:	See Viewing Sector 4. The cable car proposal would have a **very low** impact on the Frankton Arm's natural character values.

Viewing Sector 5. **Kawarau Road**

Visibility:

The proposed cable car's exposure to parts of Frankton near the airport, Kawarau Road and the Ladies Mile (SH6) commercial corridor would be much more complex than is the case for Viewing Sectors 1-5, largely because of the presence of two proposed stations within it – the Frankton Hub and Airport Stations – but also because of its proximity to the Lake Johnson Station, elevated well above the Frankton Road / Ladies Mile Highway interchange. The first two stations would stand out from the mainly one-storey sequence of development down the western side of Kawarau Road (largely facing towards Lake Wakatipu), while the much more elevated Lake Johnson Station would be visible above, and partly behind, a knoll that projects out from the main body of Queenstown Hill east of Grant Peak. Three sets of cable car lines to and from that station, together with the cabins on them, would further draw attention to this, more distant, station, while both lines and cabins would pass much closer to Kawarau Road. These would 'fly' over the BP Station and other development at the junction of Frankton and Kawarau Roads with the Ladies Mile Highway, increasing awareness of the cable car system as a whole.

Even closer at hand, the cableway and cabins running above Kawarau Road, to and from the Airport and Frankton Hub Stations, would be dramatically silhouetted in close-up views from the general vicinity of Kawarau Road and its intersection with both Franklin Road and the Ladies Mile Highway. At the end of this 'line', both stations would become very prominent development nodes near Kawarau Road and McBride Street (which runs parallel with Kawarau Road). Even though the cable car lines to the Airport Station have to sink down to avoid the airport's obstacle avoidance plane, both the cableway and stations would contrast markedly with the existing array of distinctly suburban, mostly single-storey, housing near Queenstown Airport. Consequently, the cable car system would be highly visible from that part of Kawarau Road near the end of the main runway, stretching through to the Ladies Mile intersection.

At the same time, the Lake Johnson Station would be partly visible on the knoll above that same interchange, especially when viewed from Kawarau Road near the Lucas Place (airport) roundabout and from there southwards. Conversely, it would be increasingly screened by the end of the knoll as one moves back towards the Ladies Mile interchange.

In combination, the three stations and cableway would therefore have a **high** level of visibility when viewed from Kawarau Road and its margins, extending through to both the Ladies Mile Highway intersection and the airport. However, this level of exposure would fall to a **low** level within the residential area closer to Lake Wakatipu, and would also 'tail off' quite rapidly as one moves towards the Remarkables Park Town Centre and emerging 'village' around it.

Landscape Effects: The sequence of three stations, three cableways, and cabins moving along their lines would be unmistakable near Kawarau Road and much of McBride Street. In particular, the margins of the suburban residential area lining the western side of Kawarau Road would be quite emphatically altered by the proposed cable car system, even though most of it is oriented towards the Frankton Arm of Lake Wakatipu.

The two local stations would have their own, highly distinctive, character, and this would be reinforced by pedestrian and vehicular traffic to and from them, the movement of the cable car cabins in and out of each station, and the height of both stations relative to the single-storey dwellings that abut both the Frankton Hub and Airport sites. The trench next to Kawarau Road, designed to lower the height of the cableway under the neighbouring airport's flight paths, would help in this regard, but would also create a feature that is somewhat anomalous in its own right. By contrast, the Lake Johnson Station, perched high above the intersection of State Highways 6 and 6A, would appear much more remote, although the cableway down Kawarau Road, as well as from Queenstown to it, would undoubtedly draw attention.

Having made these points, it is also important to acknowledge that Kawarau Road is already a heavily trafficked road corridor, which many local property owners have attempted to shut out via an assortment of fences and garden vegetation, assisted by QLDC's planting and screen walling near the existing bus hub. It is anticipated that some such measures would also be needed to help bed both proposed Frankton / Airport stations into their largely suburban setting. Across Kawarau Road, the airport's main runway, aviation lighting and security fencing are also found, together with the local golf driving range and its own matrix of fencing. This, together with the local terrain's natural fall towards the Frankton Arm of Lake Wakatipu, and its scenic allure, clearly underpins the orientation of most local houses and their outdoor areas towards the nearby lake. More strategically, it is equally apparent that Kawarau Road sits at an important junction – or point of transition – between the suburban environment just described facing westwards and the increasingly important array of commercial areas, shopping centres, hotels and schools that have both emerged around the airport and Remarkables Park Shopping Centre, and are also engulfing the Ladies Mile corridor.

Even so, the proposed cable car system would result in a quite fundamental change to Kawarau Road and its immediate surroundings. The new stations and cableway, both within and next to the road corridor, would effectively push the existing residential area further westwards and expand the width of the current transport corridor. At the same time, part of that corridor would extend up the side of Queenstown Hill to the general vicinity of the Lake Johnson Station.

Viewed through a strategic lens, most of this change would remain rooted in the increasingly urban environment found near Queenstown Airport, largely within a major road corridor, and traversing a key road junction that is flanked by

commercial premises on three sides. From such a standpoint, the effects on the landscape around Kawarau Road, merging with that of the Frankton Arm and perhaps part of Peninsula Hill, would be relatively modest. Even when transitioning from this area into the lower, then more elevated, slopes on the nearest part of Queenstown Hill, the cable car would primarily affect an area that is strongly associated with commercial premises and activities already – near the 'airport junction' of SH6 and SH6A – while its ascent up to the future Lake Johnson Station, through pines, pasture and 'grey shrubland' and pines, would be less immediate. The proposed system would become increasingly distant and lightweight in the course of that climb. Indeed, in views from closer to the SH6-SH6A roundabout, much of the proposed station would be screened by the knoll on which it is to be located.

Inevitably, these more elevated components of the cable car would reduce some of the inherent naturalness and integrity of Queenstown Hill as a natural feature, but such effects would also be countered by the modified nature of much of the landscape below the Lake Johnson Station, the skeletal nature of the cableways linked with it, and the actual appeal of a system that is strongly expressive of an alpine environment.

The proposed stations next to Kawarau Road would also have a more direct impact on their residential neighbours and nearby areas, but these are addressed below in terms of Amenity Effects.

Setting these more specific effects aside for the moment, it is considered that the cable car proposal would have effects that typically range from a **low** level near the airport and Remarkables Park Shopping centre through to a **moderate** level in the more immediate vicinity of Kawarau Road.

Amenity Effects: Most of the existing residential development spread along the western side of Kawarau Road and down both sides of McBride Street is buffered to some degree from the road corridor by a mixture of fencing, walling, and planting, both within private properties and the road reserve. As indicated above, most such properties and dwellings are either oriented towards the Frankton Arm, or – where such views aren't available – into the confined road corridor of McBride Street. Even so, residential properties within both roads, together with St Margarets Church in Ross Street, would be directly exposed to the proposed cableway, its cabins and stations. These would be viewed in conjunction with the traffic running almost perpetually along Kawarau Road and the adjoining airport's apron, including its security fencing, runway lighting, noise baffles and the western end of the main runway. Consequently, the proposed stations and cableway wouldn't intrude into any key views from these properties, and it appears that most of the cableway system would have an additive, but essentially incremental, effect relative to this existing environment.

On the other hand, both stations would be much more substantial and, together with the pedestrian and vehicular activity around them, would be more likely to

affect its core character. The greater height of the Frankton Hub Station, in particular, would be at odds with the low-level, suburban nature of the current environment. However, such effects would rapidly diminish as one moves away from both Kawarau Road and McBride Street, with the properties and dwellings immediately around both stations creating a buffer for the rest of the area above the Frankton Beach Reserve. This buffering would be further aided by the way in which the terrain and housing area near Kawarau Road falls away from it towards the lake margins. Consequently, within this broader area, the stations would be much less prominent. The cable car system's cabins and their passengers would also seem more distant and tangential to the main focus of attention from most local properties. In addition, part of the commercial area next to the SH6-SH6A roundabout extends as far as the Frankton Hub Station site (abutting Grey Street), with three commercial premises directly abutting it, including an osteopath and naturopathy supplies office.

As a result, the greater proportion of effects would fall on a relatively small number of properties: 24A, 24B and 26 McBride Street, near the Frankton Hub Station; and 100A - 106 McBride Street, near the Airport Station. Beyond the visual and aesthetic effects already outlined, the cable car cabins may afford momentary glimpses into these properties, and one or two others nearby. These views would be intermittent and of limited duration. However, the nature and magnitude of such effects will depend on:

- The final alignment of the cableway;
- The refined design of the stations, including their height, mass and general appearance;
- The design of the cabins, towers and other cableway structures;
- The related use of mitigation measures, such as the use of opaque panelling to limit the effects of the system on local residents' privacy; and
- The use of other measures to buffer the stations and cableway – potentially including property acquisition, and the use of planting, mounding and built forms around the stations.

Consequently, the amenity effects of the proposed system can only be determined at the substantive application stage. At present, it is only possible to say that those effects – for a small cluster of housing around both sites, as well as down both Kawarau Road and McBride Street – could range from a **moderate** to **high** level, depending on the system's final design. They would then tail off quite rapidly – to a typically **low** level in the wider Frankton area.

Natural Character Effects:

The proposed cable car would be viewed either in conjunction with the highly developed and modified area around Kawarau Road or over much greater distance on the slopes of Queenstown Hill. In either case, it would have **no appreciable impact** on the Frankton Arm's natural character values.

Viewing Sector 6. **Central Frankton, Quail Rise and Hansen Road**

Route A (Ferry Hill & Frankton North Stations):

Visibility: Looking northwards from the Ladies Mile Highway, rising terrain near the highway would restrict views of the proposed cable car system, except as it traverses the low saddle between Hansen Road and the foot of Ferry Hill. Within this area, the proposed towers and cabins, in particular, would be silhouetted above the low slopes between Ferry and Queenstown Hills. However, they would compete with stands of poplars, willows and other vegetation that also rise above this saddle, while the cableway both sides of the saddle would merge with the jumbled terrain, vegetation cover, and shadow lines of Queenstown Hill and Ferry Hill.

Similarly, when looking from the main body of commercial development south of the highway, much of the system would either be partly screened or 'lost' amid the landforms and vegetation cover beyond the highway, together with the aforementioned transmission corridor, a wealth of lighting standards near SH6, and even commercial buildings and activities in the immediate foreground. Furthermore, development within the emerging Frankton North Zone – subject to height limits typically of 12m, but up to 20m – will soon screen most of the proposed cableway corridor and the Ferry Hill Station from the majority of locations close to SH6.

On the opposite side of the highway, around Hansen Road, a complex matrix of shelterbelts, amenity planting, stream course vegetation, and landforms would limit views of the cableway until it passes directly over Hansen Road and 3-4 adjoining properties south-east of Lake Johnson. The Lake Johnson Station would also register on the western skyline, although mainly for the occupants of one or two properties on either side of the road corridor, rather than the motorists on it. Regardless, the passage of cabins overhead would be the one component that draws most attention to the cableway, for locals and visitors alike. These would be clearly apparent, but less than dominant.

To the north of these 'catchments', near Glenda Drive and Quail Rise, the proposed cable car system would pass through the Ferry Hill Station, then traverse the southwestern corner of Quail Rise and SH6 to approach the Frankton North Station. At this point, the system would become much more obvious, together with the actual station as motorists drive or cycle towards, then pass, the Frankton North site, elevated above the highway and Margaret Place. In fact, both the Ferry Hill and Frankton North Stations would be visible from some parts of Quail Rise near Ferry Hill Drive and Trench Hill Road; perhaps also from the western end of Glenda Drive's industrial area across SH6.

Consequently, it is anticipated that the cable car project would have a **high** degree of visibility near the SH6 cutting and the edge of Quail Rise, as well as near Hansen Road, but this drops to a **low** level for the greater bulk of Frankton between the Events Centre and Hawthorne Drive.

Landscape Effects: Throughout most of the Frankton corridor, there is an increasingly acute awareness of the developed nature of Queenstown's margins and the intensive nature of the development that is now unfolding both sides of SH6. This is also the case when approaching and passing both Quail Rise and Glenda Drive on the highway, or even when looking back towards Frankton from the small turning head and walkway on Hansen Road. This is further exacerbated by the line of 66kV line and pylons running down the northern side of the Ladies Mile Highway – which turn to cross SH6 and the end of Margaret Place near the Frankton North Station site. Moreover, this existing development is about to be augmented by a mixture of mixed-use and higher-density residential development down the northern side of SH6, some of it near Hansen Road. Consequently, there is a very evident contrast between the highly modified river terraces near the highway and the relatively untrammelled, rural landscapes of Queenstown Hill and Ferry Hill elevated above it. This dichotomy will become even more marked in the near future.

Within the saddle between these hills, the cableway's silhouetted towers and lines would also compete with a mixture of shelterbelts, trees, the existing transmission corridor, and light towers for attention, while the emerging matrix of residential and mixed-use development next to SH6 looks likely to intercede between most of Frankton and the Route A corridor in the very near future. And even where the cableway crosses the highway to enter the Frankton North Station, it would sit within a landscape that is substantially shaped by the adjoining Glenda Drive industrial precinct, the commercial and higher density residential area near Hawthorne Drive, and Quail Rise's residential area. The SH6 cutting down to the Shotover River adds to this modification, as do the pines, poplars and other exotic vegetation found around it.

Notwithstanding this, the Ferry Hill and Frankton North Stations would contrast with the residential development at the south-western edge of Quail Rise (above Jim's Way), exacerbated by its cableway traversing the existing paddocks that comprise part of the Quail Rise Zone's identified Open Space – between the Ferry Hill Station and SH6. Inevitably, this would also diminish some of the rural open space that provides a foundation for views of Ferry Hill and, in particular, its more open, upper slopes and conical peak.

The scale and form of the Ferry Hill Station, together with vehicle movements and other activity around it, would compound this intervention and sense of incursion into Ferry Hill, even though its ONL boundary sits well above the station site. The Frankton North Station would also contribute to these effects, albeit more peripherally. On the other hand, that station would also appear much 'more at home' within the industrial environs of Margaret Lane and Glenda Drive. Unsurprisingly, therefore, both the Route A stations and cableway would have much less impact on Glenda Drive's industrial precinct, or indeed, that of the Bunnings store 'next door' and other commercial premises near Hawthorne Drive. For those using the highway, the Frankton North Station (in particular) and

Route A cableway might well become points of interest, perhaps even waymarks in the journey to and from the Kimiākau Shotover River and beyond.

Even so, it appears likely that the Route A system would have a **moderate-high** impact on the landscape values of Ferry Hill's lower slopes near Quail Rise, as well as the lifestyle area near Hansen Road, but a **low** level of impact on most of the rest of central Frankton, and a **very low** impact on the Glenda Drive area.

Amenity Effects: The landscape findings above are largely mirrored by the impact that the Route A cableway would have on local amenity values. Those effects – including reduced levels of aesthetic appeal and coherence, loss of rural character, loss of a tranquil living environment, and erosion of privacy – would mainly affect the edge of Quail Rise near Ferry Hill Drive and the lifestyle enclave around Hansen Road. In addition to the cableway, they would focus on the Ferry Hill Station, less so the Frankton North Station. As for other locations within Viewing Sectors 1 and 5, however, such effects will still depend on:

- The refined location of the station and cableway;
- The final design of the Station;
- The final design of the cableway and key elements, including its towers and cabins; and
- The use of screening and buffering measures, including planting and mounding to help reduce the visibility of the cable car system's components.

As a result, it is anticipated that the amenity effects generated by the Route A system could have effects that range from a **moderate** to **high** near Hanbury Lane and Trench Hill Road, extending through to Ferry Hill Drive area, as well as around Hansen Lane. However, the exact nature and level of such effects can only be realistically determined at the substantive application stage, after that design refinement has been undertaken. Elsewhere, Route A's amenity effects would be a **low** order.

Route B (Five Mile & Quail Rise Station):

Visibility: In traversing the Frankton Golf Centre, the sports fields 'in front of' the neighbouring Events Centre, then passing between SH6 and the greater bulk of Frankton Central – and also crossing Kawarau Road, Grant Road, Hawthorne Drive, Hardware Lane and Glenda Drive – the Route B system would become a highly visible component of Frankton's town centre and periphery. It would be exposed to SH6 and multiple main roads connected to it, major commercial and bulk retail areas, Queenstown's main industrial area, and multiple medium to high density residential areas.

Near Glenda Drive, this degree of exposure would, if anything, increase as the cableway follows the SH6 cut down towards the Kimiākau Shotover River, traversing the highway to 'land' at the Quail Rise Station next to Tucker Beach

Road, but also clearly visible from SH6 and its bridge. The system's Five Mile Station would also have significant visual presence and a high profile within that commercial centre.

As such, it would have a **very high** level of visibility from most of Frankton – apart from the Hansen Road area and Quail Rise, both of which would be largely screened from it by intervening shelterbelts and stands of trees. For these two areas, Route B would have a **low** level of visibility.

Landscape Effects: Although much of the Route B cableway would follow a path over sports fields, then the strip of open space that separates SH6 from Frankton Central, it would remain firmly embedded within the urban landscape of Frankton. It would also traverse in front of views from central Frankton to both Queenstown Hill and Ferry Hill, but it would do so in conjunction with the emerging mixed-use and high-density residential development of Frankton North, which will conceivably be even more effective at intruding into, and blocking views to, the hill country north of Frankton. Looking back from around Quail Rise and Hansen Lane, the cableway and its cabins would be largely absorbed by the intensified urban matrix of the town centre which is still unfolding – flanked by the Five Mile Centre and Events Centre to the west and the Glenda Drive area to the north.

Within this urban setting, the cableway and its Five Mile Station would be additional urban components that act as local focal points and landmarks. They would draw attention and largely integrate within the surrounding environment, in a largely positive fashion. Although they would also cut across views to the likes of Ferry and Queenstown Hills, they would do in a way that reinforces Frankton's connections with the alpine environs that encloses it.

This would not be the case as the cable car system enters the cutting near the Kimiākau Shotover River and approaches the Quail Rise Station. It would pass quite close to the bottom of Ferry Hill Drive and Jim's Way, but would do so without traversing any residential properties. Additionally, both the cableway and station would be largely screened from Quail Rise's residential area by a wealth of vegetation that wraps around its housing and old river terraces close to the highway cutting, while the proposed station would be physically confined to a small terrace near the SH6 bridge over the Kimiākau Shotover.

As a result, the cableway's adverse effects would be quite limited – typically, of a **low** order for most of Frankton, including that part of the corridor which extends down, past Quail Rise, to the edge of the Kimiākau Shotover River.

Amenity Effects: In line with the commentary above, any effects on amenity values would also be quite limited. Although the cableway would pass in front of residential apartments near Frankton's town centre, together with several residential properties around Hanbury Lane at the lower edge of Quail Rise, it would have a modest impact on the outlook from such dwellings, including on the pleasantness and aesthetic coherence of the local landscape. Effects on privacy would be

restricted to the area near Hanbury Lane, but limited by the cableway's descent into the SH6 cutting, and it would have little impact on Frankton's wider character and identity.

As a result, it is considered that the Route B cableway and its stations would have a **very low** level of effect on amenity values in general, but a slightly more elevated, **low-moderate** impact on up to four residential properties on the south side of Hanbury Lane.

Viewing Sector 7. **The Kimiākau Shotover River**

Route A (Ferry Hill & Frankton North Stations):

Visibility: The curving tarmac of the SH6 bridge offers panoramic views up and down the Kimiākau Shotover River: 'up', into the steeply banked river valley and terraces that frame the historic Shotover Bridge below Quail Rise; 'down', past a screen of willows and poplars that buffer the adjoining wastewater ponds and lifestyle development which flank the braided river course as it approaches the Kawarau River. Transpower's 66kV transmission line is also visible traversing the river near the wastewater plant.

Within this setting, the proposed cable car's cabins and lines would emerge just south of the bridge, with both clearly apparent above the river's sequence of channel(s), braids and low banks from passing vehicles. Even so, its towers would be largely masked by the array of willows, poplars and other vegetation both sides of the river corridor, while both the Frankton North and Lower Shotover Stations would lie just beyond the cusp of the river's valley and banks – to the west and east.

Contrasting with this situation, when looking towards the proposed cable car's system from within the lifestyle area around Old School Road, or the Council reserve next to it, the cableway would pass over the vegetation and pockets of open space near the river's edge. It would then traverse both Old School Road and the adjoining lifestyle properties. Such interaction would often be quite direct and immediate, but it would also be limited by the river-side vegetation and, in the case of the moving cable car cabins, somewhat transitory. Even so, it would change perceptions of the local riverside environment and landscape.

Finally, in views from SH6 as it approaches the Kimiākau Shotover River from the east and descends towards the river, the Ferry Hill Station would become apparent on the far side of the river valley – amid the striated landforms and mottled pasture of Ferry Hill's lower to middle slopes. Although flanked by earth mounds, trees and shrubland planting, the movement of vehicles, cabins and other activities would draw attention to the station, and it would remain quite obvious until close to the bridge ramparts.

Overall, the cable car system's level of visibility would therefore range from **high**, when viewed from the SH6 bridge and part of the Te Araroa / Queenstown Trail network bordering the Kimiākau Shotover River, to **moderate-high** in respect of cross-river views to an elevated Ferry Hill Station near Quail Rise.

Landscape Effects: The Route A cableway would again follow a similar path to that of Transpower's 66kV transmission line in crossing the Kimiākau Shotover River next to QLDC's wastewater treatment plant. In so doing, it would traverse the open gravel bed, braids and main water channels within the river course, but also the wastewater ponds and infrastructure, pines near the river's main, western bank, and housing

development down its eastern flank. Other mitigating factors include the cableway's lightweight profile, the partial concealment of its towers by vegetation both sides of the river, and the mottled backdrop afforded its 'silhouetted' cableway by the northern Remarkables - in views down the river to the south. In addition, views from the SH6 bridge would be transient and dynamic, and although clearly visible, the cableway would not change the essential nature of part of the Kimiākau Shotover River that is already appreciably modified. Instead, the 'alpine' qualities of the cableway and its cabins would tend to support the sense of arriving at, or departing from, an alpine destination.

However, the transient views from SH6 would also capture the Ferry Hill Station perched on the side of Ferry Hill, with its structural form, sheds, parking areas and activity clearly visible amid slopes that are otherwise dominated by a rough patina of tracks, old pasture, 'grey shrubland' and scattered trees. While, the combined mass of the station would be too great to easily screen or otherwise mitigate, the use of recessive colours and materials should still help to bed it into its sub-alpine landscape setting.

Consequently, much as the cable car system would have a low level of effect in relation to most of the Kimiākau Shotover River and its valley landscape, Route A's Ferry Hill Station would intrude more obviously into Ferry Hill's lower and middle slopes, giving rise to a **moderate-high** level of effect when viewed from SH6.

Amenity Effects: The cableway and its cabins appear likely to pass over two residential properties within the small enclave of lifestyle properties near Old School Road, and close to another four to five properties. However, as indicated above, the duration of such exposure would be truncated by the wealth of mature trees and other vegetation around the individual properties and the adjoining river. The cables and passing cabins would also be carried well above both, so that contact with them would be less immediate and enduring than, for example, near the airport. These factors would limit the degree of encroachment and visual intrusion generated by the proposal, although it would still have an adverse effect on the seclusion and aesthetic cohesion associated with this riverside area, its pleasantness and – as a whole – its sense of place.

On balance, it is considered that the passage of the cableway and its cabins would give rise to a **moderate** level of effect.

Natural Character Effects: As already described, that part of the Kimiākau-Shotover River under and around the proposed cable car route is already very substantially modified – to a greater extent than any other part of the river system. In addition to the bridge wastewater plant, and lifestyle blocks, it lies close to the airport's RESA, which projects out into the river valley, and close to the Shotover Country residential area. It is also traversed by both the state highway and aforementioned transmission corridor, while a dense line of cracked willows, poplars and other

exotic tree species follow its banks. They also help to enclose Quail Rise nearby. As a result, it is considered that the river reach in question retains a quite modest level of natural character value, while the proposed cableway would have a quite limited, **low** level of impact on its natural character and values.

Route B (Five Mile & Quail Rise Stations):

Visibility: The Route B cableway would leave the small river terrace upstream of the SH6 bridge, but it would then follow the alignment of the existing SH6 bridge, being elevated above it. Consequently, this route would, if anything, be slightly more exposed to traffic and motorists on the SH6 bridge, but slightly further removed from lifestyle residential development near the river – both south of it, near Old School Road, and north of it, near Spence Road.

The Quail Rise Station would be closer to both the Kimiākau Shotover River and Quail Rises's residential area, but it would sit much lower down within the river valley. As a result, the proposed station would be largely screened from Quail Rise by intervening river terraces and extensive vegetation cover, whereas in views from the highway and bridge it would be flanked by mature trees and the same terracing close to the river and its braid plain. This lower 'centre of gravity', combined with the natural screening properties of the valley floor, would make the Quail Rise Station appear more recessive than Route A's Ferry Hill Station. It would also 'sink into' the low-lying area near Tucker Beach Road. Having said this, its architectural form, arriving and departing cabins, and other activities, would still draw attention. Furthermore, its cableway would remain clearly visible traversing the main body of the river, above the highway bridge.

Consequently, the cableway would have a **high** level of visibility as it crosses the river and SH6 bridge, but this would reduce to a moderate level either side of the riverbed. The Quail Rise Station would also have a **moderate** level of visibility.

Landscape Effects: The proposed cableway's effects would be similar to those attributed to Route A, although it would have less of a direct impact on the lifestyle environments both sides of the SH6 bridge, and even the Council reserve and Te Araroa Trail. As described above, they would be partly screened from the cableway by intervening vegetation and landforms and, closer up, by the intervening bridge. Inevitably, that existing structure would also dilute the visual presence of the cableway and its effects on some of the river's key characteristics, including its cohesion, naturalness, aesthetic character and appeal, and its expressiveness.

The proposed Quail Rise Station would sit within the lower reaches of the Kimiākau Shotover's valley corridor and its location would help to meld its form into its valley setting, aided by the amalgam of landforms and mature vegetation around it. Those same elements would serve to isolate it from the residential development within Quail Rise, nearby, and the lifestyle blocks near the Route B on the opposite side of the river, around Spence Road.

In addition, the assessment for Route A highlights the already developed to highly modified state of the lower river, nowhere more so than near the SH6 bridge and QLDC's wastewater treatment plant. Those comments are equally applicable to the area framing the Route B cableway.

Consequently, even though the cableway and, to a lesser extent, the Quail Rise Station would clearly register in views from SH6 and its bridge, both would have a quite **low** level of effect on the character and values of the Kimiākau Shotover River. In the case of the Quail Rise Station, such effects might rise to a **moderate** level, mainly driven by its artificial form and the activity around it.

Amenity Effects: The proposed cableway and cabins would pass near the lifestyle areas both sides of the river, but not close enough to suffer from significant effects related to such matters as visual over-dominance, loss of pleasantness and aesthetic coherence, or loss of privacy. By and large, much of the cableway and station would be buffered by intervening willows, poplars and other vegetation, and the very strong presence of the existing bridge.

Although the Quail Rise Station would, in a comparative sense, be much closer to the Quail Rise community than Route A's Ferry Hill Station, it would have little or no impact on that estate, and even less on the lifestyle development on the far side of the Kimiākau Shotover River. Neither the cableway nor the proposed station would appreciably change or degrade the local area's sense of place.

As a result, it is considered that the Route B cableway and Quail Rise Station would both have a **low** level of effect on the river valley's amenity values.

Natural Character Effects: The analysis for Route A also applies to this Route. As such, it is considered that the cable car proposal would have a **low** level of effect on the Kimiākau Shotover River's natural character values.

Viewing Sector 8. **Shotover Country & The Te Puātahi Development Area**

Route A (Ferry Hill & Frankton North Stations):

Visibility: As the cable car system climbs out of the Shotover River corridor, it would initially emerge south of the Ladies Mile Highway (SH6), before traversing the north-western corner of the Shotover Country residential estate. Separated from the Ladies Mile Highway by the highway cutting and a scattering of trees and shrubs at the edge of the adjacent residential area, the cable car would follow the highway closely, with its towers, cables, and cabins rising up from the Shotover River to become increasingly apparent. However, awareness of the cable car would dramatically increase as it traverses the highway west of the Stalker Road roundabout, then hugs its northern side, approaching the Lower Shotover Station close to Lower Shotover Road. The cable car system would then run through a series of open paddocks, flanked by shelterbelts and tall cypress hedgerows, though to the Ladies Mile Station near Howards Drive. This vegetation would increasingly screen the lower cabins and most of the towers as the cableway lowers to meet the station – from SH6 and elsewhere.

Even so, the Queenstown Country Club, a residential development sitting between Shotover Country and SH6, flanked by Stalker Road and Howards Drive, would also be exposed to the cableway and cableway and, in all likelihood, both of its local stations.

Conversely, most of the Shotover Country's residential estate and the neighbouring Lake Hayes Estates, which are mainly sit on a series of old river terraces below the Ladies Mile Terrace, would be screened by intervening terrain and vegetation.

Across SH6, the Te Puatāhi Ladies Mile Development Zone sets out to replace the current matrix of open paddocks and hedgerows below Slope Hill with "*at least medium-density residential development and one small area of Local Shopping Centre Zone*". This would fundamentally change the landscape context for the cableway. It would also conceivably result in an intensely urban 'backcloth' to the system when viewed from SH6 and further south (near the Queenstown Country Club, Shotover Country and Lake Hayes Estate). At the same time, development near the cableway would screen it from other areas of development anticipated by the PDP, including housing closer to Slope Hill.

As a result, the cable car would have a **high** level of visibility west of the Stalker Road intersection, stretching through to the Lower Shotover Station, and a **moderate** level of visibility through to the Ladies Mile Station with the Route's current (rural) setting north of SH6. However, it is anticipated that the cableway would generally become more visible in the near future, as planting along its path is removed, resulting a **high** level of visibility at that time.

Landscape Effects: This rapidly evolving contextual situation makes evaluation of the cable car system's effects extremely difficult. The current hedgerows near the station sites

and inter-connecting cableway would help to screen both, but the stations and cableway would still intrude into views of Slope Hill – particularly from SH6 and the Queenstown Country Club – appearing 'at odds' with their rural setting. On the other hand, development under the direction of the Te Puatāhi Ladies Mile Development Zone would create a context that is much more compatible with urban infrastructure and transport systems. It would also 're-cast' the landscape found around SH6, transforming it into one that is much more cultural than natural.

In addition to affecting views of the cableway and stations from SH6 and part of Lower Shotover Road, this would change the nature of the landscape that the Queenstown Country Club Estate is exposed to, as well as Shotover Country and Lake Hayes Estate via their Stalker Road and Howards Drive connections with SH6. Even so, the cable car system would have a little impact on appreciation of the alpine and riverine landscapes found around these more established residential areas, with most views from both Shotover Country and Lake Hayes Estate either confined to the terraces below the Ladies Mile corridor or focused southwards on the Kawarau River valley and the northern Remarkables. Views towards the north are limited by intervening terrace banks and extensive planting. As such, the proposed cableway and its stations would have little, if any, direct impact on views of Slope Hill and its wider landscape surrounds.

Consequently, most of the landscape effects associated with Route A would arise from exposure to the cable car system within the SH6 corridor. Viewed from this stretch of highway, the cableway, together with its Ladies Mile and Lower Shotover Stations, would clearly intrude into, and appreciably affect, the Slope Hill landscape (in particular). However, in conjunction with future development in the Te Pūatahi Ladies Mile Zone, this sense of incursion would be dramatically reduced, while in conjunction with the Te Puatāhi development, it would establish a tangible point of entry, or 'gateway' to Queenstown. The cableway would become part of Queenstown's signature.

Taking all of these matters into account, it is considered that the cable car system would have a **low** level of effect on this viewing sector in general.

Amenity Effects: Both the north-western corner of Shotover Country and the Queenstown Country Club would be directly exposed to the cable car system, with such interaction especially marked near the end of Shotover Country's Kahiwi Drive. Within this area, screening of the cable car a would be limited, whereas it cabins would pass close enough to raise concerns about visual dominance and effects on privacy. The cable car system could well appear intrusive and would almost inevitably diminish some of the aesthetic cohesion, pleasantness and appealing sense of place currently associated with those residential sections that are perched above the Kimiākau Shotover River valley.

Although such effects might be partly offset by the appeal of the cable car system as an expression of Queenstown's alpine identity, it would still be likely to have a

moderate-high level of effect on those properties at and near the end of Kahiwi Drive. Such effects would soon 'tail off' though, in conjunction with Shotover Country's 'step down' to development on lower sections and terraces near Chole Way and, more particularly, Max's Way. Within this area, the combination of intervening landforms and development, together with rapidly maturing hedgerows and amenity planting, would reduce the cable car's visual presence and its impact – in all likelihood to a **low** level.

Closer to SH6, the residential area of the Queenstown Country Club would remain directly affected by the cableway passing in front of Slope Hill, and its stations 'bookending' that intrusion. Yet, as indicated above, future development within the Te Pūatahi Ladies Mile Zone will fundamentally transform the nature of such views and the general outlook across SH6. Although Slope Hill's upper slopes and angled crest will remain in view, the landscape at the base of such views, around the cableway and its stations, will be subject to urban intensification that helps to absorb and integrate the cable car system to a much greater degree than is possible at present.

Consequently, much as introduction of the proposed cable car system to the Ladies Mile corridor would have an adverse effect on its rural character, pleasantness, coherence, identity and other qualities at present, the PDP's zoning for the area will significantly reduce the scale and nature of such effects. Consequently, it is anticipated that the cableway and stations would have a **low** level of impact on the Queenstown Country Club.

Route B (Five Mile & Quail Rise Stations):

Visibility: See Route A: the only significant change would be that Route B follows the alignment of SH6 and its deep cutting up from the Kimiākau Shotover River to the Lower Shotover Station. As a result, it avoids crossing over part of the Shotover Country residential estate near Kahiwi Drive. This reduces the cableway's anticipated exposure to that residential area and audience but means that it would be continuously exposed to motorists using SH6. Accordingly, it would have a **high** level of visibility through to the Lower Shotover Station near the roundabout.

Landscape Effects: The effects generated by the cableway would be similar to those described in relation to Route A, albeit with slightly less impact on the margins of the Kimiākau Shotover River valley away from the SH6 corridor. As such, the cable car system would have also have a **low** level of effect on the landscape values of this viewing sector.

Amenity Effects: The effects of the cableway and both local stations would be much as described from Route A in relation to the Queenstown Country Club but would be significantly reduced in relation to the north-western corner of the Shotover Country estate near Kahiwi Drive, Chole Way and Max's Way. Again, therefore, the cable car's amenity effects would be of a **low** order.

8.5 Key Findings

Table 2, below, summarises the effects ratings for Viewing Sectors 1-8. It also shows the effects ratings that are specifically attributed to Route Options A and B:

Table 2. Landscape, Natural Character and Amenity Effects

Viewing Sectors:	Visibility:	Effects: Landscape:	Amenity:	Natural Character:
1. Central Queenstown	**Low to** (generally) **High to Very High** (Duncans Place & Anderson Heights)	**Very Low**	**Low to Low-Moderate** (generally) **Moderate to High*** (Duncans Place & Anderson Heights)	**Very Low**
2. Frankton Road	**Low**	**Low**	**Very Low**	**Very Low**
3. Peninsula Hill	**Low-Moderate**	**Low-Moderate**	**Very Low**	**Very Low**
4. The Frankton Arm	**Low-Moderate**	**Low-Moderate**	**Very Low**	**Very Low**
5. Kawarau Road	**Low to Moderate-High** (generally) **High** (near Kawarau Road)	**Low** (generally) **Moderate** (near Kawarau Rd)	**Low** (generally) **Moderate to High*** (near Kawarau Rd)	**Very Low**
6. Central Frankton, Quail Rise & Hansen Road (Route A)	**Low** (generally) **High** (SH6 cutting)	**Low** (generally) **Very Low** (Glenda Drive) **Moderate-High** (Near Quail Rise)	**Low** (generally) **Moderate to High*** (Trench Hill Rd, Ferry Hill Drive & Hansen Lane)	**N/A**
6. Central Frankton, Quail Rise & Hansen Road (Route B)	**Very High** (generally) **Low** (Quail Rise & Handen Lane)	**Low**	**Very Low** (generally) **Low-Moderate** (Hanbury Lane)	**N/A**
7. The Kimiākau Shotover River (Route A)	**High** (generally) **Moderate-High** (to Ferry Hill Station)	**Low** (generally) **Moderate-High** (Ferry Hill Station)	**Moderate**	**Low**
7. The Kimiākau Shotover River (Route B)	**High** (generally) **Moderate** (to Quail Rise Station)	**Low** (generally) **Moderate** (Quail Rise Station)	**Low**	**Low**
8. Shotover Country & The Te Pūatahi Development Area (Route A)	**Moderate** (generally at present) **High** (west of Stalker Rd & in the future)	**Low**	**Low** (generally) **Moderate-High** (Kahiwi Drive)	**N/A**
8. Shotover Country & The Te Pūatahi Development Area (Route B)	**Moderate** (east of Lower Shotover Station currently) **High** (west of Lower Shotover Station & elsewhere in the future)	**Low**	**Low**	**N/A**

* Subject to refinement of the cableway corridor, station and cabin designs, and use of mitigation measures

Addressing the differences between Route Options A and B first of all, it is anticipated that Route B would have less of an impact on landscape and amenity values then Route A. More specifically, Route B benefits

from the co-location of the cableway and stations with urban development and other structural elements within such environments – from Kawarau Road to near the Kimiākau Shotover River. From a landscape standpoint, the location of the Quail Rise Station is also slightly preferred to that on Ferry Hill, while Route B's avoidance of the residential area around Old School Road and within the neighbouring Shotover Country estate is also positive.

More generally, this assessment indicates that the effects generated by the proposed cable car system would typically be of a lower order in relation to Queenstown's more sensitive and valued landscapes, notably Queenstown Hill and Ferry Hill, and potentially more significant in relation to some of the suburban and urban environments near its proposed stations. The limited scale of many of these ratings is primarily due to the following factors:

1) The limited visibility of the cable car system from most public locations in close proximity to Queenstown Hill, apart from near its initial climb uphill from the Queenstown Station and its descent towards Kawarau Road from the Lake Johnson Station;

2) The cable car's passage through existing firs and other trees on the edge of Queenstown Hill, then over the shallow crown of the Hill;

3) Its screening from nearby residential properties off Frankton Road by that same band of trees below Queenstown's ice-line, together with the Hill's convex (outward projecting) middle slopes;

4) The lightweight, skeletal profile of most of the cableway, notably as it traverses Queenstown Hill, and the lower slopes of Ferry Hill;

5) The presence of shelterbelts and amenity planting, together with more localised topographic features, in the general vicinity of Hansen Road and the lower part of Ferry Hill Drive – that would help to screen the cableway;

6) The significant development and structural content already found around central Queenstown, near Queenstown Airport, and down the Frankton / SH6 corridor that frames Route Option B;

7) The way in which emerging development within the Frankton North Zone will, in the near future, screen parts of Queenstown Hill and (more particularly) Ferry Hill, together with much of the Route A corridor between the Lake Johnson and Ferry Hill Stations;

8) The way in which future development within the Te Pūatahi Ladies Mile Zone would help to contextualise the cableway and stations within the Ladies Mile corridor below Slope Hill, and thus reduce their longer term impact;

9) The potential integration of the Frankton North Station (Route A) with existing industrial development around Glenda Drive and Margaret Place;

10) The integration of Route B, between the Quail Rise and Lower Shotover Stations, with the existing SH6 corridor and bridge, helping to minimise any additional modification of the Kimiākau Shotover River and effects in relation to part of Shotover Country;

11) The recessive, 'plateau' location of the proposed Queenstown Station;

12) The low-lying, quite recessive site for the Quail Rise Station, notwithstanding its close proximity to both the edge of the Kimiākau Shotover River and SH6;

13) The way in which most residential properties near Kawarau Road already 'turn their back' on that road corridor (which the cable way would follow) and the airport, which should assist the integration of both the Frankton Hub and Airport Stations into that environment; and

14) The 'alpine' character of the cable car system that would enhance the character and identity of Queenstown as an alpine destination.

In general, therefore, it appears that the proposed cable car system would tread relatively lightly on the Western Wakatipu Basin and Ferry Hill ONLs / PAs that the majority of PDP provisions (including the Draft PA Landscape Schedules) appear to focus on. The alignment of the cable car, its lightweight profile, and the complex terrain and vegetation patterns around the cableway, would combine to limit its impact on all of these landscapes and features.

Silhouetting of the proposed system would also be kept to a minimum, while the Queenstown Hill Station would be effectively isolated on a remote plateau. Even though the Lake Johnson Station would be more visually exposed, it would remain relatively discreet and distant relative to most of the public vantage points which offer views to it – tucked into the back of a knoll on the side of Queenstown Hill – and it would small-scale relative to the much greater bulk and mass of the Hill itself.

As indicated above, there is also a degree of synergy between the concept of a cable car system and the various alpine to sub-alpine landscapes that it would pass through or over – both natural and cultural. Consequently, the idea of the cable car system passing over a natural feature like Queenstown Hill doesn't automatically generate the same degree of anathema and concern as other developments, like roads, housing and hotels, in the same type of environment.

In addition, the effects of Routes A and B would be reduced in several key locations by either the presence of existing urban development or the expected emergence of new development, often of significant intensity and scale. Thus, Frankton's existing urban environment – from its Events Centre to Glenda Drive – would help to both sleeve and 'absorb' the Route B cableway, while development within the Frankton North Zone would reduce the Route A cableway's impact on Ferry Hill. Far from least in this regard, future development within the Te Pūatahi Ladies Mile Zone would help to bed both cableway options into the landscape of Ladies Mile and Slope Hill.

Even so, it is the residential areas of central Queenstown, Frankton and Quail Rise that appear to be most susceptible to the effects of the proposed cable car and its effects. These include effects on key views of the surrounding alpine landscape (including of Queenstown Hill, and Ferry Hill, and the Remarkables), intrusion into the more general outlook enjoyed by local residents, and the loss or diminution of some of the seclusion and privacy currently associated with properties in the general vicinity of Duncans Place, near Kawarau Road, the edge of Quail Rise, and perhaps even Hansen Road. These effects would translate into reduced levels of 'pleasantness' and 'aesthetic coherence', but also a changed sense of place and identity for the occupants of these locations.

In this regard, it is important to note that around Kawarau Road, Quail Rise (Route A) and Shotover Country (Route A), the residential areas closest to the system would also help to sleeve the proposed cableway and stations. More specifically, this would reduce the impact of the Central Queenstown, Frankton Hub, Airport, and Ferry Hill Stations on residential properties in the wider area around them. Even so, the disparate scale, height and appearance of the proposed stations – relative to that of nearby housing, in particular – remains a matter for attention at the detailed design phase leading up to any substantive application in terms of the system's amenity effects.

Finally, it is clear that the proposed cable car system would be viewed from some locations in conjunction with the existing Skyline Gondola, whereas when travelling in and out of Queenstown, most notably when travelling along SH6, its various segments would drop in and out of view. However, views of both cable car systems would be quite limited, and they would be seen in conjunction with different parts of central Queenstown and its alpine setting. Elsewhere, the cable car would largely read as one distinct structure and development – not several such systems or networks. Consequently, such interaction (relative to both SH6 and SH6A) would not appreciably add to the effects otherwise identified for each viewing sector. This is reflected in the typically low to very low cumulative effects ratings identified for them.

The natural character effects identified for some viewing sectors are likely to be of much the same order, as the Quail Rise Station (Route B) and associated cableway would sit low down within a river environment that is already highly modified by the presence of existing transport infrastructure (including the SH6 bridge), housing, the wastewater treatment plant and ponds, even swathes of exotic vegetation spread across its banks and terraces. In a related vein, the cableway traversing Queenstown Hill would be viewed in the context of part of Lake Wakatipu, which already butts up against Queenstown's urban core and the Frankton Arm which is lined by a broad band of residential development and visitor accommodation both sides of Frankton Road (SH6A), and the Frankton Marina. These findings further suggest that either cable car alignment option would have a quite limited impact on the Kimiākau Shotover River's Wāhi Tūpuna and River Conservation Order values.

9. Conclusions and Recommendations

9.1 Conclusions

Based on this preliminary (mainly desktop) assessment, it is considered that the Queenstown Cable Car project would be largely acceptable from a 'landscape standpoint', taking into account its visibility and more specific landscape, natural character and cumulative effects for the 8 viewing sectors addressed in this report. Importantly, the cable car proposal would typically have a low to low-moderate level of effect on Queenstown's ONLs and ONFs. Route B would have less impact on landscape and amenity values within the area between western Frankton (Kawarau Road) and the Lower Shotover Station, than Route A.

As such, it appears that the proposed cable car system would have less of an impact on the more sensitive and valued landscapes and features of Queenstown and Ferry Hills, but more of a potential impact on the suburban and urban environments found around the proposed Frankton Hub, Airport and Frankton North Stations. To date, 'worst case' assumptions have been made about the effects associated with these stations, including one of the Frankton North options. Accordingly, some of the effects associated with them are at a high or 'significant' level, reflecting the raw form of JASMAX's preliminary (bulk and location) concepts. But it is anticipated that at least some of these effects can be meaningfully addressed through the refinement of the station locations and their design to reduce their impact and avoid them reaching a 'significant' level. This is the main focus of the following recommendations.

Turning briefly to the related matter of the 'Queenstown Hill Covenant', it is apparent that, in absolute terms, the cable car proposal would alter the appearance of parts of Queenstown Hill, more so near the deep valley to the west of Grants Peak, with the cableway and its cabins silhouetted above that chasm and to the east of it. At a more fine-grained level, the proposed Queenstown Station would also be located on Queenstown Hill, and be connected to the Queenstown Trail. As such, both the wider cable car system and proposed station would have a physical impact on parts of the hill, and would leave their mark on the crest of Queenstown Hill, particularly when viewed from that popular trail.

Yet, their impact on Queenstown Hill's landforms and native vegetation – essentially small pockets of remnant tussock and shrubland – would be very contained, both physically and visually, while the system's impact on the broader profile of the hill, and public perception of it, would also be limited. This is reflected in the findings for Viewing Sectors 2-5, which are more exposed to Queenstown Hill and its skyline as a whole.

The proposal would also have an impact on parts of urban and suburban Queenstown that range from a low to a potentially 'significant' level. Those effects associated with the system's cableway (not its stations) are primarily related to glimpses that the cable car might afford into properties, i.e. on the privacy of residents living near the cableway. These effects could be addressed via refinement of the cabin designs (such as using opaque cladding for lower portions of the cabins), but these matters have not been addressed to date: they will have to await the design refinement necessary in the substantive application stage. Similarly, the potential effects associated with the proposed stations – notably the Frankton North Station, the Lake Johnson Station and those near Kawarau Road – can be 'fine-tuned' via the final location and finished design of those (and other) stations.

In this regard, it is considered important that the Frankton North Station is located on the Glenda Drive - Margaret Place side of SH6 to limit the effects of the proposed cable car system on Quail Rise. In a slightly different vein, the strategic location of the Lake Johnson Station and its exposure to multiple vantage points on an elevated part of Queenstown Hill make it particularly sensitive to micro-siting and the 'fine tuning' of its design.

9.2 Recommendations

With the above in mind, it is important that a range of mitigation measures are incorporated in the final design of the cable car stations to help minimise their effects. These could build on the following recommendations:

- The more 'urban' Queenstown, Frankton Hub, Airport, Frankton North, Lower Shotover and Ladies Mile Stations should be reflective of both their urban-suburban settings and wider alpine environs. Their architecture should be modulated and as permeable as possible, using walling and roof materials (such as schist, timber and corrugated iron), together with colours, that reflect Queenstown's rural and alpine domains, and its heritage – both cultural and natural. The stations within and near residential areas should employ a mixture of panelling (possibly for acoustic attenuation near car parking), planting and outdoor spaces to help buffer them from neighbouring properties.

- The more 'rural', Queenstown Hill, Lake Johnson, Ferry Hill, and Quail Rise Stations should be designed to directly reflect, and integrate with, the alpine terrain found around them, and should use both natural materials and recessive colours to help bed them into their landscape setting.

- The cable car's towers and cabins should also be finished in colours that are recessive and reflective of the colours found on the Queenstown and Ferry Hills.

With further design refinement and mitigation, it is considered that the Queenstown Cable Car project could be rendered acceptable from a landscape perspective.

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APPENDIX A: EXTRACTS FROM THE LANDSCAPE PRIORITY AREA SCHEDULES FOR THE WESTERN WAKATIPU BASIN, FERRY HILL, KIMIĀKAU (SHOTOVER RIVER & SLOPE HILL)

The Western Wakatipu Basin (Tapanui - Queenstown Hill, the Sugar Loaf and Grants Peak):

Physical Attributes and Values:

27. The Queenstown Hill Time Walk that leads from near the Queenstown city centre (Belfast Street) to the summit of Te Tapunui (Queenstown Hill) and coincides with Informal Recreation zoned land across the lower south-western slopes of Te Tapunui (Queenstown Hill).

30. The general absence of rural and rural living buildings within the PA, excepting …….. a very small pocket of urban dwellings at the toe of the Queenstown Time Walk, and the small cluster of rural living dwellings at the south end of Waipuna (Lake Johnson).

32. Short stretches of unformed road: at the north end of Hansen Road (south) linking to Waipuna (Lake Johnson); at the southern end of Hansen Road (north) extending southwards along the western side of Ferry Hill; and from the western end of Tucker Beach Road extending southwards to the lower northern slopes of Pt 781.

Associative Attributes and Values:

47. The name Te Tapunui signifies a place considered sacred to Kāi Tahu whānui both traditionally and in the present.

48. Kimiākau is part of the extensive network of mahika kai (food & resource gathering) and traditional travel routes in the area.

49. The mana whenua values associated with this ONF include, but may not be limited to, wāhi tapu, wāhi taoka, ara tawhito, mahika kai and nohoaka.

54. The contextual value of Te Tapanui (Queenstown Hill) as a landscape feature that historically defined communication routes around the Whakatipu Basin.

55. The importance of Te Tapanui (Queenstown Hill) as an early tourist destination.

57. The popularity of the postcard views from Cemetery Hill (Bob's Peak), Whakatipu Waimāori (Lake Whakatipu), Te Tapunui (Queenstown Hill), Walter Peak, Cecil Peak, the Remarkables, Te Taumata-o- Hakitekura (Ben Lomond), lower eastern slopes of Bowen Peak and the broader mountain context, as an inspiration/subject for art and photography and adventure tourism.

58. The very high popularity of …… the Queenstown Time Walk ……. The very close proximity of these recreational features to the Queenstown urban area also plays a role.

59. The identity of Cemetery Hill (Bob's Peak), Te Tapanui (Queenstown Hill) and, further afield, Te Taumata-Hakitekura (Ben Lomond) as part of the dramatic backdrop to Queenstown.

Perceptual Attributes and Values:

69. The area's natural landforms, land type, and hydrological features (described above), which are highly legible and highly expressive of the landscape's formative glacial processes.

78. Dramatic mid and long-range views from Arthurs Point, the Kimiākau (Shotover River) ONF, the western Whakatipu Basin / Littles Stream area and sections of the trail network coinciding with this part of the basin, to the rugged eastern and north-eastern slopes of Bowen Peak and Sugar Loaf. In views the mountainous context within which the largely undeveloped and open mountain-scape is seen, together with its visual dominance (as a consequence of its scale, proximity, and appearance), adds to the appeal of the outlook.

79. Engaging and attractive short to long-range views from the Frankton Arm, Frankton (including the airport), SH6, and Kelvin Peninsula to the smoother south-facing slopes of Te Tapunui (Queenstown Hill) and the more irregular profile of Pt 781 (seen in combination with the cone like peak of Ferry Hill which is a separate PA and ONF). In more distant views (e.g. Frankton Arm and Kelvin Peninsula), this part of the PA is perceived as a continuous, albeit varied, landform feature with the Ferry Hill PA and ONF. The almost unbroken patterning of vegetation (plantation forest) along the southern flanks of Te Tapunui (Queenstown Hill) and wilding conifers intermixed with grey shrubland and scrub throughout the southern lower flanks of Pt 781, together with its generally undeveloped character, forms a memorable contrast with the urban development below and the more open pastoral slopes sitting above, which reinforces the impression of coherence. In longer range views from many of the more distant locations to the south, there is a clear appreciation of the roche moutonnée landform profile and the waters of the Frankton Arm seen in the foreground of view, along with the often-snow-capped mountains of Ben Lomond and Coronet Peak in the background add to the appeal. In closer range views (e.g. Frankton and SH6), intervening landforms, vegetation and/or built development curbs the field of view in places. Despite the limited expanse of the feature visible, the contrast established by the natural landform seen within an urban context adds to the memorability and appeal of such views.

80. Attractive mid to long-range views from Queenstown, Lake Whakatipu, and the Glenorchy-Queenstown Road, in which the smoother 'up-glacier' largely forested south-western slopes of Te Tapunui (Queenstown Hill) form the backdrop to Queenstown.

The bold contrast between the urban development throughout the lower flanks of the hill and the elevated wooded slopes is memorable and of importance to the identity of Queenstown as a settlement tucked into the base of a mountains. From more distant vantage points, the connection of Te Tapunui (Queenstown Hill) to the broader glacial landscape is more legible and adds a sense of grandeur to the outlook.

81. *Attractive mid and long-range views from the Fitzpatrick Basin, Dalefield, Hawthorn Triangle, the elevated flanks and foothills associated with Slope Hill and sections of Queenstown Trail coinciding with this part of the basin, to the more irregular steep profile of Pt 781 and the more rounded, albeit rugged, northern side of Sugar Loaf. In closer range views, the expanse of the PA is curtailed by intervening landform and vegetation; however, there is an increased appreciation of the localised rocky outcrops, scarps, and hummocky terrain of the landforms adding to their appeal.*

82. *Highly attractive close and mid-range views across Waipuna (Lake Johnson), seen enclosed by the steeply rising roche moutonnée features of Pt 781 and Ferry Hill (ONF). Scattered largely exotic lake edge, shelterbelt, shade tree, and amenity plantings (around dwellings) add to the scenic appeal.*

83. *Engaging and seemingly 'close-range' views from planes approaching or exiting Queenstown airport via the Frankton Arm. Such views offer an appreciation of the roche moutonnée and the broader glacial landscape context within which the PA is set.*

84. *In all of the views, the dominance of 'natural' landscape elements, patterns, and processes evident within the ONL, along with the generally subservient nature of built development within the ONL and, in the case of the southern and north-eastern sides of the area, the contrast with the surrounding 'developed' landscape character, underpins the high quality of the outlook.*

85. *The 'seemingly' undeveloped character of Western Whakatipu Basin PA set within a largely urban context (Queenstown and Arthurs Point), which conveys a relatively high perception of naturalness. While modifications related to its forestry, pastoral, recreational, and infrastructure uses are visible, the very low number of buildings and the limited visibility (excepting the gondola etc described below), limits their influence on the character of the area as a natural landscape.*

86. *The irregular patterning and proliferation of grey shrubland, exposed rock faces, and scrub in places, adds to the perception of naturalness.*

87. *While the gondola forms a bold manmade 'cut' up the hillside, with a sizeable terminal building and luge development atop Cemetery Hill (Bob's Peak), the movement of the gondola cabins together with the connection the gondola and associated development establishes between the mountain setting and Queenstown adds a degree of interest to the view, meaning that it is not an overwhelmingly negative visual element. Put another way, these landscape modifications make an important contribution to Queenstown's recreational values (see above), suggesting a degree of landscape 'fit'. The scale of the seemingly 'undeveloped' mountain setting within which this development is viewed together with its strong visual connection to Queenstown also play a role in this regard. At night, the patterning of lights up the mountain slopes forms a bold contrast to the darkness of the surrounding mountain slopes. Again, it is the very close proximity of the area to Queenstown that lends a visual fit.*

88. *The forestry plantings across the south and southeast flanks of Te Tapunui (Queenstown Hill), Te Taumata-o-Hakitekura (Ben Lomond) and parts of Bowen Peak contribute a reduced perception of naturalness. However, the underlying natural (and largely unmodified) schistose mountain and roche moutonnée landform character remains legible and dominant, thus ensuring this part of the area displays at least a moderate-high level of naturalness.*

89. *The appealing and engaging views of the largely undeveloped mountains and largely undeveloped and legible roche moutonnée landforms from a wide variety of public vantage points. The juxtaposition of the mountains and landforms within a largely urban context, along with the magnificent broader mountain and lake context within which they are seen in many views, are also factors that contribute to memorability.*

90. *The 'close up' experience of the alpine setting that the PA affords for many residents and visitors to Queenstown as a consequence of the relatively high accessibility of the area (via the tracks and gondola in very close proximity to the town centre).*

91 *The panoramic alpine landscape views afforded from the Ben Lomond track, saddle and peak, and the top of Te Tapunui (Queenstown Hill).*

92. *The sense of Queenstown and Arthurs Point tucked in at the toe of a majestic mountain setting.*

93. *The sense of Waipuna (Lake Johnson) as a 'hidden gem' tucked away in the hillslopes by Frankton.*

Summary of Landscape Values

100. ***High associative values*** *relating to:*

    c. *The very strong shared and recognised values associated with the area (deriving in part from the proximity of parts of the PA to urban areas).*

    d. *The significant recreational attributes of Cemetery Hill (Bob's Peak), Ben Lomond and Te Tapanui (Queenstown Hill) and trout fishing in Lake Johnson.*

101. ***High perceptual values*** *relating to:*

    a. *The high legibility and expressiveness values of the area derive from the visibility and abundance of physical attributes that enable a clear understanding of the landscape's formative processes.*

b. The high aesthetic and memorability values of the area due to its distinctive and appealing composition of natural landscape elements. The visibility of the area from Queenstown, Arthurs Point, Sunshine Bay, Fernhill, Te Nuku-o-Hakitekura (Kelvin Heights), the scenic routes of Glenorchy-Queenstown Road and Gorge Road, parts of the Queenstown Trail network, the Ladies Mile corridor, the western side of the Wakatipu Basin, the airport approach path and the Remarkables Ski Field Access Road (and lookouts), along with the area's transient values, play an important role. c. A moderate-high to high perception of naturalness arising from the dominance of more natural landscape elements and patterns across the PA.

d. The identity of the PA as a natural and dramatic landscape backdrop to the urban areas of Fernhill, Sunshine Bay, Queenstown, Arthurs Point, Frankton and the western side of the (more rural) Whakatipu Basin.

e. The sense of Waipuna (Lake Johnson) as a 'hidden gem' tucked away in the hillslopes by Frankton.

f. A strong sense of remoteness and wildness throughout the elevated parts of Te Taumata-o- Hakitekura (Ben Lomond), along the western and north side of Te Tapanui (Queenstown Hill), the northern sides of Sugar Loaf and Pt 781 and on the slopes of Bowen Peak near Arthurs Point.

The Ferry Hill PA:

Physical Attributes and Values:

1. The steeply sloping roche moutonnée glacial landform of Ferry Hill (694m), with a smooth 'up-glacier' slope to the southwest and south, and a steeper rough 'plucked' down-glacier slope generally to the west, northwest, north, and northeast.

2. Ferry Hill, formed by the over-riding Wakatipu glacier, is recognised in the NZ Geopreservation Inventory as being one of the four best examples of roche moutonnée in Central Otago and one of the most easily seen and appreciated. It is of national scientific, aesthetic or educational value and is assessed to be vulnerable to significant damage by human related activities.

3. The cone-like peak landform of Ferry Hill.

6. Particularly noteworthy indigenous vegetation features include: a. Swathes and scattered pockets of grey shrubland dominated by matagouri and mingimingi occupy the bluffs, rocky slopes and gullies on the landform. Some of these shrublands are interspersed with hawthorn, sweet briar and elderberry.

7. Other distinctive vegetation types include:

a. Open pasture and scattered scrub throughout the elevated steep slopes and crest of Ferry Hill.

b. Grazed pasture with scattered shelterbelts (including poplars) and clusters of pine and willow trees throughout the lower and more gently sloping flanks of Ferry Hill and the saddle between Pt 781 and Ferry Hill.

Associative Attributes and Values:

20. The identity of Ferry Hill as part of the dramatic backdrop to Frankton and the western side of the Whakatipu Basin.

Perceptual Attributes and Values:

22. The area's natural landforms, land type, and hydrological features (described above), which are highly legible and highly expressive of the landscape's formative glacial processes (excepting the water race which is man-made).

23. Indigenous rocky outcrop, steep slope and gully plantings which reinforce the legibility and expressiveness values throughout the area.

24. Engaging and attractive short to long-range views from the Frankton Arm, Frankton (including the airport), SH6 and Kelvin Peninsula to the cone-like peak of Ferry Hill (in combination with the roche moutonnée landforms of Pt781 and Te Tapanui (Queenstown Hill) which are within the West Whakatipu Basin PA). In many of these views the open pastoral character of the smooth and more rough roche moutonnée slopes forms a bold contrast with the urban context. In longer range views from many of the more distant locations on the south side of the feature, there is a clear appreciation of the roche moutonnée landform profile and the waters of the Frankton Arm in the foreground of view, along with the often-snow-capped mountains of Ben Lomond and Coronet Peak in the background add to the appeal. In closer range views (e.g. Frankton and SH6), intervening landforms, vegetation and/or built development curbs the field of view in places. Despite the limited expanse of the feature visible, the contrast established by the natural landform within an urban context adds to the memorability and appeal of such views.

25. Attractive mid and long-range views from the Fitzpatrick Basin, Dalefield, Hawthorn Triangle, the elevated flanks and foothills associated with Slope Hill and sections of Queenstown Trail coinciding with this part of the Whakatipu Basin, to the distinctive cone-like peak of Ferry Hill. In closer range views, the expanse of the PA is curtailed by intervening landform and vegetation; however, there is an increased appreciation of the localised rocky outcrops, scarps, and hummocky terrain of the landforms adding to their appeal. In some views, there is an appreciation of the band of urban (Quail Rise) and rural living development (Tucker Beach) throughout the lower and gentler slopes of Ferry Hill and along the north side of the Waipuna (Lake Johnson) saddle along with the poplar shelterbelts, scattered shade trees and the odd rural dwelling across the north side of Ferry Hill. Nevertheless, from this orientation, the large-scale and distinctive sculptural form of the landform and its generally undeveloped character makes it memorable.

26. Attractive mid and long-range views from Ladies Mile to the southeast and east sides of Ferry Hill. From this orientation, the distinguishing roche moutonnée landform profile is clearly legible and there is an awareness of the transition from the smooth 'ice up' character to the rough 'plucked' character indicating the direction of travel of the glacier that sculpted this landform.

27. *Engaging and seemingly 'close-range' views from planes approaching or exiting Queenstown airport via the Frankton Arm. Such views offer an appreciation of the roche moutonnée and the broader glacial landscape context within which the PA is set.*

28. *In all of the views, the dominance of more 'natural' landscape elements, patterns, and processes evident within the ONF, along with the generally subservient nature of built development within the PA and the contrast with the surrounding 'developed' landscape character, underpins the high quality of the outlook.*

29. *The 'seemingly' undeveloped character of Ferry Hill, PA, set within an urban or rural living context, which conveys a relatively high perception of naturalness. While modifications related to pastoral and infrastructure uses are visible, the very low number of buildings, the relatively modest scale of tracks and the limited visibility of infrastructure limit their influence on the character of the area as a natural landscape element.*

30. *The irregular patterning and proliferation of grey shrubland, exposed rock faces and scrub in places, adds to the perception of naturalness.*

Summary of Landscape Values

39. ***High perceptual values** relating to:*

    a. *The high legibility and expressiveness values of the area deriving from the visibility and abundance of physical attributes that enable a clear understanding of the landscape's formative processes.*

    b. *The high aesthetic and memorability values of the area as a consequence of its distinctive and appealing composition of natural landscape elements. The visibility of the area from Frankton, the scenic route of SH 6, sections of the Queenstown Trail network, the Ladies Mile corridor, the western side of the Whakatipu Basin, and the airport approach path, along with the area's transient values, play an important role.*

    c. *The identity of the roche moutonnée as a natural and dramatic landscape backdrop to Frankton and the western side of the Whakatipu Basin.*

    d. *A sense of remoteness and wildness associated with the western side of the PA.*

The Kimiākau (Shotover River) PA:

Physical Attributes and Values:

1. *Steep escarpments, scarps, gorges/canyons, bluffs and river cliffs, where glacial and alluvial processes have eroded underlying schist.*

2. *Alluvial floodplains and terraces, dynamic river braids and gravel shoals at bends in the course of the river to the west of Arthurs Point and at Big Beach, Tucker Beach and the confluence with the Kawarau River.*

3. *The overall transition along the course of the river from a predominantly narrow and steeply incised corridor (interspersed with alluvial flats and gravel beds at river bends) upriver (north) of Tucker Beach to a more consistently broad and open riverbed and valley at the confluence with the Kawarau.*

4. *In places, the seamless merger of the riverbanks with the flanking large-scale mountain landforms of Ferry Hill, Sugar Loaf, Bowen Peak and Mount Dewar.*

5. *The Kimiākau (Shotover River) and in particular, the following features and attributes: a. Waterbody with a gravel and schist bed.*

    b. *The fast-flowing waters …….*

6. *Particularly noteworthy indigenous vegetation features include:*

    d. *A large regionally significant wetland known as the Shotover River Confluence Swamp by the lower braided section near the Kawarau River confluence. The wetland features a mosaic of sedgeland, rushland and willow.*

7. *Other distinctive vegetation types include:*

    a. *The almost continuous patterning of willows and poplars along the riverbanks.*

Associative Attributes and Values:

40. *Kāi Tahu whakapapa connections to whenua and wai generate a kaitiaki duty to uphold the mauri of all important landscape areas.*

41. *For generations, mana whenua traversed these catchments gathering kai and other resources.*

42. *The mana whenua values associated with this ONF include, but may not be limited to, ara tawhito, mahika kai and nohoaka.*

46. *The descriptions and photographs of the area in tourism publications.*

47. *The popularity of Kimiākau (Shotover River) as an inspiration/subject for art, photography, postage stamps and books. Also as a wedding venue.*

48. *The identity of the river as an important natural and historic landscape context for Arthurs Point, Tucker Beach, Quail Rise, and the various rural living areas along its margins.*

49. *The popularity of the recreational 'features' listed below and their general ease of accessibility.*

51. *…… walking (including dog walking), running and cycling the trail alongside the river (including footbridges); jetboating, rafting, paddleboarding and kayaking on the river, particularly through the Shotover gorge/canyon section; swimming in the river; picnicking by the river.*

54. *Te Araroa Trail connection via the Wakatipu Track, passing over the Shotover River near Frankton.*

Perceptual Attributes and Values:

56. *Clearly legible glacial, fluvial / hydrological processes that have shaped the river corridor and which continue to add to its dynamic qualities*

57. *Highly attractive close, mid and long-range views from tracks/bridges (which are public places and including Edith Cavell Bridge), local roads, reserve land, the water, the SH6 bridge and nearby dwellings (including at Arthurs Point) along the river corridor.*

59. *Throughout river bends and towards the lower reaches, the corridor is wider, affording longer-range views of the broader mountain setting. Here, the engaging patterning of the dynamic river waters and gravel beds framed by the undeveloped vegetation-clad river cliffs and terraces dominates the outlook. The filtering and framing effect of vegetation in places along with the alternating availability of such views serves to enhance their interest and appeal. In places, the steep and large-scale mountainous landforms of Ferry Hill, Sugar Loaf, Bowen Peak, Mount Dewar and the broader mountain setting add to the sense of drama and grandeur.*

61. *Appealing mid and long-range views from SH6 Shotover Bridge in which the broad river corridor reads as a swathe of natural landscape bookmarking the interface between Queenstown and the Wakatipu Basin proper. In these views, the attractive vegetation dominated riverbanks, along with the dynamic gravel beds and water channels and Old Shotover bridge, create the impression of a relatively undeveloped river corridor. The visibility of the distant Northern Remarkables and Coronet Range in outlooks adds to the appeal.*

62. *In all of the views, the dominance of 'natural' landscape elements, patterns, and processes evident within the ONF, along with the generally subservient nature of built development within the ONF and the contrast with the surrounding 'developed' landscape character, underpins the high quality of the outlook.*

64. *From the bridges and more elevated locations within the corridor, there is an awareness of the urban or rural living land use adjacent the corridor. Even so, there remains a perception of significant naturalness within the river landscape, largely due to the densely vegetated riverbanks, escarpment and bluff landforms and/or close proximity to the dramatic mountain context. Buildings tend to be glimpsed behind plantings making them recessive, …….*

Summary of Landscape Values

78. ***High associative values*** *relating to:*

    b. *The historic features in the area.*

    c. *The strong shared and recognised values associated with the area.*

    d. *The recreational attributes of the ONF.*

101. ***High perceptual values*** *relating to:*

    a. *The strong legibility and expressiveness values of the area deriving from the visibility of physical attributes that enable a clear understanding of the landscape's formative processes.*

    b. *The appealing aesthetic and distinctive memorability values of the area as a consequence of its distinctive and appealing composition of natural and cultural landscape elements. The area's transient values, the intimate, dramatic, and enclosed character of the gorge sections and the accessibility of the area generally play an important role.*

The Slope Hill PA:

Physical Attributes and Values:

1. *The roche moutonnée glacial landform of Slope Hill, formed by the over-riding Wakatipu glacier, with a smooth 'up-glacier' slope to the southwest and a steeper rough 'plucked' (down-glacier) slope to the east adjacent to Lake Hayes. Rock outcrops throughout the elevated north-western flanks. Highest point: 625m.*

2. *The Slope Hill roche moutonnée is recognised in the NZ Geopreservation Inventory as one of the best examples of this type of landform in Otago and one of the most easily seen and accessible. It is identified as a site of national scientific, aesthetic and recreational values and is considered to be vulnerable to significant damage by human related activities.*

Associative Attributes and Values:

13. *Kāi Tahu whakapapa connections to whenua and wai generate a kaitiaki duty to uphold the mauri of all important landscape areas.*

14. *Slope Hill has contextual value for its association with Threepwood Farm, one of the Wakatipu Basin's earliest farms.*

Perceptual Attributes and Values:

16. *The area's natural landforms, land type, and hydrological features (described above) are highly legible and highly expressive of the landscape's formative glacial processes.*

18. *Highly attractive framed mid-range views eastbound on SH6, west of the Shotover Bridge to the south- western smooth 'up ice' flanks of Slope Hill. The composition comprises an attractive patterning of the Shotover River terraces and their layered tree plantings (a mix of evergreen and exotic species including Lombardy poplars) below the highly legible and more 'natural' pastoral elevated slopes of the roche moutonnée and backdropped by (often) snow-capped mountain ranges of Cardrona and the Crown Range. The large-scale road cuttings that frame the highway add to the structure and distinctiveness of the vista. Overall, the outlook impresses as an engaging and memorable gateway to the Wakatipu Basin and seemingly more spacious 'rural' landscape beyond Queenstown / Frankton.*

19. *Appealing mid to long-range views westbound on SH6 on the elevated section of the highway east of the intersection with Arrowtown Lake Hayes Road to the south-eastern flanks of Slope Hill. The open pastoral character of the rough 'plucked' slopes of the landform in this view forms a bold contrast with the exotic vegetation and building-dominated low-lying terraces of Ladies Mile and Frankton to the left of view. From this orientation, the roche moutonnée blends seamlessly with the layered patterning of dramatic mountains and roche moutonnée that frame the western side of the Wakatipu Basin and Lake Wakatipu more generally. The depth of the outlook together with its 'classic' elements that include a structured layering of mountainous landforms and the gateway impression (enabling first glimpses of Queenstown) contribute to the memorability of the vista. It is possible that anticipated urban development throughout Ladies Mile may obscure views of the lower margins of the landform feature, adjacent Ladies Mile.*

23. *Attractive close, mid, and long-range views from Ladies Mile, Lake Hayes Estate and Shotover Country to the south side of Slope Hill. From this orientation, the distinguishing roche moutonnée landform profile is clearly legible, and there is an awareness of the transition from the smooth 'ice up' character to the rough 'plucked' character. It is possible that anticipated urban development throughout Ladies Mile may obscure views of the lower margins of the landform feature, adjacent to Ladies Mile.*

24. *In all of the views, the dominance of 'natural' landscape elements, patterns, and processes evident within the ONF, along with the generally subservient nature of built development within the ONF and the contrast with the surrounding 'developed' landscape character, underpins the high quality of the outlook.*

25. *The seemingly 'undeveloped' character of Slope Hill, which conveys a relatively high perception of naturalness. While modifications related to its pastoral use are visible, the very low number of buildings, the relatively modest scale of tracks and limited visibility of infrastructure (excepting the airport radar structure on the top of the landform) curb their influence on the character of the landform as a natural landscape element.*

26. *The appealing and engaging views of the largely undeveloped and legible roche moutonnée landform of Slope Hill.*

Summary of Landscape Values

33. ***High perceptual values*** *relating to:*

    a. *The high legibility and expressiveness values of the area deriving from the visibility and abundance of physical attributes that enable a clear understanding of the landscape's formative processes.*

    b. *The very high aesthetic and memorability values of the area as a consequence of its distinctive and appealing composition of natural landscape elements. The visibility of the area from Lake Hayes Estate, Shotover Country, the Ladies Mile corridor, the eastern side of the Wakatipu Basin, the scenic route of SH6, Arrowtown Lake Hayes Road, the Remarkables Ski Field Access Road and the Queenstown Trail, along with the area's transient values, play an important role.*

    c. *The identity of the roche moutonnée as a natural landscape backdrop to Ladies Mile and the western and central portion of the Wakatipu Basin and as a gateway feature to Queenstown / the Wakatipu Basin.*

    d. *A high perception of naturalness arising from the dominance of natural landscape elements and patterns at Slope Hill.*