Outlook

Re: Reply to RFI

From Bowen Peak s 9(2)(a)
Date Thu 26/02/2026 12:00 PM
To Ashiley Sycamore s 9(2)(a)
Cc Stephanie Frame s 9(2)(a) FTAreferrals <FTAreferrals@mfe.govt.nz>

1 attachment (17 MB)
Powerhouse Fast-track Application - APPENDIX 30A - Response to RFI.pdf;

Tēnā koē Ashiley.

Thanks for confirming receipt - and I apologise that I emailed you the non-redacted APPENDIX 30A.

I have attached to this email the redacted version of APPENDIX 30A which you can place online.

APPENDIX 30B has already been redacted hence you already have the correct version.

Ngā mihi,

Guy.

On Thu, Feb 26, 2026 at 6:05 AM Ashiley Sycamore s 9(2)(a) wrote:

> Kia ora Guy,
>
> Confirming that we've received your s20 further information response for Powerhouse (with the two attachments). I'll be in touch if we need anything further or have an update for you.
>
> Thanks,

Ashiley Sycamore
Senior Advisor – Fast-track Operations | Kaitohutohu Matua

Ministry for the Environment | Manatū Mō Te Taiao

s 9(2)(a) | environment.govt.nz

From: Bowen Peaks 9(2)(a)
Sent: Wednesday, 25 February 2026 10:53 pm
To: Ashiley Sycamores 9(2)(a) Stephanie Frames 9(2)(a)
Subject: Reply to RFI

Warning 0x8001004A, Message part not checked

Documents containing potential threats:

- Not checked: [$Protected Keywords] Powerhouse Fast-track Application - APPENDIX 30A - Response to RFI.pdf

see http://www.secureit.co.nz/Error/8001004A.html for more information

---

Good eve=ning Stephanie and Ashiley.

Please find attached our response to your RFI.

Appendix 30A contains the direct responses to your questions Stephanie, and we hope that this document will be well-received by both Fast-track and the Minister. To summarise Appendix 30A, we stand by our initial conservative 5 alpine chalet (40 apartment) initial annual construction rate as we did not want to be perceived as being overly optimistic. However, now that we have been questioned about this and been able to consult with industry, we can now pledge to work towards immediately constructing 15 alpine chalets (123 apartments) per annum - as virtually illustrated on our website www.bowenpeak.co.nz. FYI we also share the Fast-track goals of more housing and economic stimulation in our Queenstown community and beyond, so we are pleased to accelerate our construction plans.

Appendix 30B is a recent development outside of the Fast-track process whereby we have decided to courteously offer both DOC & QLDC construction of a gravel forestry harvesting road at the time of felling the wilding pines in the One Mile Powerhouse Reserve along (most of) the already proposed Stage 3 Arterial plan. If both QLDC & DOC agree to this 'common sense' approach then it will mean that essentially all of our construction traffic will bypass the town centre. Now that we are aiming to construct 123 apartments per annum, there will be considerable construction traffic supporting the 'military logistics' required for this endeavour - hence we hope that providing this decade-long bypass will be seen as it is - a courtesy to community. And QLDC may even adopt this temporary bypass as their long-term roading solution here.

All of us at Bowen Peak Ltd - staff, specialists and supporters - continue to look forward to the outcome of your deliberations regarding our Powerhouse Fast-track Application. We have had good interaction with Mana Whenua with the signing of a Process Agreement, and we look forward to working with them going forwards - particularly in the design of our key gondola building infrastructure. We have also enjoyed positive conversations with both Otago Regional Council and the Department of Conservation, although we haven't had a face to face meeting with any QLDC staff since January last year. On the good side, we now have a new QLDC Interim CEO and Mayor - and the Mayor and fellow Councillors have agreed to meet us on site soon. Hopefully this will be a positive meeting as we continue to bring our regionally and nationally significant Powerhouse Fast-track project to the wider community.

Kind regards | Ngā nihi,

Guy.

Appendix 30A

Powerhouse Fast-track Application

Applicant's Response to Fast-track Request for Information

Prepared by John Edmonds & Associates Ltd, Bowen Peak Ltd & supporting specialists

John Edmonds
Planner - Director

Matthew Hingston
Development Manager

Guy Hingston
Company Director

26 February 2026

1. INTRODUCTION

The Applicant thanks the Fast-track team for the opportunity to respond to the Section 20 Request for Further Information. Bowen Peak Limited (Bowen Peak) understands that the Fast-track team has sought clarification on whether the stated regional and national housing and economic benefits will be realised at the scale anticipated, given the originally modelled development duration.

This response addresses those concerns directly. It demonstrates both:

- The substantial benefits delivered under the original conservative development program of 5 alpine chalets (40 apartments) per annum, and
- Bowen Peak's confirmed ability to accelerate delivery to 15 alpine chalets (123 apartments) per year, significantly advancing the timing of those benefits.

Bowen Peak remains available to provide any further information or to discuss these matters directly with the Fast-track Team if that would be of assistance.

2. SUMMARY OF ORIGINAL DEVELOPMENT PROGRAM AND BENEFITS:

2.1 CONSERVATIVE DELIVERY ASSUMPTIONS:

Bowen Peak upholds, as per the Fast-track Application, that Residential Development at a rate of initially 5 alpine chalets per year delivers significant Regional Benefits to the Queenstown and wider Otago Region.

The Fast-track Application conservatively models delivery at approximately five alpine chalets per year. This approach was intentionally cautious, reflecting:

- Anticipated consent processing and building consent timeframes;
- Potential labour and material supply constraints;
- Construction logistics in alpine terrain; and
- Market absorption considerations.

The indicative program assumed construction commencement in 2029, although Bowen Peak considers commencement in 2028 achievable if consenting progresses efficiently.

Under this program, the first 15 alpine chalets (9 Type LG 9-apartment alpine chalets and 6 Type 1/2 7-apartment alpine chalets) would be delivered over three years (resulting in a total of 123 apartments) while construction logistics are improved and finalised.

This conservative modelling reflected Bowen Peak's commitment to under-prioritise and overdeliver. This timeline has been drawn up to take into account real-world delays in labour and supply shortages, as well as the as-yet unknown market take-up.

2.2 REGIONAL HOUSING NEED AND STRATEGIC IMPORTANCE OF THE PROPOSAL:

Queenstown Lakes District is experiencing a sustained and well-documented housing shortfall driven by population growth, visitor demand, and a structural mismatch between housing supply and workforce needs. Council demand projections under the *Housing and Business Development Capacity Assessment & Demand Projections 2025*, identify a

requirement for approximately 27,100 additional dwellings between 2023 & 2053. In addition, the current housing shortfall of approximately 3,000 dwellings is projected to increase to around 6,400 dwellings by 2050 without intervention.

This proposed 1,333-apartment development, even when delivered progressively over 20 years (or faster), represents a regionally meaningful contribution to addressing this shortfall.

In practical terms, the development will deliver housing capacity equivalent to a new suburb accommodating approximately 3,000 residents. Given Queenstown's current permanent population of approximately 29,000, this represents regionally significant housing supply.

The proposal directly addresses the most acute housing needs identified by Council and Government Agencies, including:

- Smaller and more attainable housing options;
- Workforce-appropriate accommodation; and
- Long-term rental housing supply.

Apartment-style housing aligns with projected household trends and provides dwelling types that are more accessible to local workers than the larger, higher-priced dwellings that have historically dominated new supply.

In addition, 5% of the total dwellings (approximately 67 apartments) will be dedicated to the Queenstown Lakes Community Housing Trust, delivering a direct and measurable contribution to reducing the district's affordable housing shortfall.

The Fernhill and Sunshine Bay location is particularly appropriate, given its proximity to major employment areas and its role as a key workforce housing catchment. Delivering a significant high-density housing in this location directly responds to localised housing pressures while also contributing materially to meeting district-wide demand. In this context, the proposal represents not only a significant scale of housing supply, but also a highly efficient and well-located response to identified need.

Even under the original conservative delivery programme, the proposal delivers substantial and sustained regional benefits.

3. OPPORTUNITY TO EXPEDITE THE DELIVERY OF ALPINE CHALET CONSTRUCTION:

To address Fast-track concerns regarding delivery timeframes, Bowen Peak has undertaken detailed technical, construction and market analysis.

Based on this work, and supported by independent consultant input, Bowen Peak confirms that delivery can be increased to 15 alpine chalets per year, three times the originally modelled rate. This accelerated rate would bring completion of residential development forward from approximately 2053 to approximately 2040, advancing the delivery of housing and economic benefits by more than a decade.

3.1 CONSTRUCTION METHODOLOGY AND SUPPLY CHAIN CAPACITY:

3.1.1 MATERIAL & LABOUR SUPPLY:

Bowen Peak had initially conceptualised the construction of 5 Alpine Chalets per year out of Balcrom precast reinforced and insulated concrete walls and pre-stressed reinforced concrete floor materials. Bowen Peak intends to continue with this methodology for the first 5 Alpine Chalets per year. To free up additional Balcrom production capacity, and as articulated within Attachment 4 - Structural Engineer - 2026-Bowen Peak Chalet Construction Methodology Proposal, a different construction methodology is planned be adopted for the additional ten alpine chalets, leveraging increased core structural steel frames.

This approach provides significant advantages, including:

- Expanded national fabrication capacity using steel framing systems;
- Reduced structural weight and improved seismic performance;
- Reduced transport and crane requirements;
- Greater flexibility in sourcing and fabrication; and
- Faster assembly and installation on-site.

Additionally, a representative from Metalcraft has independently confirmed delivery capacity to support the revised construction rate of 15 alpine chalets per year.

Please refer to Attachment 10 – Gmail from Metalcraft Insulated Panels for further information.

3.1.2 MODULAR DESIGN BENEFITS:

There are multiple design, approval, construction and liveability benefits associated with adopting a modular design and construction approach.

This is best demonstrated within Attachment 3 – Architectural Design Report, specifically the following:

Design Standardisation & Regulatory Efficiency:

a. A collaborative framework in which architectural design incorporates direct, realtime feedback from material manufacturers, consultants, and contractors as the design progresses.

b. Establishes a master set of documentation, enabling the council to focus on sitespecific foundation engineering while fast-tracking the repetitive architectural elements.

Material Innovation & Construction Efficiency:

a. Off-site modular construction where building components are manufactured in a factory environment and then transported to site.

b. Higher quality control process in indoor, well-lit working conditions.

c. Reduced on-site construction work will result in a tidier working environment, fewer materials stockpiled on-site and reduced noise pollution.

Quality Assurance & Risk Mitigation:

a. Leveraging standardised components and off-site manufacturing, a rigorous factory-level inspection program can be implemented before any element reaches the site.

b. Greatly reduced risk of weather-related defects or on-site errors.

c. This approach permits a feedback loop in which design refinements identified during the assembly of the first alpine chalets can be integrated into the documentation of the remaining alpine chalets.

These efficiencies support Bowen Peak's ability to achieve accelerated delivery timelines.

3.1.3 MARKET ABSORPTION:

To validate market absorption capacity, Bowen Peak commissioned an independent assessment from Ray White Queenstown.

Ray White identified strong and diverse demand across multiple purchaser groups, including:

- First home buyers seeking attainable housing;
- Essential workers requiring proximity to employment;
- Long-Term investors responding to strong rental demand;
- Downsizers seeking low-maintenance living;
- Owner-occupiers seeking permanent residence.

Ray White concludes that the proposed 15 alpine chalets per year absorption presents a sustainable and marketable new suburb.

Bowen Peak plans to encourage a structured ownership model supporting community outcomes, including:

- 5% Queenstown Lakes Community Housing Trust;
- 50% Key Infrastructure Worker Accommodation;
- 40% Other NZ / AUS Purchasers;
- 5% Active Investors Plus Balanced Purchasers.

This ensures the development delivers genuine housing supply rather than speculative investment stock.

Subject to the referral application being approved, Expressions of Interest (EOI) will be sought immediately. EOI processes will include engaging marketing and creative media consultants to prepare a dedicated Project EOI Website and 3D Render Photos & Video Montages for broader advertising purposes. Additionally, Bowen Peak

will seek to engage multiple real estate agents to commence market sounding and assist with the EOI process. This approach will ensure that, if the substantive application is subsequently approved and building consents are obtained without delay, construction of the fifteen alpine chalets can commence concurrently without interruption.

In the event that Bowen Peak receives approval from the Expert Panel, the EOI process will immediately transition to a Pre-Sales campaign with the ongoing target delivery rate of 15 alpine chalets (123 apartments) per annum. Should market demand exceed this target, Bowen Peak will use all reasonable endeavours to align construction output with community absorption rates and increase delivery accordingly.

4. INDICATIVE ACCELERATED PROGRAM:

Under the accelerated programme of 15 alpine chalets per year:

- Residential delivery would be completed approximately 13 years earlier than originally modelled.
- Housing supply benefits would be realised significantly sooner.
- Economic stimulus and employment benefits would also be accelerated.

This substantially strengthens the proposal's alignment with Fast-track key objectives of providing housing and stimulating the economy.

5. DWELLING COUNT CALCULATIONS

5.1 ALPINE CHALET TYPOLOGIES AND APARTMENT YIELD CALCULATION:

Appendix 11 of the Powerhouse Fast-track Application contains the Structural Design Report for the proposed alpine chalets. The report identifies four distinct alpine chalet typologies:

- Type LG
- Type 1
- Type 2
- Type 3

The primary distinction between these four typologies relates to the vertical positioning of the garage level, which varies according to the relative height of road access servicing each site. For **Type LG** alpine chalets, garage access is provided from below, with the garage located at the base of the building and directly accessible from the road or a driveway beneath the structure.

In contrast, **Types 1, 2 and 3** have garage levels integrated higher within the building form, corresponding to road access from above at varying elevations:

- **Type 1**: Garage located at Level 1
- **Type 2**: Garage located at Level 2
- **Type 3**: Garage located at Level 3

Although these garage levels are integrated within the architectural design, their position can be identified through façade articulation and vehicle access indicators shown in the drawings.

Following completion of the structural typologies, the architect was instructed to determine the appropriate type of alpine chalet (LG, 1, 2 or 3) for each of the 175 sections. The allocation was based on detailed 3D Topographical Modelling prepared by the project surveyor, with alpine chalet-type selection determined by the level of road access relative to each lot. Where access was provided from below, alpine chalet Type LG was adopted. Where access was from above at varying levels, Types 1, 2 or 3 were applied accordingly.

Each alpine chalet was individually modelled to reflect site-specific conditions. The final distribution of alpine chalet types is summarised in Figure 2 (page 6) of Appendix 2 – Architectural Design Report under the Powerhouse Fast-track Application Appendices, and below under Figure 1, where the four typologies are represented by different colours across the subdivision plan.

The allocation is as follows:

Alpine Chalet Type	No. of Alpine Chalets	No. of Apartments
Type LG 9 x 2 Bedroom Apts	54	486 x 2 Bedroom Apts **Total: 486 Apts**
Type 1 5 x 2 Bedroom Apts 2 x 3/4 Bedroom Apts	36	180 x 2 Bedroom Apts 72 x 3/4 Bedroom Apts **Total: 252 Apts**
Type 2 5 x 2 Bedroom Apts 2 x 3/4 Bedroom Apts	41	205 x 2 Bedroom Apts 82 x 3/4 Bedroom Apts **Total: 287 Apts**
Type 3 5 x 2 Bedroom Apts 2 x 3/4 Bedroom Apts	44	220 x 2 Bedroom Apts 88 x 3/4 Bedroom Apts **Total: 308 Apts**
Total	**175**	1,091 x 2 Bedroom Apts 242 x 3/4 Bedroom Apts **Total: 1,333 Apts**

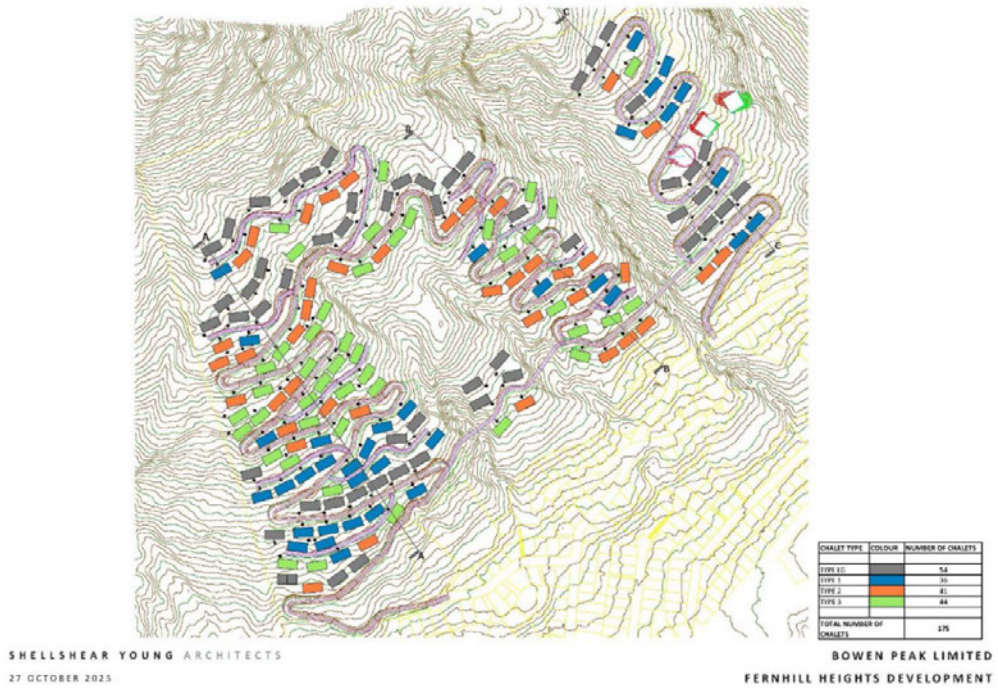


Figure 1: Proposed Fernhill Heights Suburb

6. CONCLUSION:

Bowen Peak affirms that even under the original conservative delivery programme, the proposal delivers substantial regional and national benefits through the provision of large-scale, workforce appropriate housing in a high-demand location.

Independent engineering, construction, and market analysis confirm that Bowen Peak can deliver housing at approximately 15 alpine chalets per year, significantly accelerating the timing of housing and economic benefits.

To support ongoing market monitoring and adjustment to the proposed construction rates, upon Referral Application Approval, Bowen Peak propose to immediately commence Expression of Interest community engagement to assess purchaser interest (EOI). Should Bowen Peak successfully achieve approval from the Expert Panel, a Pre-Sales Campaign is proposed to replace the EOI campaign, targeting the delivery of 15 alpine chalets per year. Where demand outweighs supply, Bowen Peak will use all necessary efforts to match community absorption rates and increase construction.

The proposal represents a robust, deliverable, and strategically important response to Queenstown Lakes District's critical housing shortage, fully aligned with the objectives of the Fast-track process and one which delivers significant Regional Benefits.

The accelerated programme further strengthens these outcomes, ensuring earlier delivery of housing supply, economic stimulus, and community benefits.

Attachment 1 - Section 20 further information request – Powerhouse

Fast-track

Te Kāwanatanga o Aotearoa
New Zealand Government

FTAA-2511-1126

Guy Hingston
Bowen Peak Limited

Dear Guy,

Request for information on application for referral of the Powerhouse project under the Fast-track Approvals Act 2024

The Minister for Infrastructure (the Minister) has received your application for referral of the Powerhouse project (the project) under the Fast-track Approvals Act 2024 (the Act) to the fast-track approvals process.

I write under delegation from the Minister and in accordance with section 20 of the Act to request further information on the following matters:

1. *The indicative project timeline (Appendix 16 of the application) anticipates construction commencing around 2029 and continuing until approximately 2053, with development staged over more than two decades. The residential component would be delivered progressively, at a rate of approximately five chalets per year from 2030 to 2053. While the application identifies potential significant regional and national benefits (including economic and housing-related benefits), it is considered these may be realised only gradually over the project timeline. Although final referral decisions sit with the Minister for Infrastructure, officials are concerned at this initial stage that the significant regional and national benefits described – particularly the potential economic and housing supply benefits – may not be realised to the extent stated, given the prolonged project timeframe.*
   Having regard to the indicative project timeline and the context above, please provide further assessment explaining how the project would meet the section 22(1)(a) criteria under the Act (being that the project is an infrastructure or development project that would have significant regional or national benefits). In particular (but without limiting the response), please explain how the stated significant economic benefits would be achieved over the extended duration of the project and how the stated housing supply benefits would be significant given the relatively small contribution annually. Please outline any assumptions, staging considerations, or other mechanisms that support your assessment.

If you wish to provide the information requested, you must respond within 20 working days of the date of this request. The Minister is not required to consider information received outside of this time frame.

Before the due date, please upload any information to the application portal feedback page.

Alternatively, if you wish to email the information or have any queries about this letter, please email to referral@fasttrack.govt.nz and include the name of the lead contact – Ashiley Sycamore.

For assistance with the application portal or to update your account details, please email contact@fasttrack.govt.nz or phone 0800 FASTRK (0800 327 875).

Yours sincerely

Stephanie Frame
Acting General Manager, Investment Strategy and Operations

Powerhouse Fast Track Applicaiton -Appendix 30A FTAA

Executive Summary

The Minister has requested clarification on:

1. How the stated significant economic benefits will be achieved over the extended duration of the Project; and
2. Whether the housing contribution is significant given the annual delivery rate.

In summary:

- The Project involves a **12-year staged construction programme (2029–2040)**, generating sustained regional employment and capital investment.
- The applicant has reduced the construction programme by approximately 13 years, following consultation and additonal investigation and reporting by the team of consultant engineers, architects and manufacturers.
- This is followed by a multi-decade operational phase delivering recurring and compounding economic benefits.
- The proposal includes **1,333 residential units delivered between 2029 and 2040**, averaging approximately **111 dwellings per annum**.
- The housing programme supports an estimated **2,900–3,300 residents**, materially contributing to regional capacity and workforce stability.

Taken together, these components are regionally significant and consistent with the purpose of the Act.

Part A - Enduring Economic Benefit

Extended Construction Programme (2029–2040)
The Project construction phase is anticipated to occur progressively between **2029 and 2040**, aligned with staged residential and infrastructure delivery.

This has several material implications:

- Long-duration direct employment in civil works, infrastructure installation, building trades and project management
- Stable pipeline of work for regional and nation-wide contractors and consultants
- Sustained supply-chain expenditure
- Reduced volatility in the regional construction sector

The construction phase itself constitutes a medium-term structural stimulus rather than a short-term injection.

Dual-Phase Structural Economic Contribution
The Project delivers economic benefit across two extended horizons:

<u>Phase 1 – Progressive Construction (2029–2040)</u>

- Continuous employment generation
- Infrastructure-led capital formation
- Supply chain stabilisation
- Skills retention within the district

Phase 2 – Long-Term Operational Life (30+ Years)

- Permanent operational employment
- Recurring visitor expenditure
- Hospitality and retail multipliers
- Ongoing fiscal contributions
- Enhanced year-round tourism yield

The Project therefore produces a 12-year sustained construction stimulus followed by multi-decade operational benefit.

Economic Compounding Effect

Because construction and housing delivery are staged:

- Workforce demand builds progressively
- Housing supply supports labour stability
- Infrastructure and tourism activity scale together
- Economic benefits compound rather than peak and decline

The extended programme reduces the boom-bust risk that has often occurred in this district.

Strengthened Alignment with s 22(1)(a)

Given the 12-year construction horizon combined with long-term operation, the Project:

- Facilitates regionally significant infrastructure over an extended timeframe
- Provides sustained employment and capital investment
- Delivers cumulative housing supply
- Embeds structural regional productivity gains

The economic benefits are neither short-lived nor front-loaded. They are sustained over more than a decade before transitioning into enduring operational value.

This materially reinforces consistency with the purpose of the Fast-track Approvals Act 2024 under section 22(1)(a).

Part B – Housing Supply Significance

Scale of Residential Delivery

The proposal provides for 1,333 residential units between 2029 and 2040, equating to approximately 111 dwellings per annum over 12 years.

In Queenstown Lakes District terms, this is a substantial, forward-programmed housing programme.

District Context and Relative Significance

Queenstown Lakes District experiences:

- Persistent housing supply constraints
- Workforce accommodation shortages
- Elevated house price to income ratios
- Topographical and planning constraints limiting land availability

In this context, a consistent pipeline of ~111 dwellings annually:

- Represents a meaningful proportion of district housing output

- Reduces supply volatility
- Provides certainty in forward planning
- Supports permanent population growth
- Located close to the urban core of Queenstown contributing to a well-functioning urban environment

Significance must be assessed proportionally within district scale, not national totals.

Cumulative Structural Impact
Over 12 years, the housing programme:

- Expands urban capacity
- Accommodates approximately 2,900–3,300 residents
- Stabilises the regional labour market
- Utilises existing infrastructure networks efficiently and does not require significant network extensions
- Reduces upward pressure on rents and worker housing scarcity

The cumulative effect is transformational rather than marginal.

Housing as an Enabler of Regional Productivity
The housing component:

- Directly supports the workforce required for tourism and service industries
- Reduces commuting and seasonal labour shortages
- Enhances economic resilience

In high-growth tourism economies, labour availability is a binding constraint on productivity. This project addresses that constraint.

Alignment with Section 22(1)(a)
Section 22(1)(a) requires that the Project be consistent with the purpose of the Act.

The Powerhouse Project:

- Delivers sustained, long-term economic uplift
- Provides significant, programmed housing supply
- Addresses structural labour and accommodation constraints
- Enhances regional productivity and resilience
- Embeds enduring fiscal contribution

The economic and housing components are not incidental; they are central to the Project's regional significance.
Acco

Assumptions and Staging Considerations

This reply relies upon the statements made by other experts and consultants and by the project team set out in Appendix 30A

17 February 2026

Client Guy Hingston

Thoughtform

28 Silver St
Lower Shotover
Queenstown, 9304

Ph: s 9(2)(a)
www.thoughtform.co.nz

Bowen Peak Feasibility Summary

Dear Guy,

1. Introduction & Project Scope

This letter addresses the architectural and logistical feasibility of increasing the construction rate of the Bowen Peak development from 5 to 15 chalets per year (totalling approximately 123 apartments).

While a tripling of annual output is an ambitious undertaking, our assessment suggests that, by leveraging standardised design and documentation, modular materials, and the proposed dedicated heavy-traffic infrastructure, this pace is achievable without compromising the architectural integrity or the aesthetic standards expected in the Queenstown Lakes District.

patch

Reference : PA25068

Fernhill Heights Subdivison
Concept Stage | Simulation
15 Lots
11 February 2026

2. Design Standardisation & Regulatory Efficiency

To deliver 15 chalets annually, you have shifted away from the traditional linear design model and adopted an integrated design philosophy. That is a collaborative framework in which architectural design incorporates direct, real-time feedback from material manufacturers, consultants, and contractors as the design progresses.

By identifying key systems (cladding, insulation, HVAC, etc.) early in the design process, manufacturer and contractor expertise can be directly integrated into the documentation, thereby securing the supply chain and accelerating the design process. This approach shifts the programme from traditional drafting to a Design for Manufacture and Assembly workflow. You can then work in lockstep with the suppliers to oversee not just the supply chain, but also the specialised installation protocols required for these systems.

Not all areas of the design can be standardised. Drawing on experience with Ben Lomond's unique geotechnical profiles in its lower areas, we acknowledge that the foundations for each chalet must remain bespoke to account for varying site gradients and ground conditions (which will be the biggest threat to any programme). However, once the platform is established, the above-ground architectural work can be modular.

This systematic approach does not equate to low quality; we are referring to the documentation and implementation of construction details that will enable a robust, systematic quality control process, building on proven designs rather than introducing the risk of bespoke elements in every single structure. By utilising a range of chalet types, the design ensures that the "speed to market" does not result in a cookie-cutter aesthetic that ignores the local alpine context.

By standardising the above-ground design, a master set of documentation can be established for the consenting process, streamlining regulatory review and allowing the council to focus on site-specific foundation engineering while fast-tracking the repetitive architectural elements. This will reduce the administrative burden on both the project team and the local authority. Exactly how this process will be implemented will need to be worked on in collaboration with QLDC.

3. Material Innovation & Construction Efficiency

The transition from five to fifteen chalets requires moving away from traditional, labour-intensive onsite methods toward a high-efficiency assembly model. This can best be achieved through off-site modular construction. Where building components are manufactured in a factory environment and then transported to the site. The factory's indoor, well-lit working conditions improve the quality control process on the construction line. Examples of this type of construction in New Zealand include the Elam University Hall (a 14-storey inner-city building comprising 468 prefabricated timber modules) and the recently completed Elevation Apartments (525 modules).

Items that cannot be built as modules can be prefabricated off-site and shipped; examples include CLT floors and walls and precast concrete panels.

Reduced on-site construction work will result in a tidier working environment, fewer materials stockpiled on the property, and reduced noise pollution impacting neighbouring sites.

4. Quality Assurance & Risk Mitigation

The volume of construction in the Bowen Peak development requires a shift from the typical point-in-time inspections to a continuous quality assurance framework. By utilizing standardized components and off-site manufacturing, a rigorous factory-level inspection programme can be implemented before any element reaches the site. This greatly lowers the risk of weather-related defects or onsite errors. Furthermore, this approach permits a feedback loop in which design refinements identified during the assembly of the first chalets can be integrated into the documentation of the remaining chalets. This ensures that the increase in speed actually leads to a higher, more consistent standard of build than traditional, fragmented construction methods.

5. Logistical Feasibility & Community Impact

The primary bottleneck for large-scale construction in the Queenstown area is almost always site access and the resulting impact on local traffic. This not only involves moving the building materials to the site, but also the earthworks and construction waste from the site.

The proposed Interim Stage 3 arterial construction road is, in our view, the linchpin of these logistics. By bypassing the Lake Esplanade, Shotover Street, and the central town area, the proposed road effectively decouples heavy construction activity from the town centre's tourism and retail heart. At the same time, it is allowing a wide, less-trafficked road for the transportation of materials.

6. Summary

Increasing the construction rate to 15 Alpine Chalets per year is a challenging but achievable goal, provided that the project continues to leverage standardised design, integrated workflows, and off-site modular construction. By addressing logistical constraints through dedicated infrastructure and collaborating closely with regulatory authorities, the development can maintain architectural quality and minimise its impact on the Queenstown Lakes District community. Through these measures, the project is well-positioned to deliver both efficiency and enduring value to the region.

Kind regards,

Simon Khouri
Director | Registered Architect
Thoughtform Limited

asset management

forensic

residential

infrastructure

commercial

industrial

seismic

Fast Track Response

Construction Methodology

Client:	Bowen Peak
Reference:	2026-BP-FT
	Bowen Peak NZ
Revision:	20th February 2026 - 0

Fast Track Response

20 February 2026

Attention: Guy Hingston
Bowen Peak Ltd

Dear Guy,

Attached is specialist commentary on the Bowen Peak Ltd Powerhouse Fast-track Application – specifically relating to proposed structural construction methodology to increase beyond the original proposed five alpine chalet's per annum, to align with intent to be interpreted as being regionally or nationally significant (Section 22 (1) (a) of the New Zealand 2024 Fast-track Approval Act).

With over 20 years structural engineering experience, including working in both New Zealand (under FDG and KCL Auckland) and Australia (Dale C Carr & Associates and Eurofast). I further confirm that I am reasonably experienced and qualified to provide the requested commentary, given my extensive industry experience in seismic and prefabricated high rise construction.

This response contains methodology and material aspects along with detailed structural sketch details with capability to reduce time frames onsite, increase the use of other local resources in various fabrication techniques.

The intent is to demonstrate capability to triple the annual construction of planned alpine chalets - from five alpine chalets (40 apartments) up to fifteen alpine chalets (123 apartments) per annum noting the total number of 175 alpine chalets (1,333 apartments) previously conservatively planned to be constructed over a 24 year period.

To give context the existing population of Queenstown of 30,000 people would significantly benefit from a construction project of 1333 residences, ranging from two to four bedrooms increases the workforce and population within the region.

The new Fernhill Heights suburb is regionally significant and located adjacent to a planned significant aerial ropeway tourism infrastructure , ski area, and sanctuary, making it a significant 10 percent population increase and consistent with the legal requirement of Section 22 (1) (a) of the FTAA 2024, seeking to Fast-track applications that are nationally significant, particularly when viewed from here in Australia.

I concur that The Structural Firm's SF24075 design report dated 19th November 2025 as outlined in Appendix 11 of the Powerhouse Fast-track Application provides a sound engineering platform for basing

0408 633 545 info@dccarr.com.au **ABN** 78 787 128 535

finalised building plans on. Therefore, my following comments should be interpreted as being to facilitate faster construction of an additional ten alpine chalets per annum, rather than any criticism of the currently proposed five alpine chalets per annum.

As The Structural FIrm note on their front page, their plan set "Must not be used for construction, detailed coordination, tendering, or building consent." And further, that "Fully detailed structural plans, specifications and calculations will be produced during the substantive design phase of the project". This response resonates that intent with the methodology provided to assist New Zealand structural engineering firms, to develop fully detailed structural plans if required.

There are a variety of purchaser's being targeted with these apartments, and having a heterogeneous construction design will be advantageous in the marketplace. Hence, to build an additional ten chalets per annum, I recommend that a different construction methodology is adopted.

This methodology seeks to :

(1) create efficiency in construction,

(2) reduce construction time,

(3) reduce cost to allow a larger purchasing demographic to reside in these planned new buildings, and

(4) build a heterogeneous product in this planned new suburb.

Investigating the Balcrom precast concrete approach it is evident the their current forecast supply of precast reinforced and insulated concrete walls and pre-stressed reinforced concrete floor materials is limited to a maximum of four alpine chalets per annum.

Hence I recommend the immediate replacement of precast external concrete walls with R7 rated insulated panels (manufactured in Auckland by Metalcraft) supported by structural steel brace frames to increase ductility and significantly reduce the payload requirements to install the walls onsite.

This external cladding has already been adopted in both Appendix 2 (Architectural Design Report) and Appendix 17 (Landscape Architect report) of the Powerhouse Fast-track Application, complying with the alpine temperature insulation requirements required in Queenstown.

This allows steel fabrication resources through New Zealand to prepare offsite structural frames, braces, balustrades, cladding and fitout modules, supplementing the current proposal by Balcrom.

The methodology requires far less sized transport, crane and material handling, reduces the overall alpine chalet mass, increases ductility against seismic actions and enables discrete foundation locations into rock foundations noted in the ENGEO Geotech Report in Appendix 4 of the Powerhouse Fast-track Application.

The Structural Firm's construction methodology of SF24075 details a precast concrete panel construction which involves significant mass offsite construction, delayed stages of form, reinforce and pour concrete panels, required curing times and increased resources for transport to site and cranage upon a steep alpine slope.

It also requires significant temporary propping until all members are installed.

Subsequently the time required to remove props to enable fitout and service installation can be avoided by pre installed service riser shafts within the framing and prefabricated external cladding and glazing and fitout portions contained in the steel brace frame modules from all areas of New Zealand.

Otherwise the current proposal is limited to specialist contractors in precast concrete with adequate floorspace, expertise, and a capacity to transport the panels, from a base area located in Cromwell.

The current proposal requires foundation preparation, required cut and fill operations for site levelling with high level geotechnical testing before construction commences on each levelled site, including the requirement to install essential services before placing the lower ground foundations.

To construct a further ten alpine chalets per annum, this proposal seeks to provide discrete piers into rock to support the prefabricated steel brace frames that can be prepared to a set of documented details as shown in the attached SK1, SK2, SK3 and SK4 concept drawings attached to this letter.

Production of framed steel substructures can be undertaken by multiple New Zealand steel fabrication companies in the Central Otago / Southland area but also other areas of New Zealand to increase capacity. These can be fabricated quickly off-site, and are not limited to the inherent staff and infrastructure construction limitations of the Balcrom Cromwell facility.

The percentage of fitout time onsite is sought to be reduced by providing a detailed set of process and modular construction that enables increased offsite construction and enable the completion of

the final build in a much shorter time frame. The target number of 1,333 new apartments in this proposed new Fernhill Heights suburb means that considerable expenditure can be dedicated after commencement of construction to ensure that modular construction of similar apartments can continue uninterrupted for the planned 10-12 years of construction now that an accelerated model of alpine chalet building is being contemplated.

I accept that the steepness of the site specifically facilitates either level entry or short external staircase entry into the many apartments.

However, there is also a significant structural advantage to be obtained in terms of centralising a skeletal frame as well as establishing a core bracing area. Further, services shafts are detailed to act both as service access and increase the stability of the framed arrangement on upper levels.

Access for those with impairment is addressed by external prefabricated landings and lift access as required.

In conclusion this proposal seeks to provide benefit to all parties in timeline, ductility, cost and service support whilst adding significant resource allocation to local trades to add the additional ten alpine chalets per annum - without significantly changing the exterior of these buildings - in terms of the provided illustration of 15 alpine chalets.

0408 633 545 info@dccarr.com.au **ABN** 78 787 128 535

Thank you again for reaching out to me for professional advice at this early stage. Please let me know if I can offer any further assistance to your NZ teams working in this area.

Contact

If you require any further information, please do not hesitate to contact me.

Yours faithfully,

Dale C Carr

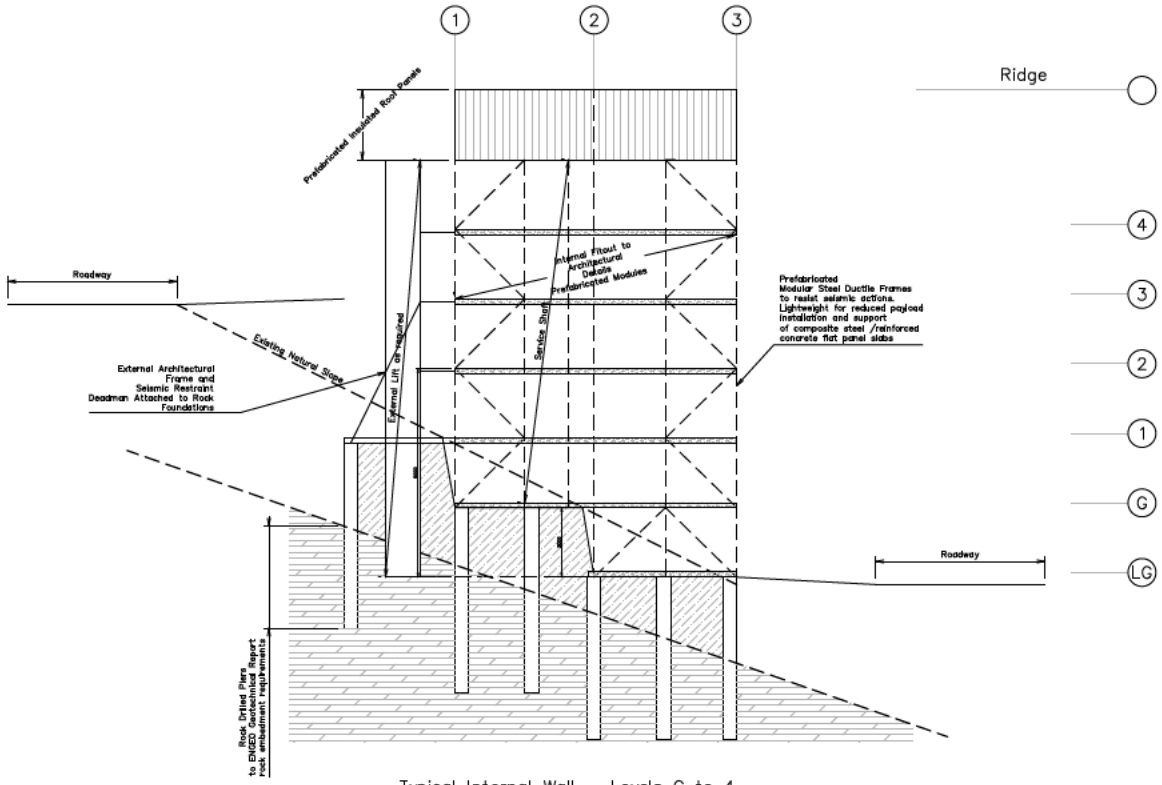
B Eng MIE Aust NER 5541025 RPEQ 27069 PRE 1942 PE 8803

DEP 3135 ES 391841

0408 633 545

✉ info@dccarr.com.au

ABN 78 787 128 535



Typical Internal Wall – Levels G to 4

1:100

A1 TO A3 - 50% REDUCTION

FAST TRACK RESPONSE

A1

REVISION	DESCRIPTION	DATE
PRE	Fast Track Response - Supplementary Chalet Construction Methodology	16.02.26

dale c. carr AND ASSOCIATES
CONSULTING ENGINEERS
a.b.n. 70 767 132 606

FOR: BOWEN PEAK

ADDRESS: Bowen Peak NZ
Bellingen NSW 2545

PROJECT: Proposed Supplementary Framing Cosntruction Methodolgy

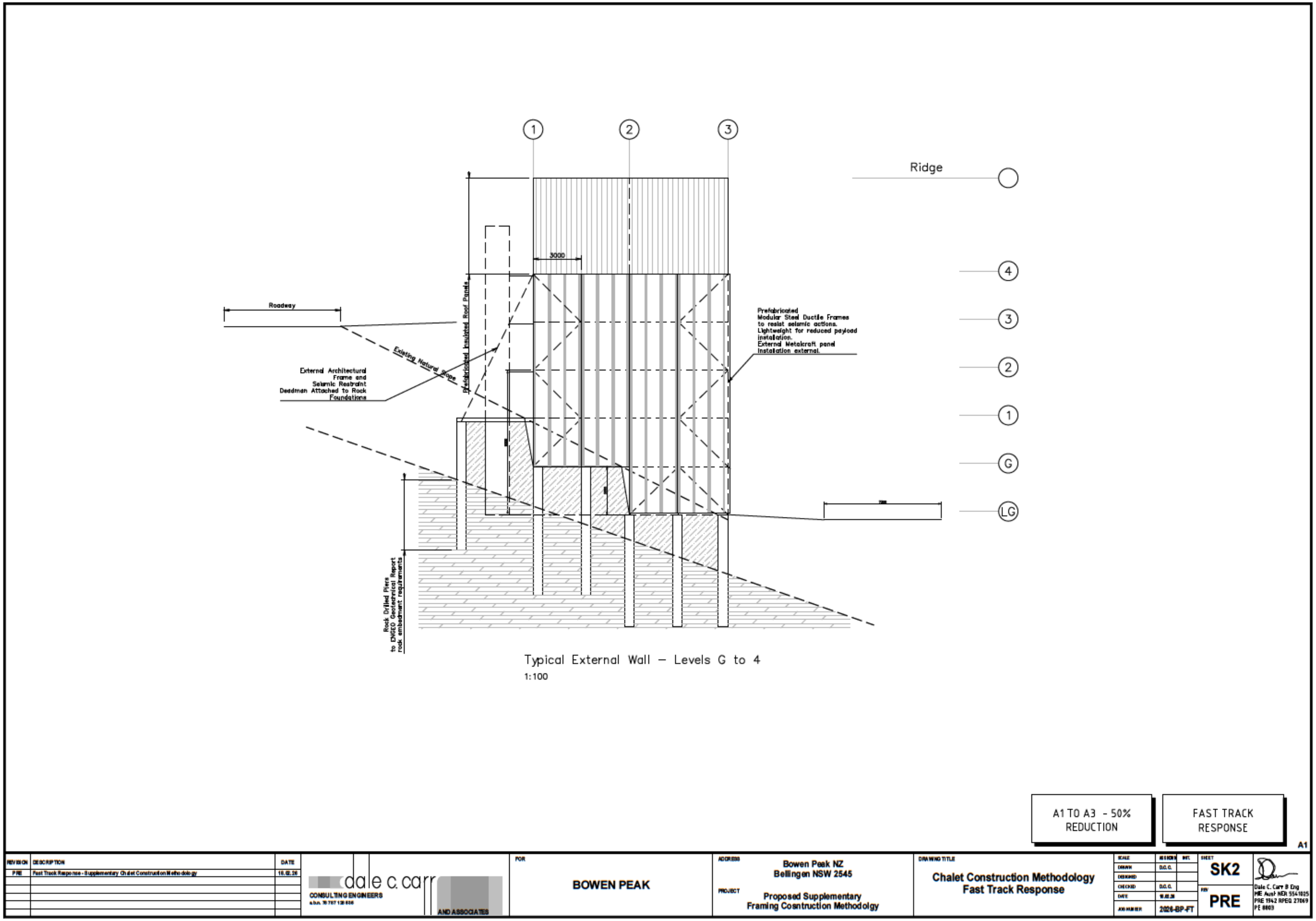
DRAWING TITLE: Chalet Construction Methodology
Fast Track Response

SCALE	AS NOTED	INIT.	
DRAWN	D.C.C.		
DESIGNED			
CHECKED	D.C.C.		
DATE	16.02.26		
JOB NUMBER	2026-BP-FT		

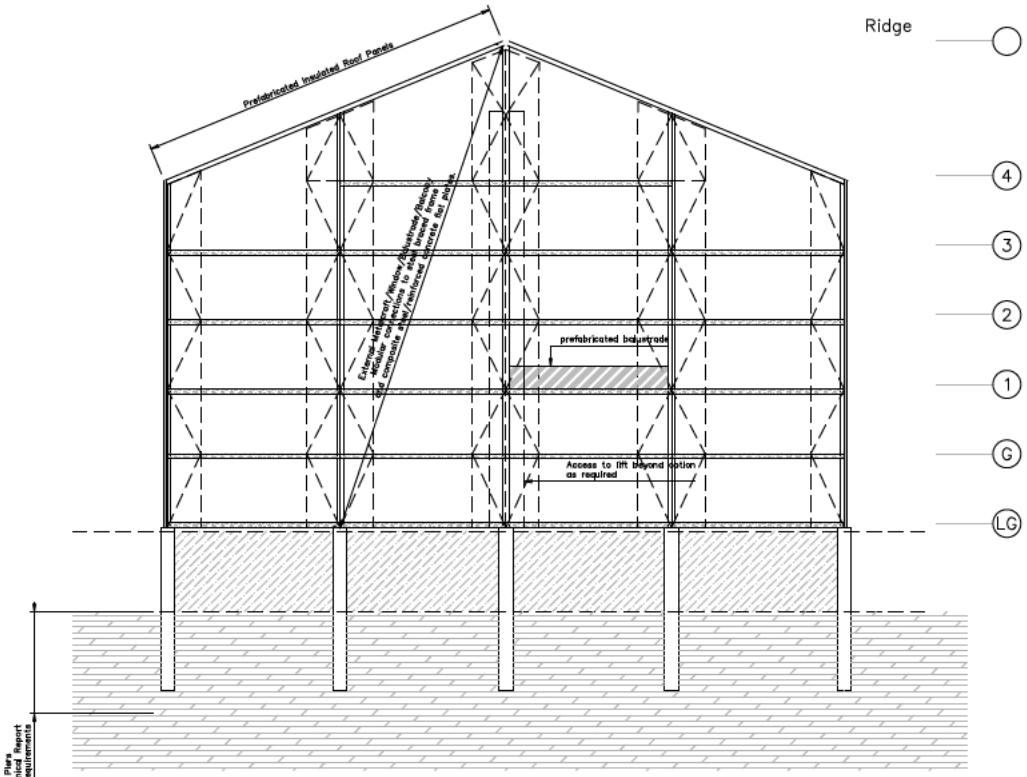
SHEET: SK1

REV: PRE

Dale C. Carr B Eng
MIE Aust NER 554825
PRE 194.2 NPER 27649
PE 8803



Ridge
4
3
2
1
G
LG
3000
Roadway
Existing Natural Slope
Prefabricated Insulated Roof Panels
External Architectural Frame and Seismic Restraint Deadman Attached to Rock Foundations
Prefabricated Modular Steel Ductile Frames to resist seismic actions. Lightweight for reduced payload installation. External Metalcraft panel installation external.
Rock Drilled Piers to ENGEO Geotechnical Report rock embedment requirements
Typical External Wall – Levels G to 4
1:100
A1 TO A3 - 50% REDUCTION
FAST TRACK RESPONSE
A1
REVISION
DESCRIPTION
DATE
PRE
Fast Track Response - Supplementary Chalet Construction Methodology
dale c. carr
CONSULTING ENGINEERS
AND ASSOCIATES
FOR
BOWEN PEAK
ADDRESS
Bowen Peak NZ
Bellingen NSW 2545
PROJECT
Proposed Supplementary
Framing Cosntruction Methodolgy
DRAWING TITLE
Chalet Construction Methodology
Fast Track Response
SCALE
DRAWN
D.C.C.
DESIGNED
CHECKED
D.C.C.
DATE
JOB NUMBER
2026-BP-FT
SHEET
SK2
REV
PRE
Dale C. Carr B Eng
ME Aust NER 5541025
PRE 1942 RPEQ 27069
PE 8803



Typical Lower Side Elevation

1:100

A1 TO A3 - 50% REDUCTION

FAST TRACK RESPONSE

A1

REVISION	DESCRIPTION	DATE
PRE	Fast Track Response - Supplementary Chalet Construction Methodology	16.02.26

dale c. carr AND ASSOCIATES
CONSULTING ENGINEERS
a.b.n. 70 767 132 606

FOR: BOWEN PEAK

ADDRESS: Bowen Peak NZ
Bellingen NSW 2545

PROJECT: Proposed Supplementary Framing Cosntruction Methodolgy

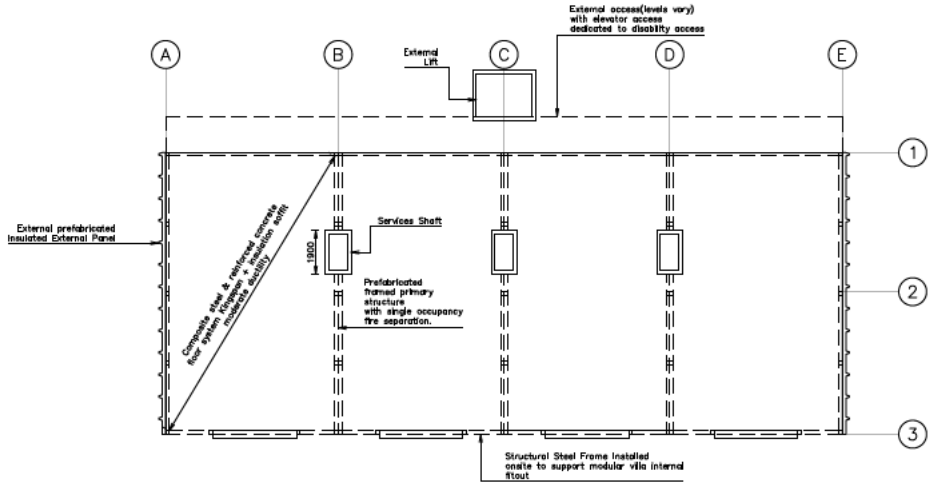
DRAWING TITLE: Chalet Construction Methodology
Fast Track Response

SCALE	AS NOTED	INIT.	
DRAWN	D.C.C.		
DESIGNED			
CHECKED	D.C.C.		
DATE	16.02.26		
JOB NUMBER	2026-BP-FT		

SHEET: SK3

REV: PRE

Dale C. Carr B Eng
MIE Aust NER 554825
PRE 194.2 RPEQ 27649
PE 8803



Floor Plan – Levels G to 4t
1:100

A1 TO A3 - 50% REDUCTION

FAST TRACK RESPONSE

A1

REVISION	DESCRIPTION	DATE
PRE	Fast Track Response - Supplementary Chalet Construction Methodology	16.02.26

dale c. carr AND ASSOCIATES
CONSULTING ENGINEERS
a.b.n. 76 767 138 656

FOR: BOWEN PEAK

ADDRESS: Bowen Peak NZ
Bellingen NSW 2545

PROJECT: Proposed Supplementary Framing Cosntruction Methodolgy

DRAWING TITLE: Chalet Construction Methodology Fast Track Response

SCALE	AS NOTED	INT.
DRAWN	D.C.C.	
DESIGNED		
CHECKED	D.C.C.	
DATE	16.02.26	
JOB NUMBER	2026-BP-FT	

SHEET: SK4
REV: PRE

Dale C. Carr B Eng
ME Aust MEI 154825
PRE 194-2 RPEQ 27069
PE 8803

18 February 2026

Guy Hingston
Bowen Peak Limited

RE: POWERHOUSE FAST-TRACK APPLICATION

Dear Guy,

I write to formally express my support for the Powerhouse Fast-track Application and to outline my perspective based on more than 20 years of active involvement in the Queenstown property market. During that time I have worked across multiple market cycles, specialising in development sales, project positioning and structured sell-down strategies throughout the Whakatipu Basin.

Over the years I have been closely involved with projects delivered by groups such as Winton Partners, Ngāi Tahu Property, Safari Group, including Pounamu Apartments, Bowen Street Apartments and Te Pā Tāhuna. These projects were successfully taken to market and absorbed through structured campaigns, strong database engagement, and careful buyer targeting. Each development required a tailored strategy that aligned product, pricing and buyer profile, and the outcomes demonstrate the depth of demand that exists when a project is correctly positioned.

Queenstown is a high growth resort municipality with constrained geography, limited flat land and ongoing housing pressure. Detached dwellings alone cannot meet demand at attainable price points. Enabling well designed apartment living in appropriate locations is a necessary and practical response. Medium and higher density development increases housing yield, lowers per unit land cost and broadens accessibility across price brackets, particularly for first home buyers, key workers, investors and downsizers.

From a market perspective, the buyer demographic for the proposed new suburb Fernhill Heights aligns directly with these structural drivers. First home buyers are seeking attainable, well located options close to employment and amenities. Investors remain focused on quality stock with consistent rental demand, underpinned by tourism, hospitality and construction sectors. There is also sustained need for worker accommodation to support a functioning resort economy, along with growing interest from empty nesters who want low maintenance living without leaving the area. This depth and diversity of demand provides resilience across market cycles.

Intensification within established urban boundaries also represents responsible land use in a landscape sensitive environment. Apartment development optimises scarce land, reduces outward sprawl, supports existing infrastructure networks and contributes to a more compact urban form. Centrally located housing reduces commute times, improves workforce retention

Ray White Queenstown
1 Church Lane, PO Box 1011
Queenstown, New Zealand 9300
03 450 2040
queenstown.nz@raywhite.com

and supports local businesses through increased permanent population density. Higher density living also delivers environmental benefits, including reduced per capita energy use and lower vehicle dependency when thoughtfully located.

Importantly, support for apartment living must be paired with strong design controls that address height transitions, privacy, acoustic performance, material quality and the provision of both private and communal open space. With robust planning provisions, apartment developments can integrate successfully into Queenstown's character while respecting its landscape values.

I incorporate below the latest image of the first 15 alpine chalets (123 apartments) that you have provided for me, noting that you have sought my specialist opinion as to whether or not this is too many, too few or just the right number of new apartments to bring to market each year.

patch

Reference : PA25888

Fernhill Heights Subdivison
Concept Stage 1 Simulation
15 Lots
11 February 2026

Having considered this volume, and based on my 20 year+ experience in the property market in Queenstown, I reasonably consider that this volume of new apartments is a sustainable

Ray White Queenstown
1 Church Lane, PO Box 1011
Queenstown, New Zealand 9300
03 450 2040
queenstown.nz@raywhite.com

marketable new suburb for people to want to shift in. I would be concerned if you were wanting to construct 25 alpine chalets with 200 apartments per annum. And on the flip side, I consider that your published conservative prediction of constructing 5 alpine chalets (40 apartments) per annum is, although regionally significant, it is probably too conservative. I also support the fundamental Fast-track ethos of (1) increasing housing construction & (2) stimulating the economy, and therefore consider that your Powerhouse Fast-track Application is regionally significant by definition – given the proposed addition of this new suburb to Queenstown.

Your plans for a balanced spread of different purchasers is also considered reasonable. Your predicted bell curve ownership spread of 5% Queenstown Lakes Community Housing Trust: 50% key infrastructure worker : 40% Other NZ/Aus purchasers : 5% Active Investor Plus Balanced purchasers seems both a reasonable and achievable spread of residents. Hence my prediction of a significant likelihood of success in the real estate market into the longer term.

Given these structural demand drivers, the evolving demographic profile and the distinctive character of Fernhill Heights, I am confident the project is well positioned for success. Demand trends continue to favour well designed, medium density developments that deliver practicality, lifestyle and long term value. In my view, these underlying factors will provide a solid foundation for successful absorption and ongoing market support.

I would welcome the opportunity to discuss this further.

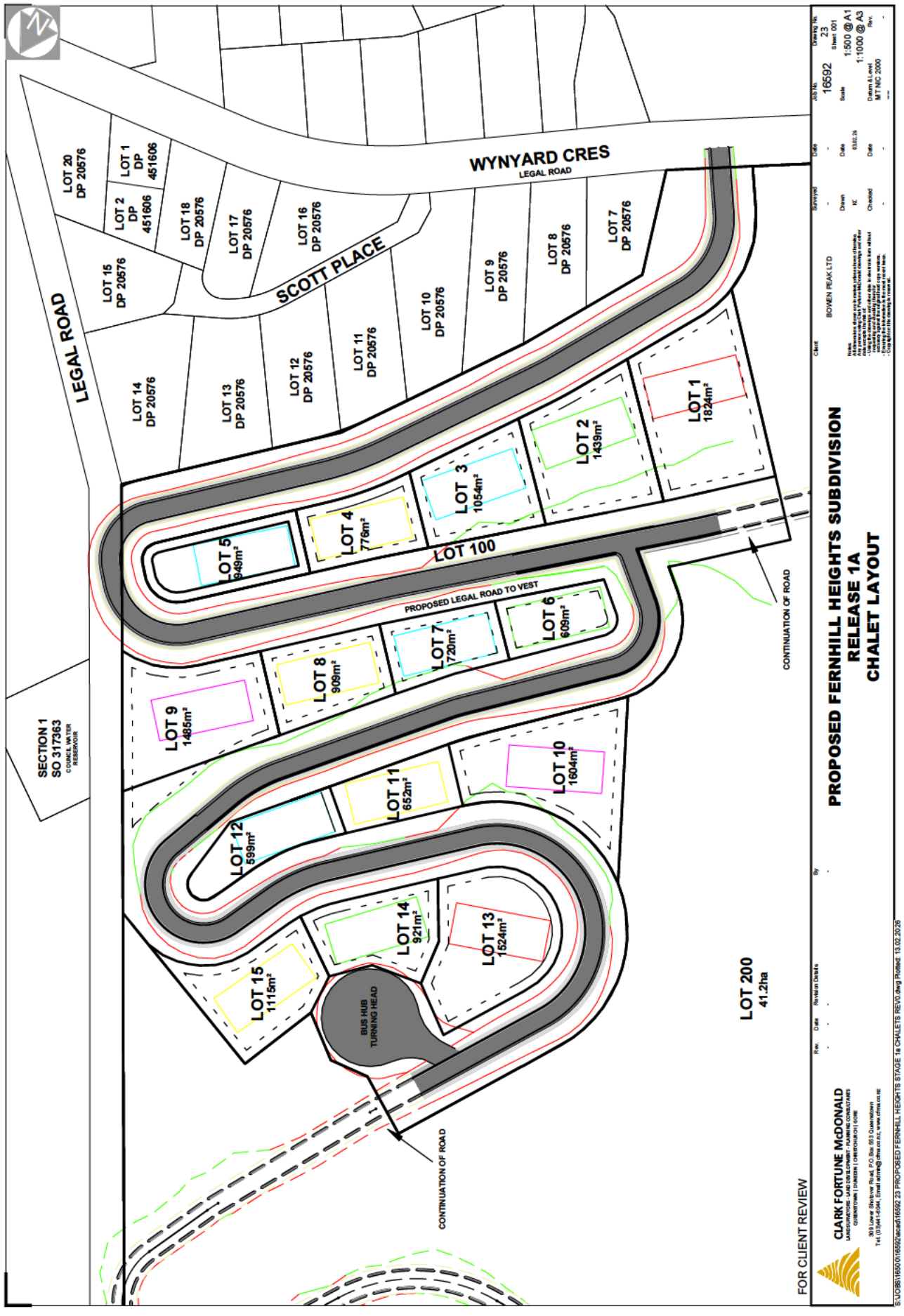
Kind regards,

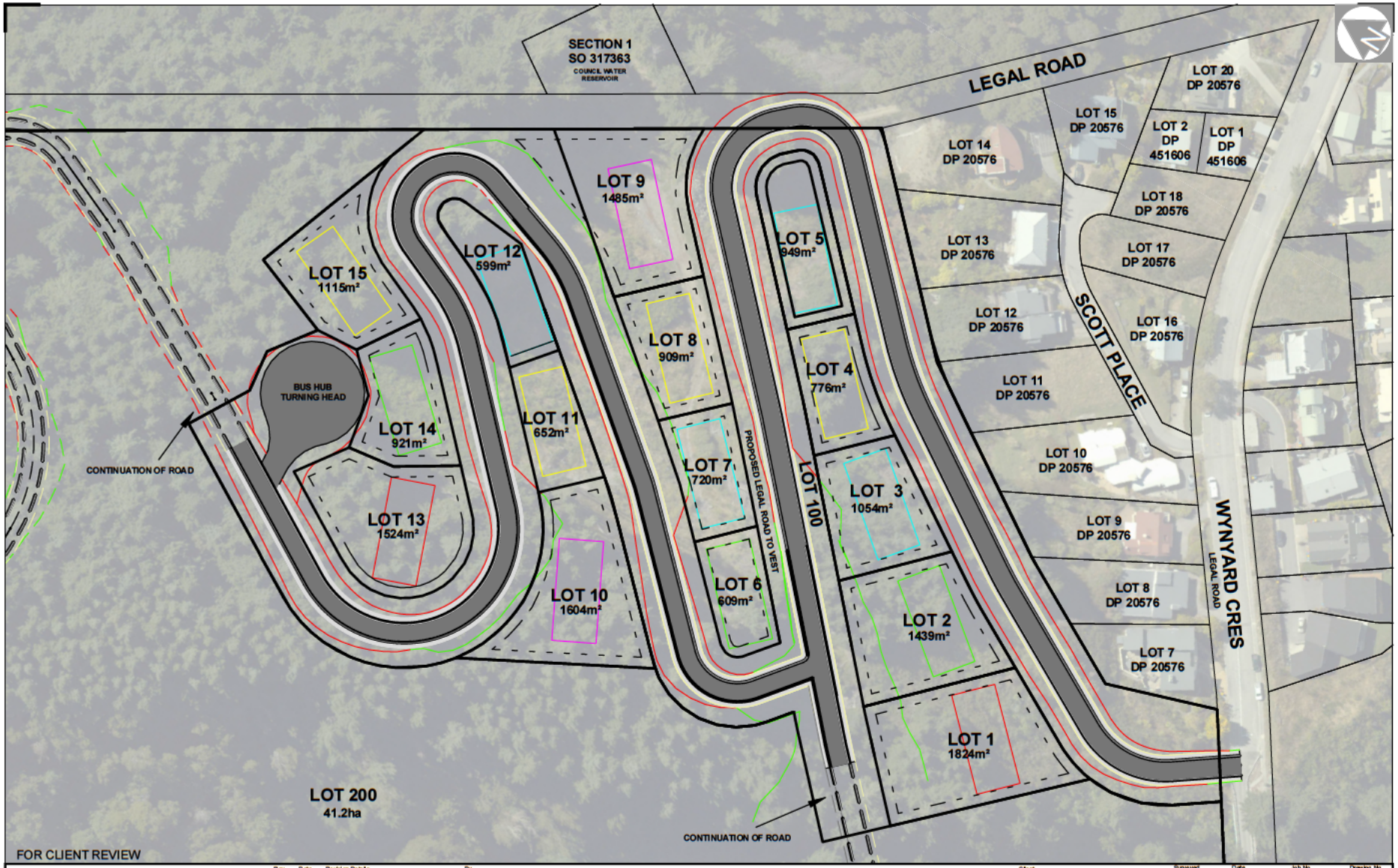
Cameron Reed

Director Ray White Queenstown & Arrowtown

Ray White Queenstown
1 Church Lane, PO Box 1011
Queenstown, New Zealand 9300
03 450 2040
queenstown.nz@raywhite.com

Attachment 6 - Chalet Site Survey - 16592 24 PROPOSED FERNHILL HEIGHTS





CLARK FORTUNE McDONALD
LAND SURVEYORS - LAND DEVELOPMENT - PLANNING CONSULTANTS
QUEENSTOWN | DUNEDIN | CHRISTCHURCH | GORE

309 Lower Shotover Road, P.O. Box 553 Queenstown
Tel. (03)441-6044, Email admin@cfma.co.nz, www.cfma.co.nz

Rev.	Date	Revision Details	By
-	-	-	-

PROPOSED FERNHILL HEIGHTS SUBDIVISION RELEASE 1A

Client: BOWEN PEAK LTD

Surveyed: - Date: -
Drawn: KC Date: 03.02.26
Checked: - Date: -

Job No. 16592
Drawing No. 23 Sheet 002
Scale 1:500 @ A1, 1:1000 @ A3
Datum & Level MT NIC 2000
Rev. -

Notes:
All dimensions shown are in metres unless shown otherwise.
Any person using Clark Fortune McDonald drawings and other data accepts the risk of:
- Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy version.
- Ensuring the information is the most recent issue.
- Copyright on this drawing is reserved.

S:\JOBS\16500\16592\acad\16592 23 PROPOSED FERNHILL HEIGHTS STAGE 1a CHALETS REV0.dwg Plotted: 13.02.2026

Attachment 7 - 3D Render - Chalets PA25888 - Fernhill Heights - Stage 1

Fernhill Heights Subdivison
Concept Stage 1 Simulation
15 Lots
11 February 2026

Reference : PA25888

patch

Restoring the Reserve - Powerhouse to Peak Cable Cars & Fernhill Heights Development
Indicative Accelerated Program

DATE: 23 February 2026
REVISION: 3.3

Summary	Planning Phase		Chalet & Cable Car Construction Commence						Cable Car Operation & Predator-free Sanctuary Construction Commences					
	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
Proposed Fast Track Process & Access Agreements	Lodge Referral Application Lodge Substantive Application & Expert Panel Review Commence Expression of Interest Marketing			Commence Construction Licence to occupy 5-year Option Agreements on DOC, QLDC & Ben Lomond Station Land					Commence Commercial Licence to occupy 10-year Option Agreements on DOC, QLDC & Ben Lomond Station Land					
Proposed Fernhill Heights Suburb Development Program	Lodge QLDC Application for Eastern Ridge Wilding Pine Eradication Commence Pre-Sale Campaign Complete Wilding Pine Eradication over Eastern Ridge	Lodge QLDC Building Consent Application for Eastern Ridge Chalets	Construct & Divest 15 Chalets (Cumulative 15 Chalets)	Construct & Divest 15 Chalets (Cumulative 30 Chalets)	Lodge QLDC Application for Central Ridge Wilding Pine Eradication Construct & Divest 15 Chalets (Cumulative 45 Chalets)	Complete Wilding Pine Eradication over Central Ridge Construct & Divest 15 Chalets (Cumulative 60 Chalets)	Lodge QLDC Building Consent Application for Central Ridge Chalets Construct & Divest 15 Chalets (Cumulative 75 Chalets)	Lodge QLDC Application for Western Ridge Wilding Pine Eradication Construct & Divest 15 Chalets (Cumulative 90 Chalets)	Complete Wilding Pine Eradication over Western Ridge Contingency & Divestment of Residual Alpine Chalet Stock	Lodge QLDC Building Consent Application for Western Ridge Chalets Construct & Divest 15 Chalets (Cumulative 105 Chalets)	Construct & Divest 15 Chalets (Cumulative 120 Chalets)	Construct & Divest 15 Chalets (Cumulative 135 Chalets)	Construct & Divest 15 Chalets (Cumulative 150 Chalets)	Construct 15 Chalets (Cumulative 165 Chalets)
Powerhouse Gondola	One Mile Powerhouse Reserve - Commence Blackberry & Wilding Pine Eradication & Re-Plant with Native Flora				Lodge QLDC Building Consent	Construct Powerhouse Gondola	Open Powerhouse Gondola							
Saddle Funifor						Lodge QLDC Building Consent	Commence Construction of Saddle Funifor	Open Saddle Funifor	Complete Use-Specific Fit Out Works for Community Building	Open Restaurant, Accommodation & Public Shelter & Toilet Facilities				
Bowen Peak Gondola							Lodge QLDC Building Consent	Commence Construction of Bowen Peak Gondola	Open Bowen Peak Gondola	Complete Bowen Peak Viewing Platform	Open Bowen Peak Viewing Platform			
Bowen Peak Mountain Bike & Ski Area								Construct Downhill Mountain Bike Routes & Install Ski Safety Nets / Fencing	Open Bowen Peak Mountain Bike Trails & Ski Area					
Predator Free Sanctuary									Lodge QLDC Building Consent	Commence Construction of Predator Free Fence			Open Predator Free Sanctuary	

Summary	One Mile Creek Walkway Construction				Restoring the Reserve Activities Continue									
	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053
Proposed Fast Track Process & Access Agreements	Continue Commercial Licence to occupy 10-year Option Agreements on DOC, QLDC & Ben Lomond Station Land				Commence Second Commercial Licence to occupy 10-year Option Agreements on DOC, QLDC & Ben Lomond Station Land									
One Mile Creek Walking Track	Lodge QLDC Building Consent	Commence Construction of One Mile Creek Walkway		Open One Mile Creek Walkway										
Proposed Fernhill Heights Suburb Development Program	Construct 10 Chalets (Cumulative 175 Chalets)													

Attachment 9 - Gmail from Balcrom

Gmail

Bowen Peak

Fast track response

Stacey Hansen [Balcrom] Mon, Feb 9, 2026 at 11:07 AM

Hi Guy,

Thank you for your email and for providing the context around the Fast Track process and the attached structural plans. We have reviewed the Alpine Chalet designs and are happy to provide the following information regarding production capacity.

Based on our **current operational setup**, including existing workforce, casting beds, crane capacity, and management resources, we consider that we could reasonably produce components equivalent to approximately **four Alpine Chalets per calendar year**.

We have also considered a number of potential expansion scenarios, noting that each would require additional investment and lead in time:

1. **Workforce and management increase**

   By approximately doubling our current production workforce and appointing an additional Project Manager / Quantity Surveyor to support delivery, we consider it feasible to increase production to around **seven Chalets per year**.

   This scenario would carry an estimated additional annual cost in the order of $487,000.

2. **Increased casting bed and crane capacity**

   Expanding our existing casting beds and upgrading crane capacity could allow production to increase to approximately **nine Chalets per year**.

   This option would require capital expenditure of approximately $500,000, in addition to the workforce considerations outlined above.

3. **Second production line on a separate site**

   Establishing a second production line at an additional site would allow for a substantial increase in production capacity, with output of up to approximately **fifteen Chalets per year**

   This scenario would require significant capital investment, currently estimated at approximately $3 million, as well as sufficient forward workload certainty to justify the expansion.

For clarity, the above capacities are indicative and assume:

- Continuity of work and confirmed demand,
- Timely approvals and design finalisation,
- No material supply chain constraints, and
- Adequate lead in time to recruit staff and commission additional plant and infrastructure.

We trust the above provides a reasonable and transparent overview of both our current capacity and the upper bounds of what could be achieved under various expansion scenarios. Please note that, as with any forward looking

production assessment, actual outcomes would ultimately depend on commercial, contractual, and market conditions at the time.

If you require any further clarification or refinement of the above for Fast Track purposes, please let us know.

Kind regards,

Stacey Hansen ï **General Manager** ï

Balcrom Limited

38 Wolter Crescent ï PO Box 35,
Cromwell 9342

Mobile s 9(2)(a)
ïwww.balcrom.co.nz

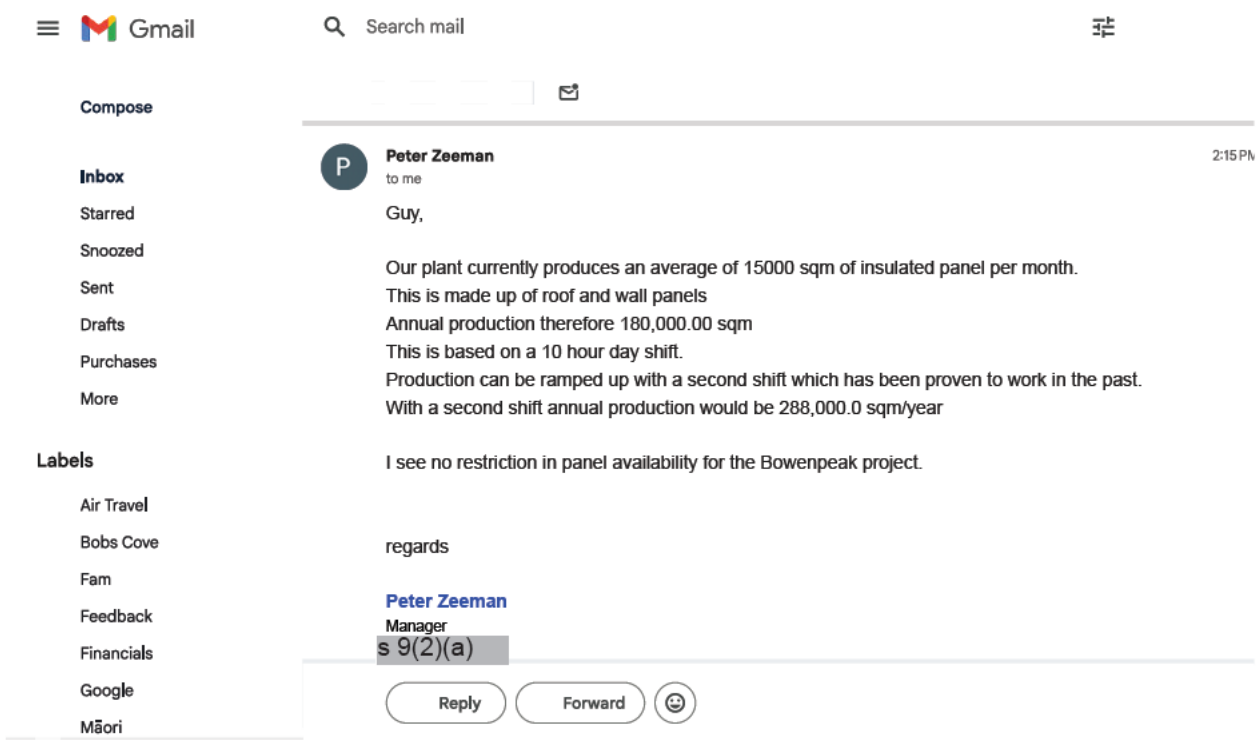
[Quoted text hidden]

2 attachments

Powerhouse Fast-track Application - APPENDIX 11 - Alpine Chalet Structural Plans.pdf
22704K

Section 20 further information request - Powerhouse.pdf
137K

Attachment 10 - Gmail from Metalcraft Insulated Panels



Gmail

Search mail

Compose

Inbox
Starred
Snoozed
Sent
Drafts
Purchases
More

Labels

Air Travel
Bobs Cove
Fam
Feedback
Financials
Google
Māori

Peter Zeeman 2:15 PM
to me

Guy,

Our plant currently produces an average of 15000 sqm of insulated panel per month.
This is made up of roof and wall panels
Annual production therefore 180,000.00 sqm
This is based on a 10 hour day shift.
Production can be ramped up with a second shift which has been proven to work in the past.
With a second shift annual production would be 288,000.0 sqm/year

I see no restriction in panel availability for the Bowenpeak project.

regards

Peter Zeeman
Manager
s 9(2)(a)

Reply Forward

Appendix 30B

Powerhouse Fast-track Application

Optional Interim QLDC Stage 3 Arterial Construction Road Bypass

Application via DOC Concession & QLDC Resource Consent Pathways (not Fast-track)

Prepared by John Edmonds & Associates Ltd, Bowen Peak Ltd & supporting specialists

John Edmonds
Planner - Director

Matthew Hingston
Development Manager

Guy Hingston
Company Director

26 February 2026

1. INTRODUCTION

After completing the One Mile Powerhouse Reserve Tree Survey and initial Forestry Harvesting planning, it was quickly appreciated by Bowen Peak Limited (Bowen Peak) that construction of a temporary QLDC Stage 3 Arterial Bypass in the form of a gravel construction road would be of benefit to the wider community. Planning approval for the proposed Haul Road would not require consent through the Fast-track process, but rather through a simultaneous Department of Conservation Concession application and QLDC Resource Consent application.

This Appendix 30B seeks to supplement the response already provided by Bowen Peak Limited under Appendix 30A, further expanding on an optional re-route of construction traffic proposed as a courtesy to community and general roading safety.

Bowen Peak remains available to provide any further information or to discuss these matters directly with the Fast-track Team if that would be of assistance.

2. OPTIONAL COMMUNITY-ORIENTED RE-REROUTING OF CONSTRUCTION TRAFFIC OUTSIDE OF FASTTRACK APPLICATION:

As a further commitment to prioritising community interests and maximising general transport safety during construction, Bowen Peak have developed an optional re-route of construction traffic leveraging land which is currently designated for the Stage 3 Arterial Bypass. Bowen Peak is currently preparing both a Department of Conservation (DOC) Concession application and a Queenstown Lakes District Council (QLDC) Resource Consent Application for the proposed Haul Road. This planning pathway is managed outside of the Fast-track application process and is proposed as a courtesy to the community to keep construction traffic away from the Queenstown CBD road network.

A 6-metre-wide two-way two-lane corridor is proposed to provide construction vehicle access to the site, connecting from Thompson Street to the Fernhill roundabout as per the orange arrow below:

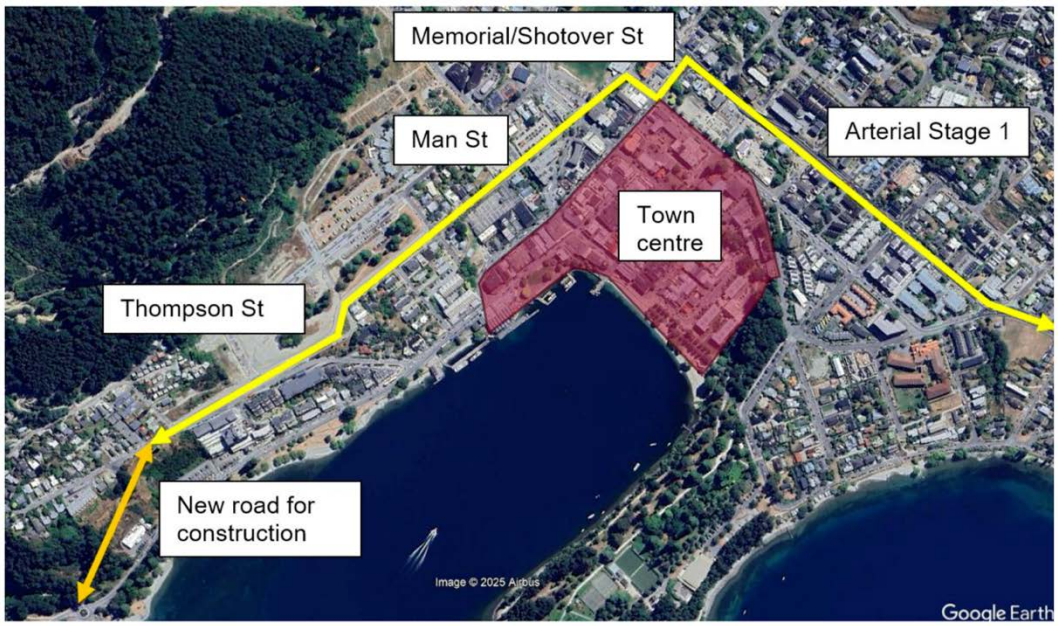


Figure 1: Recommended Construction Access Route including New Construction Road

This corridor would be operated under a Construction Traffic Management Plan. Critically, with the additional roading, construction vehicles can travel between the site and the wider arterial network without travelling through the town centre.

It is also noted, per Attachment 4 – Transport Assessment Report – One Mile Haul Road Transport Assessment, that traffic congestion in the town centre during busy periods is largely concentrated on Stanley Street and Shotover Street. Therefore, by providing an alternative corridor to the site, it is considered that construction traffic would not exacerbate congestion in the Town Centre.

Based on the conceptual design indicated below, Bartlett Consulting (refer Attachment 3 – Traffic Engineer Report) considers that the proposed Haul Road is feasible and can be constructed to meet appropriate standards as defined in the Forest Road engineering Manual, and the QLDC Land Development and Subdivision Code of Practice.

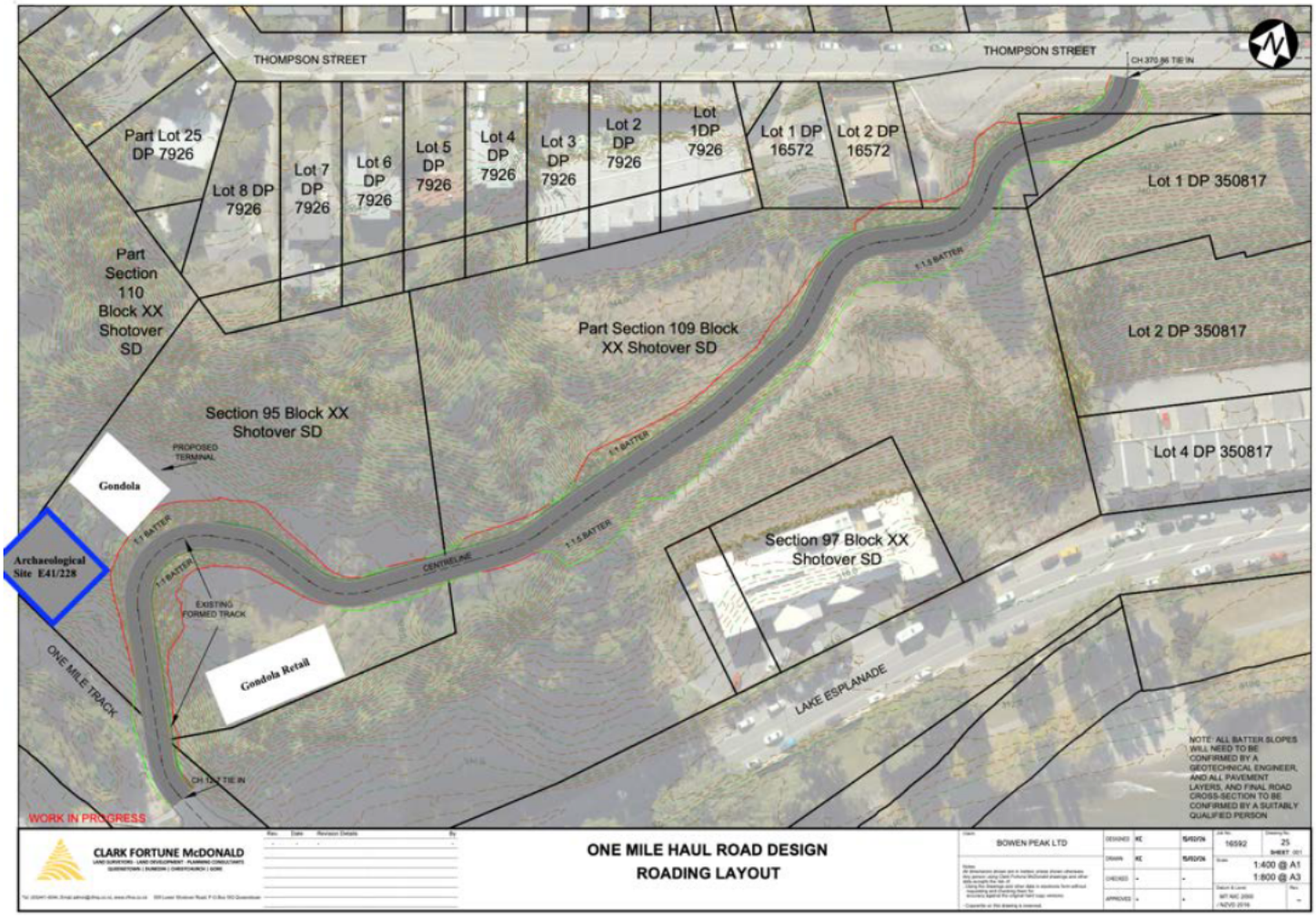


Figure 2: One Mile Haul Road Design Roading Layout

Attachment 5 – Tree Survey DOC Pentagon clearly outlines that the proposed road construction and exotic tree removal will principally affect exotic wilding species and invasive weeds, as demonstrated below in Figure 3:

Figure 3: Location of disturbance corridor for proposed linkage road and native species that would be impacted

3. OPPORTUNITY TO PROMOTE ARCHAEOLOGICAL SITES WITHIN ONE MILE POWERHOUSE PRECINCT

As was previously noted in Section 3.1.5 of the Powerhouse Fast-track Application, Bowen Peak acknowledge the presence of three known Archaeological sites within proximity of the Gondola Station (E41-228). As a result of further consultant input, Bowen Peak consider a significant opportunity to work collaboratively with archaeologists to celebrate Queenstown's last known gold-mining site within the town perimeter. This is a clear adjunct to the gondola-tourism model, which is subject to continual development.

As per the Tree Survey and the below Figure 4 Baxter Design Images, Bowen Peak have relocated the Gondola Retail Building to ensure appropriate spatial setbacks are adopted.

Figure 4: Powerhouse Precinct Concept Sketch – Temporary Bypass

4. CONCLUSION:

The proposal represents a robust, deliverable, and strategically important response to Queenstown Lakes District's critical housing shortage, fully aligned with the objectives of the Fast-track process and one which delivers significant Regional Benefits.

As a further commitment to prioritising community interests and maximising general transport safety during construction, the proposed Haul Road (validated by independent consultants) ensures construction vehicles can travel to and from the site without entering the town centre.

Bowen Peak remain available to discuss this proposal further at Fast-track convenience.

Executive Summary

A temporary haul road is proposed to be constructed along the same general alignment as a planned arterial bypass route that the Council has identified in its long term plans as essential to the safe and efficient functioning of the transport network.

Project Description

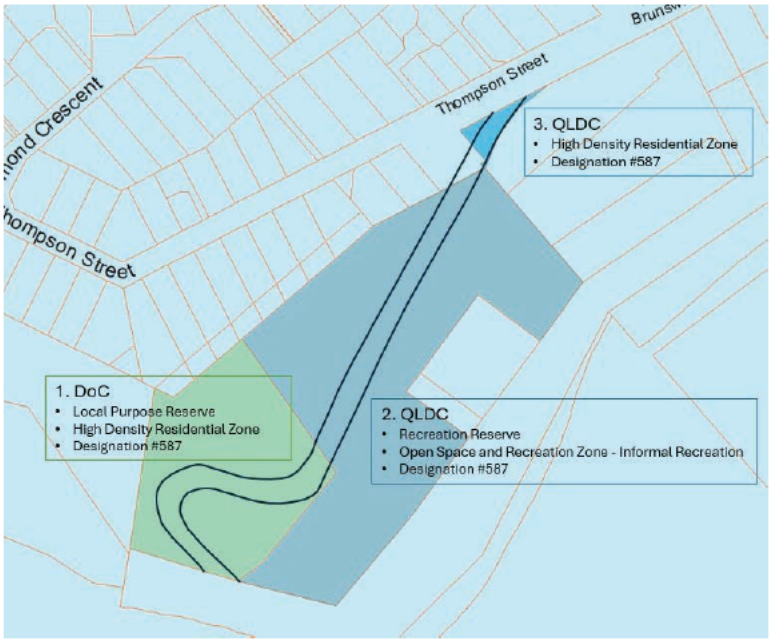
A temporary haul route would be formed on land located between the One Mile roundabout and Thompson Street, Queenstown. Plans and reports describing that route and alignment are included at Attachments 2 to 7 of Appendix 30B.

The haul route would be used to provide a temporary bypass for all of the heavy traffic movements associated with the various elements of the Powerhouse project.

In particular this temporary route would ensure that heavy vehicles do not pass through the middle of Queenstown's CBD.

The land over which the transport route would follow is demonstrated in the figure below.

1. Section 95, Block XX, Shotover Survey District
2. Part Section 109, Block XX, Shotover Survey District
3. Lot 3 DP 350817



The land is owned by the Department of Conservation and the Queenstown Lakes District Council.

Section 95 and Part Section 109 are identified as Local Purpose and Recreation Reserves respectively. The Council obtained a road designation (#587) over all three parcels of land as part of an arterial roading project approved under the Covid Fast 19 Recovery Fast Track Consenting Act 2020.

The zoning of the three parcels of land is a combination of High Density Residential and Open Space and Recreation.

The Council has completed Stages 1 and part of stage 2 of the arterial route that provides an opportunity for vehicles to avoid movements through the CBD of Queenstown.

Stage 3 of that long term project provides for vehicles to avoid using Shotover Street and Lake Esplanade, by instead connecting between the One Mile roundabout (at the western end of Lake Esplanade) and Thomspon Street. East-bound traffic would continue along an extended section of Man Street through to Gorge Road, where connection is made with the completed Stage 1 works at Henry Street.

The plans prepared by Clark Fortune MacDonald provide for a 6m wide (2 way) traffic lane that is located within the corridor designated by the Council.

The plans and vegetation audit completed by Natural Worlds NZ Limited confirm that the majority of trees located within the sites are a mix of exotic vegetation of low ecological value. The assessment notes that there are 13 Mountain Beech trees within he proposed road corridor and a small regenerating stand in the south-west corner of the land administered by the Department of Conservation.

The works proposed to form the haul route are generally aligned with the Council's intention to form an arterial route to improve the accessibility, function ability and amenity values of the CBD and surrounding residential neighbourhoods.

Consents and Approvals

Where works are undertaken that do not give effect to a designation

The following tables set out the necessary consents and approvals that will be required to enable the formation of the temporary haul route.

Site 1. DoC				
QLDC – District Plan	High Density Residential	Activity not listed in the Zone rules	9.4.10	Non-Complying
	Earthworks	Volumes in excess of 300m^3	25.5.3	Restricted Discretionary
		Area of earthworks over 2,500m^2	25.5.11	Restricted Discretionary
		Depth of cut greater than 2.4m	25.5.15	Restricted Discretionary
		Height of fill over 2m	25.5.16	Restricted Discretionary
		Proximity of works to boundaries	25.5.18	Restricted Discretionary
	Noise	Must comply with NZS 6803:1999 – Tables 2 and 3		Discretionary
Reserves Act 1977				Concession
Site 2. QLDC				

QLDC – District Plan	OpenSpace and Recreation Zone – Informal Recreation	Any activity not listed in the rules	38.9.1	Non-Complying
		Conservation Planting, species protection and conservation management works, including associated trapping, restoration and re-vegetation work, noxious plant and pest control and scientific research	38.9.27	Permitted
	Earthworks	Volumes in excess of $300m^3$	25.5.3	Restricted Discretionary
		Area of earthworks over $2,500m^2$	25.5.11	Restricted Discretionary
		Depth of cut greater than 2.4m	25.5.15	Restricted Discretionary
		Height of fill over 2m	25.5.16	Restricted Discretionary
		Proximity of works to boundaries	25.5.18	Restricted Discretionary
	Noise	Must comply with NZS 6803:1999 – Tables 2 and 3		Discretionary
Reserves Act				Concession
Site 3. QLDC				
QLDC – District Plan	High Density Residential	Activity not listed in the Zone rules	9.4.10	Non-Complying
	Transport	Design of vehicle crossing	29.5.14	Restricted Discretionary

Otago Regional Council

The Regional Council has various Plans (Water, Air, Waste..) that can also trigger consenting requirements.

Excavation works may result in de-watering - which is a Regional Council consent. This involves identifying the volume of water that might be encountered and the methods of treating and disposing that water.

Given the likely scale of what you are proposing – I suggests that this is a hold-point only (to be revisited as the plans are developed)

National Policy Statements and National Environmental Standards

These national-level documents can also trigger consents at either a regional or district level

From my review the proposal of removing wilding trees and several native trees and forming a temporary access road does not trigger any of these standards or statements.

Alignment with the Statutory Documents

The approvals required under the District Plan are predominantly Restricted Discretionary approvals, which are considered to implement the general policy direction of the District Plan subject particular matters of discretion.

The non-complying elements result from a District Plan structure that allocates this consent status to activities not otherwise listed.

The approvals required under the Reserves Act require assessment under the relevant reserve management plans, or the Reserves Act where there is no RMP.

In this case, the removal of wilding and exotic tree species will serve to enhance the biodiversity values of the land, and enable areas outside of the haul route and future arterial road alignment to be planted with more appropriate native species.

Overall, the temporary haul route project is considered to be well aligned with both the District Plan and the Reserves Act.

THIS TEXT WON'T PLOT

TYPE "DWGPROPS" INTO THE COMMAND LINE
CHANGE THE FIELDS - CLIENT, SUBDIVISION NAME ETC
VIEW REGEN
ALL THE FIELDS (GREYED TEXT) WILL BE UPDATED

ENGINEERING DESIGN PLANS

ONE MILE HAUL ROAD DESIGN ENGINEERING DRAWINGS

EARTHWORKS, ROADING AND SERVICES

JOB No. 16592

FOR

BOWEN PEAK LTD

WORK IN PROGRESS

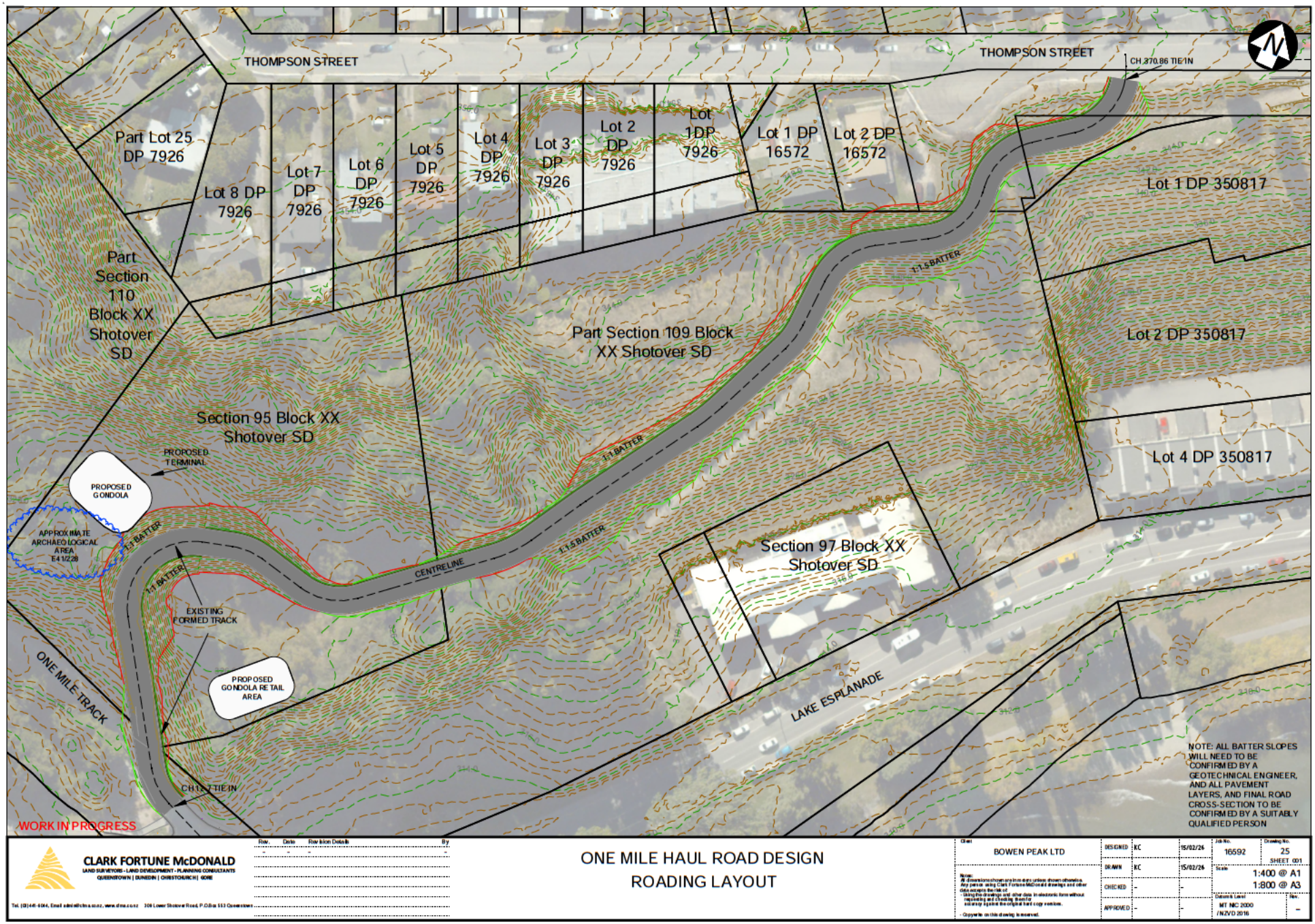
SHEET INDEX

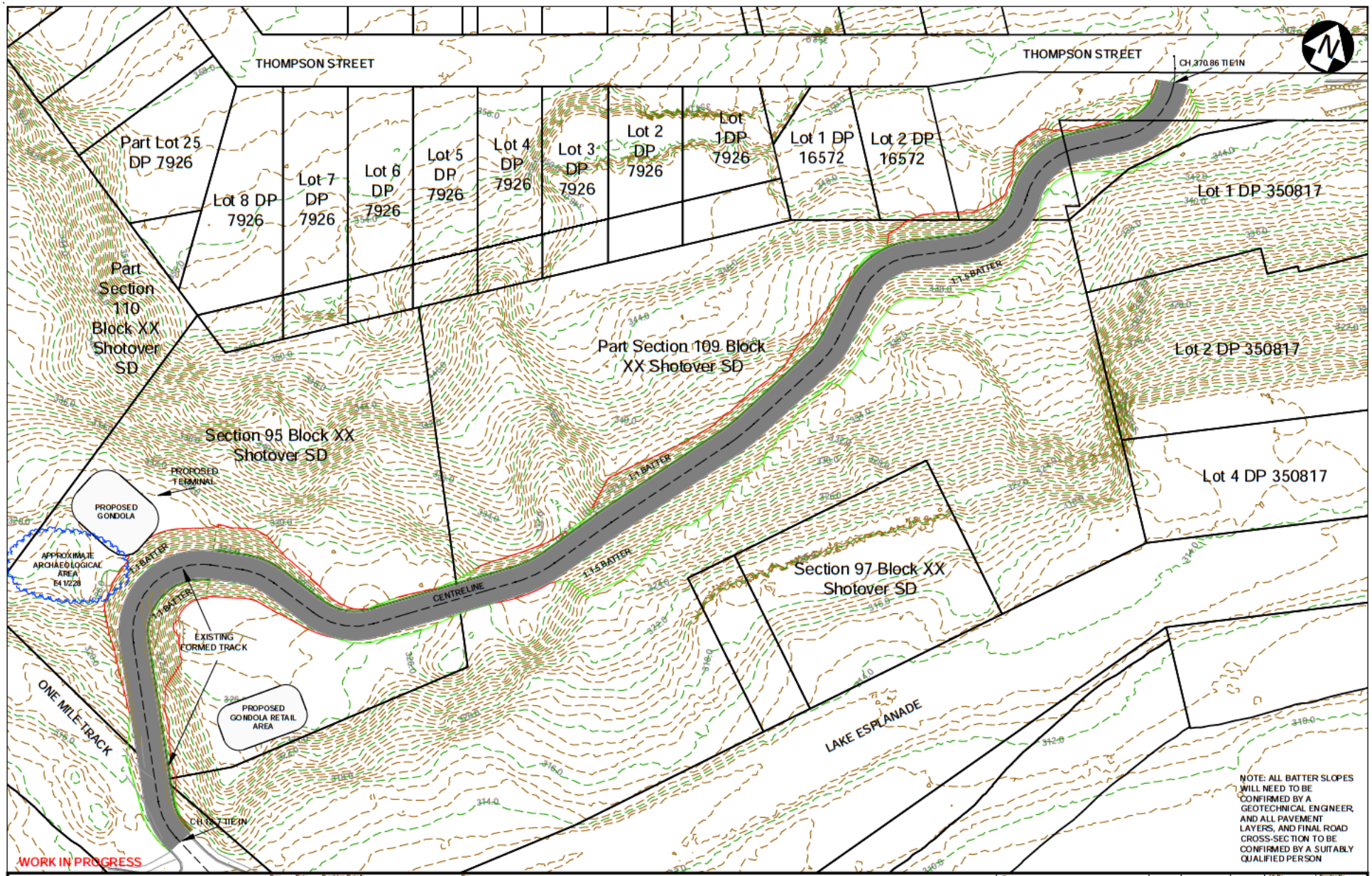
SHEET No	DRAWING TITLE	REVISION	SHEET No	DRAWING TITLE	REVISION	SHEET No	DRAW NG TITLE	REVISION
SHEET 001	ROADING PLAN (AERIAL)	-	SHEET 026	-	-	SHEET 051	-	-
SHEET 001a	ROADING PLAN	-	SHEET 027	-	-	SHEET 052	-	-
SHEET 002	LONGSECTION	-	SHEET 028	-	-	SHEET 053	-	-
SHEET 003	TYPICAL CROSS-SECTION	-	SHEET 029	-	-	SHEET 054	-	-
SHEET 004	ROADING PLAN (PROPOSED ARTERIAL OVERLAY)	-	SHEET 030	-	-	SHEET 055	-	-
SHEET 005	-	-	SHEET 031	-	-	SHEET 056	-	-
SHEET 006	-	-	SHEET 032	-	-	SHEET 057	-	-
SHEET 008	-	-	SHEET 033	-	-	SHEET 058	-	-
SHEET 009	-	-	SHEET 034	-	-	SHEET 059	-	-
SHEET 010	-	-	SHEET 035	-	-	SHEET 060	-	-
SHEET 011	-	-	SHEET 036	-	-	SHEET 061	-	-
SHEET 012	-	-	SHEET 037	-	-	SHEET 062	-	-
SHEET 013	-	-	SHEET 038	-	-	SHEET 063	-	-
SHEET 014	-	-	SHEET 039	-	-	SHEET 064	-	-
SHEET 015	-	-	SHEET 040	-	-	SHEET 065	-	-
SHEET 016	-	-	SHEET 041	-	-	-	-	-
SHEET 017	-	-	SHEET 042	-	-	-	-	-
SHEET 018	-	-	SHEET 043	-	-	-	-	-
SHEET 019	-	-	SHEET 044	-	-	-	-	-
SHEET 020	-	-	SHEET 045	-	-	-	-	-
SHEET 021	-	-	SHEET 046	-	-	-	-	-
SHEET 022	-	-	SHEET 047	-	-	-	-	-
SHEET 023	-	-	SHEET 048	-	-	-	-	-
SHEET 024	-	-	SHEET 049	-	-	-	-	-
SHEET 025	-	-	SHEET 050		-	-	-	-

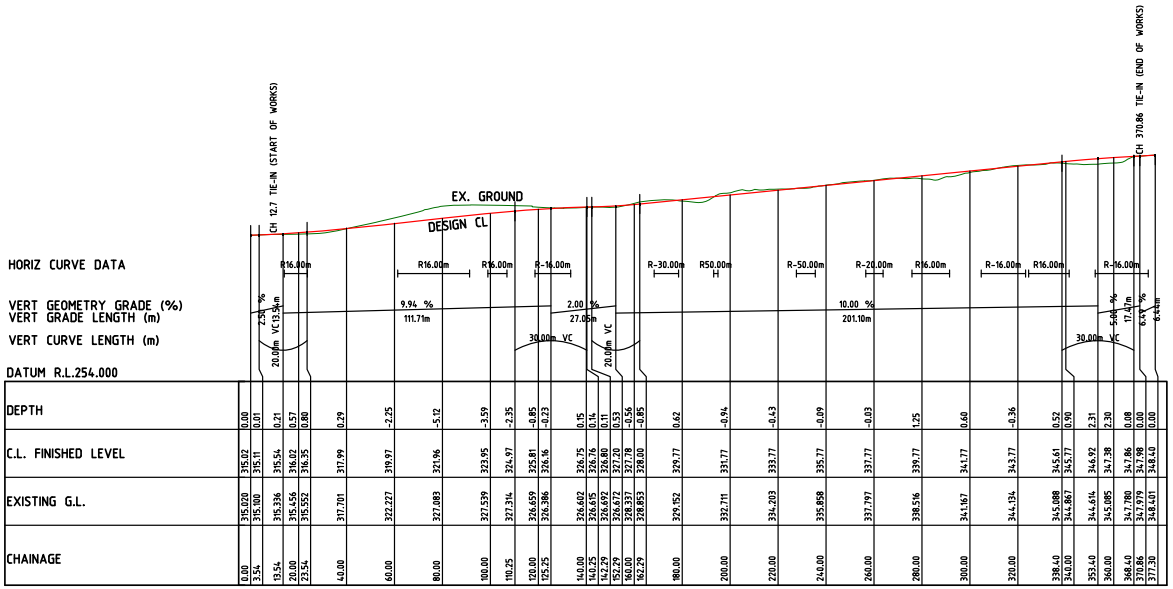
S:\JOBS\16500\16592\ACAD\16592 25 ONE MILE HAUL RD REV000.DWG
S:\JOBS\16500\16592\12D\08 ONE MILE PRECINCT

PREPARED BY

CLARK FORTUNE McDONALD & ASSOCIATES
REGISTERED LAND SURVEYORS, LAND DEVELOPMENT AND PLANNING CONSULTANTS


THOMPSON STREET
THOMPSON STREET
CH 370.86 TIE IN
Part Lot 25 DP 7926
Lot 8 DP 7926
Lot 7 DP 7926
Lot 6 DP 7926
Lot 5 DP 7926
Lot 4 DP 7926
Lot 3 DP 7926
Lot 2 DP 7926
Lot 1 DP 7926
Lot 1 DP 16572
Lot 2 DP 16572
Lot 1 DP 350817
Part Section 110 Block XX Shotover SD
Part Section 109 Block XX Shotover SD
Lot 2 DP 350817
Section 95 Block XX Shotover SD
Lot 4 DP 350817
PROPOSED TERMINAL
PROPOSED GONDOLA
APPROXIMATE ARCHAEOLOGICAL AREA E41/228
1:1.5 BATTER
1:1 BATTER
CENTRELINE
Section 97 Block XX Shotover SD
EXISTING FORMED TRACK
ONE MILE TRACK
PROPOSED GONDOLA RETAIL AREA
LAKE ESPLANADE
CH 1.7 TIE IN
NOTE: ALL BATTER SLOPES WILL NEED TO BE CONFIRMED BY A GEOTECHNICAL ENGINEER, AND ALL PAVEMENT LAYERS, AND FINAL ROAD CROSS-SECTION TO BE CONFIRMED BY A SUITABLY QUALIFIED PERSON
WORK IN PROGRESS
CLARK FORTUNE McDONALD
LAND SURVEYORS - LAND DEVELOPMENT - PLANNING CONSULTANTS
QUEENSTOWN | DUNEDIN | CHRISTCHURCH | GORE
Rev. Date Revision Details By
ONE MILE HAUL ROAD DESIGN
ROADING LAYOUT
Client BOWEN PEAK LTD
DESIGNED KC 15/02/26
DRAWN KC 15/02/26
CHECKED - -
APPROVED - -
Job No. 16592
Drawing No. 25
SHEET CD1
Scale 1:400 @ A1
1:800 @ A3
Datum & Level MT NIC 2000 / NZVD 2016
Rev. -


THOMPSON STREET
THOMPSON STREET
CH 370.86 TIE IN
Part Lot 25 DP 7926
Lot 8 DP 7926
Lot 7 DP 7926
Lot 6 DP 7926
Lot 5 DP 7926
Lot 4 DP 7926
Lot 3 DP 7926
Lot 2 DP 7926
Lot 1 DP 7926
Lot 1 DP 16572
Lot 2 DP 16572
Lot 1 DP 350817
Part Section 110 Block XX Shotover SD
Part Section 109 Block XX Shotover SD
Lot 2 DP 350817
Section 95 Block XX Shotover SD
Lot 4 DP 350817
PROPOSED TERMINAL
PROPOSED GONDOLA
APPROXIMATE ARCHAEOLOGICAL AREA E41/228
1:1 BATTER
1:1.5 BATTER
CENTRELINE
Section 97 Block XX Shotover SD
EXISTING FORMED TRACK
ONE MILE TRACK
PROPOSED GONDOLA RETAIL AREA
LAKE ESPLANADE
CH 0.7 TIE IN
NOTE: ALL BATTER SLOPES WILL NEED TO BE CONFIRMED BY A GEOTECHNICAL ENGINEER, AND ALL PAVEMENT LAYERS, AND FINAL ROAD CROSS-SECTION TO BE CONFIRMED BY A SUITABLY QUALIFIED PERSON
WORK IN PROGRESS
CLARK FORTUNE McDONALD
LAND SURVEYORS - LAND DEVELOPMENT - PLANNING CONSULTANTS
QUEENSTOWN | DUNEDIN | CHRISTCHURCH | GORE
Rev. Date Revision Details By
ONE MILE HAUL ROAD DESIGN
ROADING LAYOUT
Client: BOWEN PEAK LTD
DESIGNED KC 15/02/26
DRAWN KC 15/02/26
CHECKED
APPROVED
Job No. 16592
Drawing No. 25 SHEET 001a
Scale 1:400 @ A1
1:800 @ A3
Datum & Level MT NIC 2000 /NZVD 2016
Rev. -



CHAINAGE	EXISTING G.L.	C.L. FINISHED LEVEL	DEPTH
0.00	315.020	315.02	0.00
3.54	315.100	315.11	0.01
13.54	315.336	315.54	0.21
20.00	315.456	316.02	0.57
23.54	315.552	316.35	0.80
40.00	317.701	317.99	0.29
60.00	322.227	319.97	-2.25
80.00	327.083	321.96	-5.12
100.00	327.539	323.95	-3.59
110.25	327.314	324.97	-2.35
120.00	326.459	325.61	-0.85
125.25	326.386	326.16	-0.23
140.00	326.602	326.75	0.15
140.25	326.615	326.76	0.14
142.29	326.692	326.80	0.11
152.29	326.677	327.19	0.53
160.00	328.337	327.78	-0.56
162.29	328.853	328.00	-0.85
180.00	329.152	329.77	0.62
200.00	332.711	331.77	-0.94
220.00	334.203	333.77	-0.43
240.00	335.858	335.77	-0.09
260.00	337.797	337.77	-0.03
280.00	338.516	339.77	1.25
300.00	341.167	341.77	0.60
320.00	344.134	343.77	-0.36
338.40	345.088	345.61	0.52
340.00	344.867	345.77	0.90
353.40	344.614	346.92	2.31
360.00	345.085	347.38	2.30
368.40	347.780	347.86	0.08
370.86	347.979	347.98	0.00
377.30	348.401	348.40	0.00

LONGSECTION - ROAD 1 CL

A1 HORIZ SCALE 1 : 1000

A1 VERT SCALE 1 : 1000

WORK IN PROGRESS

CLARK FORTUNE McDONALD
LAND SURVEYORS - LAND DEVELOPMENT - PLANNING CONSULTANTS
QUEENSTOWN | DUNEDIN | CHRISTCHURCH | GORE

Tel. (03)441-6044, Email admin@cfma.co.nz, www.cfma.co.nz 309 Lower Shotover Road, P.O.Box 553 Queenstown

Rev.	Date	Revision Details	By

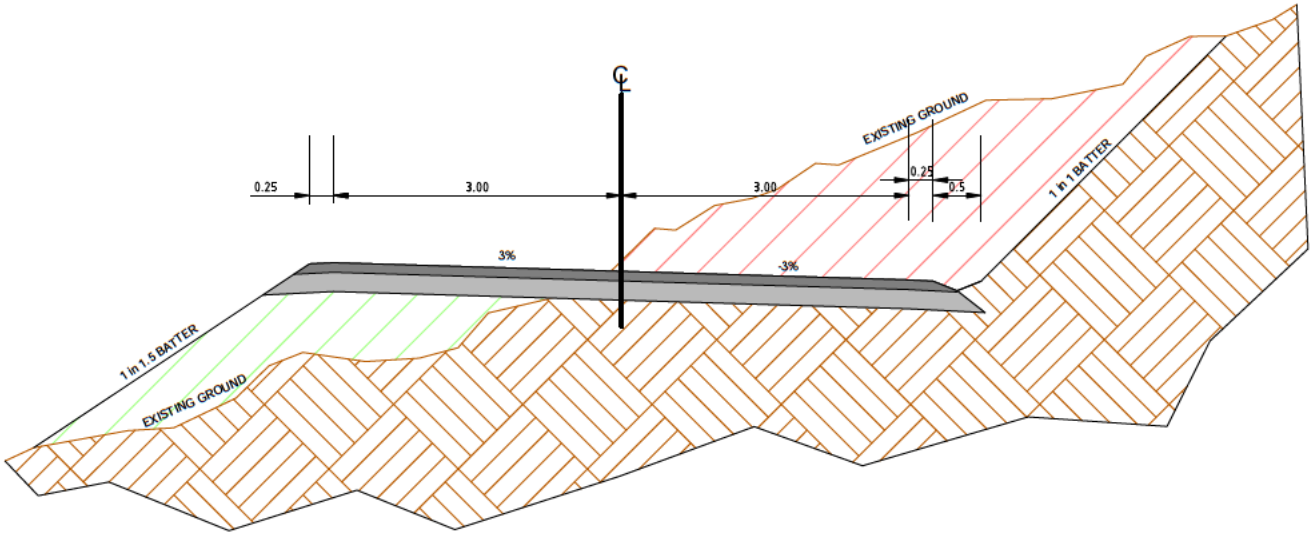
ONE MILE HAUL ROAD DESIGN
LONGSECTION

Client: BOWEN PEAK LTD

Notes:
All dimensions shown are in meters unless shown otherwise.
Any person using Clark Fortune McDonald drawings and other data accepts the risk of:
- Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions.

DESIGNED	KC	15/02/26	
DRAWN	KC	15/02/26	
CHECKED	-	-	
APPROVED	-	-	

Job No. 16592
Drawing No. 25 SHEET 002
Scale 1:1 @ A1, 1:2000 @ A3
Datum & Levell: MT NIC 2000 / NZVD 2016
Rev. -



WORK IN PROGRESS

CLARK FORTUNE McDONALD
LAND SURVEYORS - LAND DEVELOPMENT - PLANNING CONSULTANTS
QUEENSTOWN | DUNEDIN | CHRISTCHURCH | GORE

Tel. (03)441-4044, Email admin@cfma.co.nz, www.cfma.co.nz 309 Lower Shotover Road P.O.Box 553 Queenstown

Rev.	Date	Revision Details	By
-	-	-	-

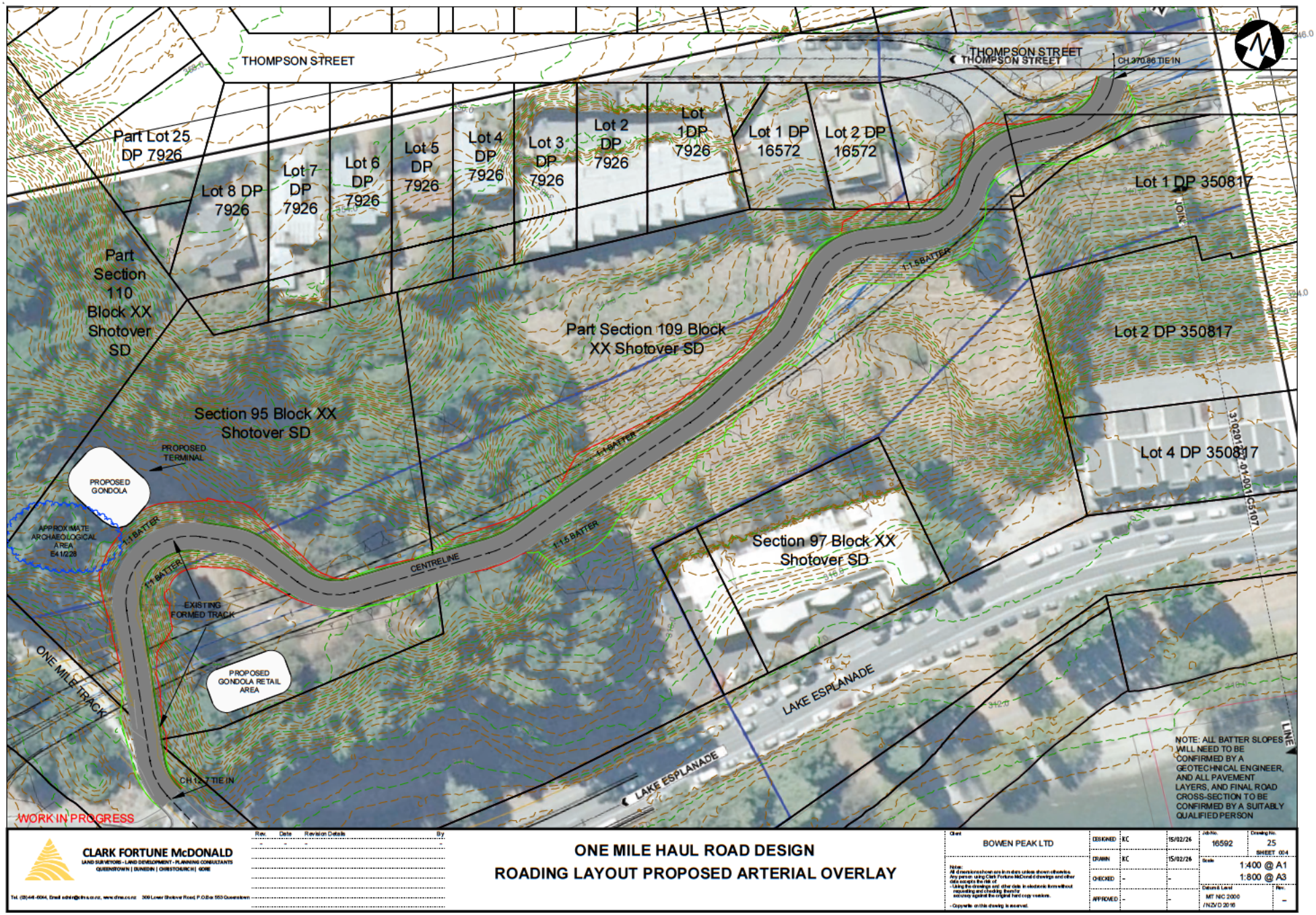
ONE MILE HAUL ROAD DESIGN
TYPICAL CROSS SECTION

Client: BOWEN PEAK LTD

Notes:
All dimensions shown are in meters unless shown otherwise.
Any person using Clark Fortune McDonald drawings and other data accepts the risk of:
- Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions.

DESIGNED	KC	15/02/26	
DRAWN	KC	15/02/26	
CHECKED	-	-	
APPROVED	-	-	

Job No. 16592
Drawing No. 25 SHEET 008
Scale 1:25 @ A1
1:50 @ A3
Datum & Level MT NIC 2000 /NZVD 2016
Rev. -


THOMPSON STREET
THOMPSON STREET
THOMPSON STREET
CH 370.86 TIE IN
Part Lot 25 DP 7926
Lot 8 DP 7926
Lot 7 DP 7926
Lot 6 DP 7926
Lot 5 DP 7926
Lot 4 DP 7926
Lot 3 DP 7926
Lot 2 DP 7926
Lot 1 DP 7926
Lot 1 DP 16572
Lot 2 DP 16572
Lot 1 DP 350817
Part Section 110 Block XX Shotover SD
Part Section 109 Block XX Shotover SD
Lot 2 DP 350817
Section 95 Block XX Shotover SD
Lot 4 DP 350817
PROPOSED TERMINAL
PROPOSED GONDOLA
APPROXIMATE ARCHAEOLOGICAL AREA E41/228
1:1 BATTER
1:1.5 BATTER
CENTRELINE
EXISTING FORMED TRACK
PROPOSED GONDOLA RETAIL AREA
Section 97 Block XX Shotover SD
LAKE ESPLANADE
LAKE ESPLANADE
ONE MILE TRACK
CH 12.7 TIE IN
NOTE: ALL BATTER SLOPES WILL NEED TO BE CONFIRMED BY A GEOTECHNICAL ENGINEER, AND ALL PAVEMENT LAYERS, AND FINAL ROAD CROSS-SECTION TO BE CONFIRMED BY A SUITABLY QUALIFIED PERSON
WORK IN PROGRESS
CLARK FORTUNE McDONALD
LAND SURVEYORS - LAND DEVELOPMENT - PLANNING CONSULTANTS
QUEENSTOWN | DUNEDIN | CHRISTCHURCH | GORE
Rev Date Revision Details By
ONE MILE HAUL ROAD DESIGN
ROADING LAYOUT PROPOSED ARTERIAL OVERLAY
Client BOWEN PEAK LTD
DESIGNED KC 15/02/26
DRAWN KC 15/02/26
CHECKED - -
APPROVED - -
Job No. 16592
Drawing No. 25 SHEET 004
Scale 1:400 @ A1 1:800 @ A3
Datum & Level MT NIC 2000 / NZVD 2016
Rev -
Copyright on this drawing is reserved.

Bartlett consulting

23 February 2026

Bowen Peak Limited

By email:

Attention: Guy Hingston

Dear Guy,

Powerhouse Fast-track Application
One Mile Haul Road – Traffic Design

The purpose of this letter is to provide a traffic engineering assessment of a proposed haul road provided for heavy construction vehicles associated with the development of Fernhill Heights Alpine Village and other associated works at the One Mile Powerhouse.

I have been asked to undertake this assessment Bowen Peak Limited as part of their Powerhouse Fast-track Application, I have a attached a copy of qualifications and experience, refer Appendix A.

1 Background

The application includes for the construction of Fernhill Heights Alpine Village and associated works including aerial ropeways based at One Mile, Queenstown. The proposed haul road will link Thompson Street (Queenstown) with the One Mile construction works and existing One Mile roundabout. The haul road will cater for construction traffic and in particular heavy vehicle traffic associated with the works at Fernhill Heights (Wynyard Crescent/Greenstone Place and at the One Mile Powerhouse site.

The purpose of the haul road is to allow heavy construction vehicles to bypass the Queenstown town centre by making use of Man Street and Thompson Street. For any aspects of the overall access route, road network operation and efficiency I defer to the assessment of Dave Smith (Abley).

2 Scope of Assessment

The scope of this assessment is to consider the traffic engineering aspects to the road design and the connections to the existing road network at Thompson Street and One Mile roundabout.

In undertaking this assessment I have reviewed the concept design drawings provided by Clark Fortune McDonald.

3 Road Alignment

There are a number of potential design standards which may be referenced for this type of road link. An important element is that the proposed road will operate as a private road and as part of a construction management plan and with a specific construction traffic management plan. Drivers on this road are therefore expected to follow any specific instruction within these plans.

There are design standards which may be considered for this type of road. For instance:

PO Box 1383 | Queenstown | 9348
s 9(2)(a) | s 9(2)(a)

- NZ Forest Road Engineering Manual, and
- QLDC Land Development and Subdivision Code of Practice

3.1 Forest Road Engineering Manual

Forest roads are generally private roads designed specifically for the movement of heavy equipment and hauling logs. Often the vehicles using these roads will be specifically designed to move heavy loads which can exceed the axle loads of a vehicle on the public road network. This guidance focuses on maximum gradients to accommodate vehicles which may often be overweight. These roads maybe temporary for a specific use and will operate under forestry and traffic management plans. The standard of these roads is based on the number of heavy vehicles per day (hvpd). The general guidance is:

- Road carrying more than 80hvpd would have a desirable maximum gradient of 8% with short distances up to 10% for flat and roiling terrain with a 70km/hr speed limit, or short distances up to 12% for mountainous terrain 50km/hr speed limit.
- Road carrying between 20hvpd to 80hvpd with a desirable maximum gradient of 10% (12% for short sections) on flat terrain, or 12% (14% for short sections) in mountainous terrain. This road type would be either 2 lane, or single lane with regular passing operating, with a speed limit of 50km/hr or 40km/hr in mountainous terrain.

The proposed haul road is on steep terrain with tight curves, for road design this is considered to be mountainous terrain. The haul road would operate with the same speed limit of the surrounding road network, 40km/hr, and the vehicle types will be lighter vehicles with legal road going axle loads. Based on the anticipated typical daily traffic flow the forestry road guidance suggests a road with maximum gradient of 12% increasing to 14% for short sections operating with a speed limit of 40km/hr.

3.2 QLDC Land Development and Subdivision Code of Practice

These road types are generally permanent road used by the public where heavy vehicles are generally a lesser part of the overall vehicle mix. There are a couple of road types which may be applicable to the private haul road being:

- Suburban local road being a road type allowing for a traffic flow of up to 2,000 vehicles per day (vpd) which would include some heavy vehicles, this road would have two traffic lanes and a 40km/hr speed limit with a maximum gradient of 12.5%.
- Suburban industrial local road being a primary freight access to adjacent industrial properties. This road type would accommodate large industrial vehicle turning across the carriageway into adjacent properties. This road type allows for a traffic flow up to 2,000vpd which will include some heavy vehicle with two (wide traffic lanes) and a speed limit of 40km/hr. The maximum gradient for this road type would be 10%.

This suggests that proposed haul road should provide two traffic lanes to accommodate a mix of vehicle types with a gradient of 10% although gradients up to 12.5% are possible. The road would be expected to operate under a 40km/hr speed limit, the same as other roads within the adjacent road network.

3.3 Local Road Environment

In a roading sense Queenstown and Fernhill are within a mountainous environment, this is categorised by steep roads with tight curves. The route to the Fernhill Heights Alpine Village will require that heavy vehicles will also utilise Fernhill Road (arterial road) and either Wynyard Crescent or Greenstone Place (local roads). These roads have a 40km/hr speed limit and include section which have steep gradients up to 16.7% (1 in 6). Portions of these roads are steeper than the current design guidance. This means that heavy vehicle will travel slower

uphill and downhill. It also means that heavy vehicle drivers are familiar with and will regularly operate their vehicles in steeper mountainous environments.

3.4 Proposed Haul Road

The proposed road alignment has a general gradient of 10% with reduced gradient where it will meet the One Mile roundabout, the access track to One Mile Powerhouse and Thompson Street. Given that the guidance suggest that the gradient should be desirably 10% although 12% is acceptable with short sections up to 14%. I consider that the general alignment based on the concept design is acceptable and allows some flexibility to align with geotechnical or physical constraints should these be encountered during the detailed design process.

I suggest that the design can be refined during the design, review and approvals process so that the haul road meet the following conditions:

- That the maximum longitudinal gradient is 12% although this may be extended to 14% on short straight sections.
- That the carriageway width shall allow for two opposing traffic lanes so that two heavy vehicles can pass.

4 Intersections

The haul road will connect between Thompson Street and the One Mile roundabout.

The design will include a new intersection with Thompson Street which will need to include appropriate sight distances in each direction and is expected to be formed as an intersection which can accommodate heavy vehicle types. It is noted that this intersection approach will not cross an existing footpath. The concept design shows that there is space for some flexibility in this intersection position and alignment which may be further refined to accommodate the position of existing services or geotechnical constraints. I consider that it is possible and feasible to form an appropriate with intersection from Thompson Street.

The haul road will be accessed from the One Mile roundabout, this roundabout currently serves all vehicle types including heavy vehicles. The design of the haul road will need to confirm that heavy vehicles can undertake the required turning manoeuvres at this roundabout, this includes right turning from the haul road to Fernhill Road and left turning from Fernhill Road to the new haul road. These manoeuvres will also need to consider the current footpath network where the desire line for pedestrians is between Fernhill Road and Lake Esplanade. There is sufficient space in the vicinity of the roundabout to allow for any changes needed to accommodate any amended pedestrian route and access to the haul road. I consider that it is possible and feasible to form an appropriate approach to the One Mile roundabout.

The One Mile roundabout provides access to the One Mile Powerhouse and recreation area and is used by leisure users including walking and cycling (mountain biking). The design will need to be refined to define the intersection of the haul road with this access track. The haul road will have some gradient flexibility and there is sufficient space available in this area to refine the intersection with the One Mile access. I consider that it is feasible to provide an appropriate and acceptable access to the One Mile Powerhouse.

It is anticipated that some refined is likely during the design, review and approvals process. I suggest that the haul road intersections with Thompson Street, One Mile roundabout and the Powerhouse access track are to meet the following conditions:

- That the intersection with Thompson Street is to be designed in accordance with Austroads guidance and to include minimum sight distances to approaching traffic on Thompson

Street and designed to accommodate a 11.5m large rigid truck as the design vehicle and a semi-trailer vehicle as the check vehicle.

- That the intersection with the One Mile is to be designed in accordance with Austroads guidance and to include allowance for pedestrian footpaths and designed to accommodate expected turning at the roundabout based on a semi-trailer vehicle.
- That the design of the haul road allows for an intersection with the access track to the One Mile Powerhouse.

5 Summary

I have reviewed the concept design for a proposed haul road between Thompson Street and the One Mile roundabout. This haul road is being provided for construction traffic and heavy vehicles for the Fernhill Heights Alpine Village and associated infrastructure. The haul road will allow construction traffic to avoid the Queenstown town centre.

Based on this conceptual design I consider that the proposed haul road is feasible and can be constructed to meet appropriate design standards. I have provided suggested conditions which may be used to guide the development of this design.

Overall, I consider that it is possible and feasible to construct an appropriate haul road between Thompson Street and One Mile roundabout to allow construction traffic to avoid the Queenstown town centre.

Should you require any further information please contact me.

Yours sincerely,

Jason Bartlett

CEng MICE, MEngNZ
Traffic Engineer

Appendix A Qualifications and Experience

Jason Bartlett, Bartlett Consulting

Qualifications

1996	Bachelor of Engineering (Civil), University of Canterbury
1993	New Zealand Certificate in Engineering (Civil), New Zealand Qualifications Authority

Professional Memberships

2007 to present	Chartered Engineer and Member of the Institution of Civil Engineers (UK), CEng MICE.
2003 to present	Member of the Institution of Civil Engineers (UK)
1995 to present	Member of Engineering New Zealand, MEngNZ

Employment Profile

2012 to present	Director and Transport Engineer, Bartlett Consulting (Queenstown) – Working with clients throughout the lower South Island as an independent traffic and transport consultant. I have been involved in a wide range of developments and local authority projects from resource consent through design development to construction providing transport evidence for resource consent applications, design advice and undertaking safe systems audits.
2008 to 2012	Senior Transportation Engineer, GHD limited (Queenstown) – Involved as a transport engineer and project manager on projects throughout New Zealand with a focus on local authority projects in the southern part of the South Island. Providing traffic and transport advice and undertaking road safety audits at all levels of project development.
2002 to 2007	Principle Traffic Consultant, AECOM (UK) – Providing traffic design and road safety advice for transport projects throughout the UK. Involved in road safety audit and the early stages of design development for major transport schemes.
1999 to 2002	Traffic Engineer, Bartlett Consulting Limited (UK), Design engineer and contract supervision for development projects and major local authority projects in and around London.
1995 to 1999	Roading Engineer, MWH Limited (now Stantec, Dunedin and Alexandra) – Roading design engineer and network maintenance manager for local authorities throughout Otago.
1990 to 1994	Technician, Royds Garden (now Stantec, Dunedin) – working as a structural detailer and road designer on a variey of projects for private and local authority clients.

20 February 2026

Guy Hingston
Bowen Peak Limited

Attention: Guy Hingston

TRANSMITTAL: Email

Dear Guy

One Mile Haul Road - Transport Assessment

I understand that Bowen Peak Limited are applying to Queenstown-Lakes District Council (QLDC) for resource consent and to Department of Conservation (DoC) for a concession to construct the One Mile Haul Road. I further understand that the intent of this road is to provide for construction vehicle access to the Powerhouse site and is a matter which has been brought to the attention of the Powerhouse Fast Track Application referral assessment team.

With respect to this assessment I defer to Mr Jason Bartlett regarding traffic engineering design matters and I have been asked to comment on traffic network operation and management aspects.

Construction Vehicle Access

I have reviewed the path of construction vehicles through the Queenstown road network and mapped the intended paths in Figure 1. The Lakeview site (to the northwest of the Thomson and Man Street corridors) is currently under construction. There are currently construction vehicles travelling through the network to access this site, and the Thomson / Man corridors have recently been widened as part of the Lakeview site development.

A 6 metre wide two-way two-lane corridor is proposed to provide construction vehicle access to the site. This would connect from Thomson Street to the Fernhill Road roundabout as per the orange arrow in Figure 1. I understand that this corridor would not be open to the general public and would only be used by traffic associated with construction of the Powerhouse application site and would be operated under a Construction Traffic Management Plan (CTMP). I comment on the CTMP further later in this letter.

Critically from a network operations perspective, with the addition of the proposed One Mile Haul Road, construction vehicles can travel between the site and the wider arterial network without travelling through the town centre, including the busy streets of Stanley Street, Shotover Street and Camp Street. I understand that this is consistent with construction access routes for the Lakeview site. I am familiar with the corridors highlighted in Figure 1 and consider that they are suitable routes for construction vehicles including to minimise conflicts with other road users.

Traffic congestion in the town centre during busy periods is largely experienced on Stanley Street and Shotover Street, so by providing an alternative corridor to the site via the Stage One Arterial, Man Street and Thompson Street, I do not expect that construction traffic would exacerbate congestion in the town centre. I also note that the main pedestrian desire lines to access the town centre which cross the proposed construction access route are controlled by signals with crosswalks, providing safe crossing opportunities.

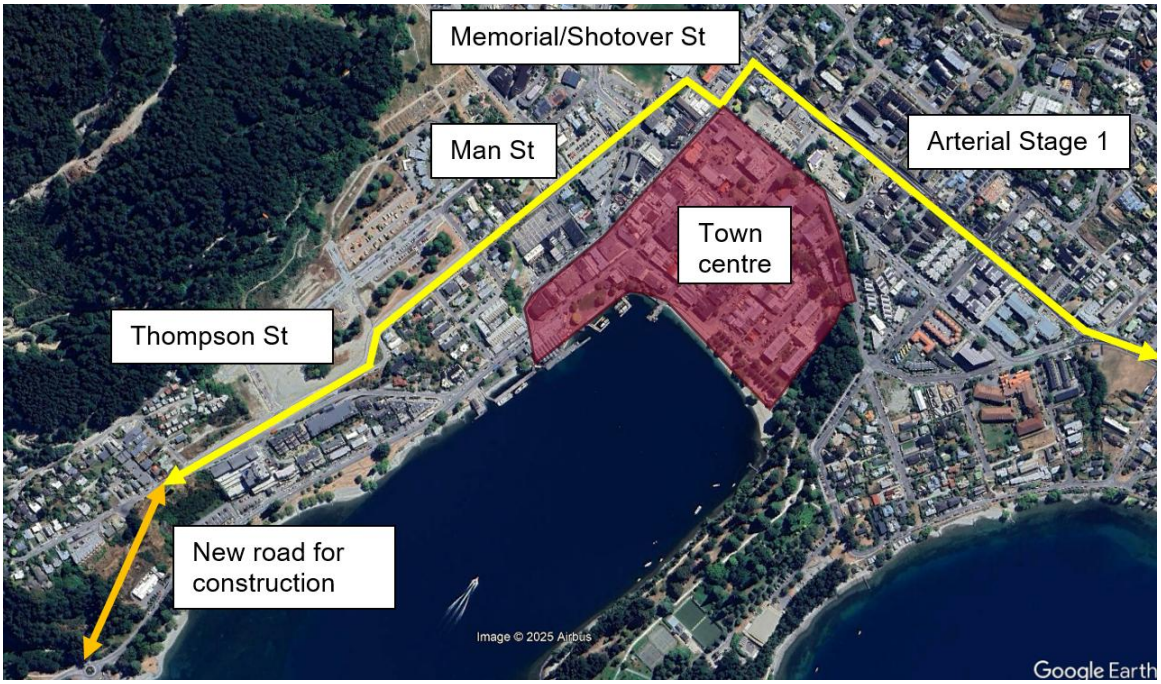


Figure 1 Recommended construction access route including new construction road

I understand the construction road will be a two-lane two-way corridor and would be designed to be wide enough to enable two heavy vehicles to pass at any point along its length. Whilst the total number of construction vehicle movements is not confirmed, as this is a two-lane two-way corridor I consider that the new road would be fit-for-purpose to accommodate the likely number of vehicle movements. As the new construction road is not available to the general public, conflicts between construction traffic and other road users would be limited to each end of the new road and can be managed as part of a CTMP.

Although I defer to Mr Bartlett in respect of traffic engineering design matters, I have reviewed the drawings prepared by Clark Fortune McDonald (dated 15 February 2026) and Mr Bartlett's letter addressing design matters and agree with his conclusion that the new road can be supported. I further note that much of the new road follows the Queenstown Arterials Stage 3 corridor (to be delivered by QLDC) with deviations at each end to fit into the existing transport network.

QLDC has funding allocated for Stage 3 Arterial design from 2029-30, and I note that the majority of the physical works for the proposed new construction road sit inside the Stage 3 designation footprint. I recommend that in later detailed design that opportunities be sought to align the temporary road with the Stage 3 corridor as far as practicable. This should be undertaken collaboratively with QLDC as the earthworks associated with the temporary road have the potential to 'pave the way' for the later arterial road construction.

Construction Traffic Management Plan

A CTMP is a standard mechanism to manage the temporary transportation effects during the construction period. The focus is on maintaining the safe and efficient operation of the transport network including consideration of all modes. In this instance it is acknowledged that construction is likely to take place over several years therefore any temporary traffic management measures should be considered with the lengthy period over which they are implemented in mind.

I recommend that the CTMP would include the following matters (at least):

- Specify the route that vehicles would travel to and from the site
- Specify any limitations on the speed of vehicles that may be required to address effects
- Specify any limitations on the timing of and / or frequency of movements to address effects
- Address how conflicts would be managed including at each end of the construction road – this may consider measures such as temporary signal controls
- Address construction site access locations including provision for parking for construction staff, contractors and other visitors to the site
- Performance standards and monitoring to demonstrate the effectiveness of the traffic management and to manage any revisions to traffic management as may be required.

Detailed technical assessment

I would anticipate that the following technical work may be required in relation to the matter discussed above to provide a more comprehensive assessment of effects:

- Undertake traffic modelling to demonstrate any impact of construction traffic on the wider network and to inform traffic management measures that may be required in the CTMP
- Prepare an outline of the CTMP in accordance with NZTA guidelines including any specific measures to manage effects
- Additional traffic engineering input would also be required in respect of the proposed construction road and I would work with Mr Bartlett to ensure that the engineering and modelling disciplines are well aligned in the broader consideration of transportation effects.

Summary of My Assessment

I have undertaken an assessment of construction vehicle access to the Powerhouse site to enable the construction of chalet buildings within the site, and have focused my assessment on network operation and management matters. This includes a proposed 6 metre wide two-way two-lane corridor is proposed to provide construction vehicle access to the site, which enables construction vehicles to avoid the Queenstown town centre and minimising conflicts with other road users.

I consider that with the addition of the proposed road connecting Thompson Street and the Fernhill roundabout, construction access to the site can be supported without compromising the safe and efficient operation of the transport network. I recommend that the outline of a Construction Traffic Management Plan be prepared as part of any substantive application in relation to the site, to demonstrate how this will be achieved.

Please do not hesitate to contact me should you require any additional information in relation to my assessment including the recommendations put forward in this letter.

Regards,

Abley Limited

Dave Smith

Technical Director, Transportation Planning

D s 9(2)(a)

M s 9(2)(a)

E s 9(2)(a)

Natural Worlds NZ Ltd

Tree Survey Report – DOC Pentagon, Queenstown

1. Project Overview

Project Name: DOC Pentagon, Queenstown
Date: 20 February, 2026
Prepared by: Benjamin Teele, Natural Worlds

2. Introduction

This report presents the findings of a tree survey undertaken on the 11th of February 2026 focused on the area highlighted in Figure 1. The survey was undertaken as part of an application under the Fast-track Approvals Act 2024 for the development of the Powerhouse Fast-track application. Regional Development Project. The survey was completed to inform planning and consenting processes as part of this application, as well as for a DOC concession application and QLDC resource consent application. The brief was to record tree species present on site in order to help inform decision making around the construction of a new road, removal of existing exotic vegetation, and preservation of existing native woody vegetation.

Figure 1. Tree survey boundaries and location of the centre-line of proposed road.

3. Survey methodology

The tree survey principally covers Part Section 95 and Part Section 109 & 110 Block XX Shotover SD. Small area of Section 1 SO 24350 and Lot 3 DP 350817 are also included. The survey was undertaken by foot with all individual trees exceeding 3 metres in height identified to species level and located by GPS. These were overlain onto aerial imagery of the site. Areas with woody vegetation below 3 metres in height were mapped as polygons representing woody exotic shrubland or native regenerating vegetation. Species identification was undertaken in the field using standard botanical references and a full list of species is presented in Appendix A.

Additionally, there is a recorded archaeological site in the southwest corner of the site (E41/228). This has previously been identified by Jill Hamel as the remains of early (1860s) gold workings in the form of degraded stone tailings (Figure 1).

4. Survey results

The site is principally dominated by two species, *Pseudotsuga menziesii* (Douglas fir) and *Pinus radiata* (Figure 2). There are two distinct mature clusters of these two conifer species along the western part of the site extending northwest up the valley, and along a small ridgeline and slope that runs parallel to the Lake Esplanade Road. This vegetation is typical of the surrounding forested hillside, where Douglas fir seed has established extensively within the last 75 years. The Pinus radiata may have been the first trees to become established on site, before it became subsequently dominated by Douglas fir in a second wave of colonisation. There are several mature *Eucalyptus* (sp.) trees concentrated around the open centre of the site, now mostly surrounded by Douglas fir canopy, and may be of similar age to the *Pinus radiata*. In the northern part of the site the ground slopes up towards a terrace beyond the site boundaries and has been more recently colonised by Douglas fir seed spread, with an age cohort of trees likely less than 40 years old. There are also scattered mature *Sorbus aucuparia* (Rowan) along the lower slope. In the northeast corner of the site immediately adjacent to Thompson Street is a small discrete mixed stand of Douglas fir and *Acer pseudoplatanus* (sycamore maple). The central portion of the site is a mix of early colonising woody weeds such as *Cytisus scoparius* (European Broom) which is being invaded by Douglas fir saplings. The central open area in the southern part of the site is dominated by woody weeds in the form of *Cotoneaster glaucophyllus* and *Rubus fruticosus* (Blackberry).

The remnant stone mining tailings in the southwest corner of the site are covered by mature Douglas fir. Hamel noted in the archaeological site record form that this has surpressed understory vegetation allowing good visibility of the tailings. However, extensive root systems associated with the mature trees are beginning to break up the surrounding surface in addition to what appears to be modification of the site for mountain biking.

Native species are confined mostly to the southern and eastern portion of the site and are dominated by *Fuscospora cliffortioides* (mountain beech). This species has likely opportunistically established from adjacent mountain beech remnants located to the west within the 1-mile creek catchment during periodic mast seeding events. However, in many places the trees have been outcompeted by the more aggressive Douglas fir, forming a sub-canopy layer on the forest margin edge where light levels are

sufficient to allow persistence. This competition effect is reflected by an establishing small mountain beech pole stand in the southwest corner of the site immediately adjacent to the 1-mile power station reserve access road. The remaining native species are confined to either the planted margin which characterises the flat piece of land boarding the Lake Esplanade Road along the waterfront, or a very small number of scattered self-sown shade-tolerant sub-canopy species adjacent to mountain beech in the centre of the site.

Figure 2. Recorded tree species (>3 m) and vegetation areas within surveyed site.

5. Known Limitations

This survey was limited to woody vegetation exceeding 3 metres in height and mapped exotic and native regenerating polygons. Due to the dense pole stand nature and small stature of Douglas fir in the northern part of the site on the hillside, not every tree was mapped in this area, as this area is a monoculture of this single species.

6. Discussion

The surveyed area contains a mixture of individual mature trees and areas of regenerating woody vegetation. However, the dominance of the two exotic conifer species has supressed any understory regeneration under mature conifer canopy. The distribution of trees reflects the evolution of the sites' use and abandonment. During the establishment of the Queenstown township in the 1860s, remnant forest in the immediate area would have been dominated by mountain beech, with mixed broadleaf

species confined to the wetter gullies. Opportunistic 1860s gold mining would have seen much of the surrounding area cleared or disturbed. The sites proximity to the town would have likely resulted in intermittent ongoing use into the 20th century, keeping the site comparatively clear on the flatter terrace. Subsequent establishment of the dominant Douglas fir would have occurred as surrounding areas matured and seed rain fell on to the site, and is typical of the surrounding area. The current trajectory of woody maturation at the site indicates eventual complete dominance by Douglas fir, which will shade out and suppress any subcanopy species, both exotic and native. This is typified by the western portion of the site. This also includes the more open areas to the northeast which is currently showing signs of next phase woody transition towards Douglas fir dominance over exotic woody shrubland.

The proposed road construction and exotic tree removal across the surveyed site will principally affect exotic wilding species and invasive woody weeds. However, there are 13 mountain beech trees within the proposed road corridor that will require removal, along with a small area of the regenerating mountain beech pole stand in the southwest corner (Figure 3).

Figure 3. Location of disturbance corridor for proposed linkage road and native species that would be impacted.

7. Recommendations

Care should be taken around the existing mature native trees during exotic tree harvest/felling and any road construction, particularly battering on steeper slopes adjacent to native vegetation. This is particularly important along the lower southeast ridge where there have been earlier native plantings

established immediately adjacent to the ridge on the flat ground. Care should also be taken around two larger mature mountain beech trees to the north of the open area, as they are now surrounded by a mix of exotic conifer and angiosperm species. Tree removal in here should endeavour to have the cleared trees fall away from the mountain beech to avoid damage.

A similar careful harvesting approach should be taken in regard to tree clearance around archaeological site E41/228. These tailings are in a highly degraded condition due to ongoing surface disturbance. Tree felling within the site boundaries and immediately adjacent to the boundary should avoid the use of heavy machinery, including tracked machines, which could damage the site. No material produced during harvest/clearing should be stored or stockpiled in this immediate area. Felling of mature trees should be staged in an appropriate manner to avoid site disturbance. This will also have the dual benefit of protecting small areas of mountain beech to the south.

---

8. Contact

Natural Worlds NZ Ltd

Arrowtown, New Zealand
Email: info@naturalworlds.co.nz
Website: www.naturalworlds.co.nz

Appendix A – tree species list

Species	Common name	Native/Exotic
Acer pseudoplatanus	Sycamore maple	Exotic
Arbutus unedo	Strawberry tree	Exotic
Aristotelia serrata	Wineberry	Native
Cordyline australis	Cabbage tree	Native
Elaeocarpus hookerianus	Pokaka	Native
Eucalyptus sp.	Gum	Exotic
Fuscospora cliffortioides	Mountain beech	Native
Fuscospora fusca	Red beech	Native
Melicytus ramiflorus	Whiteywood	Native
Pinus radiata	Monterey Pine	Exotic
Pseudotsuga menziesii	Douglas fir	Exotic
Sophora microphylla	Small-leaved kowhai	Native
Sorbus aucuparia subsp. aucuparia	Rowan	Exotic

Appendix B – higher resolution maps

Figure 1A. Full sized map showing tree survey boundaries and location of the centre-line of proposed road.

Figure 2A. Full sized map showing recorded tree species (>3 m) and vegetation areas within surveyed site.

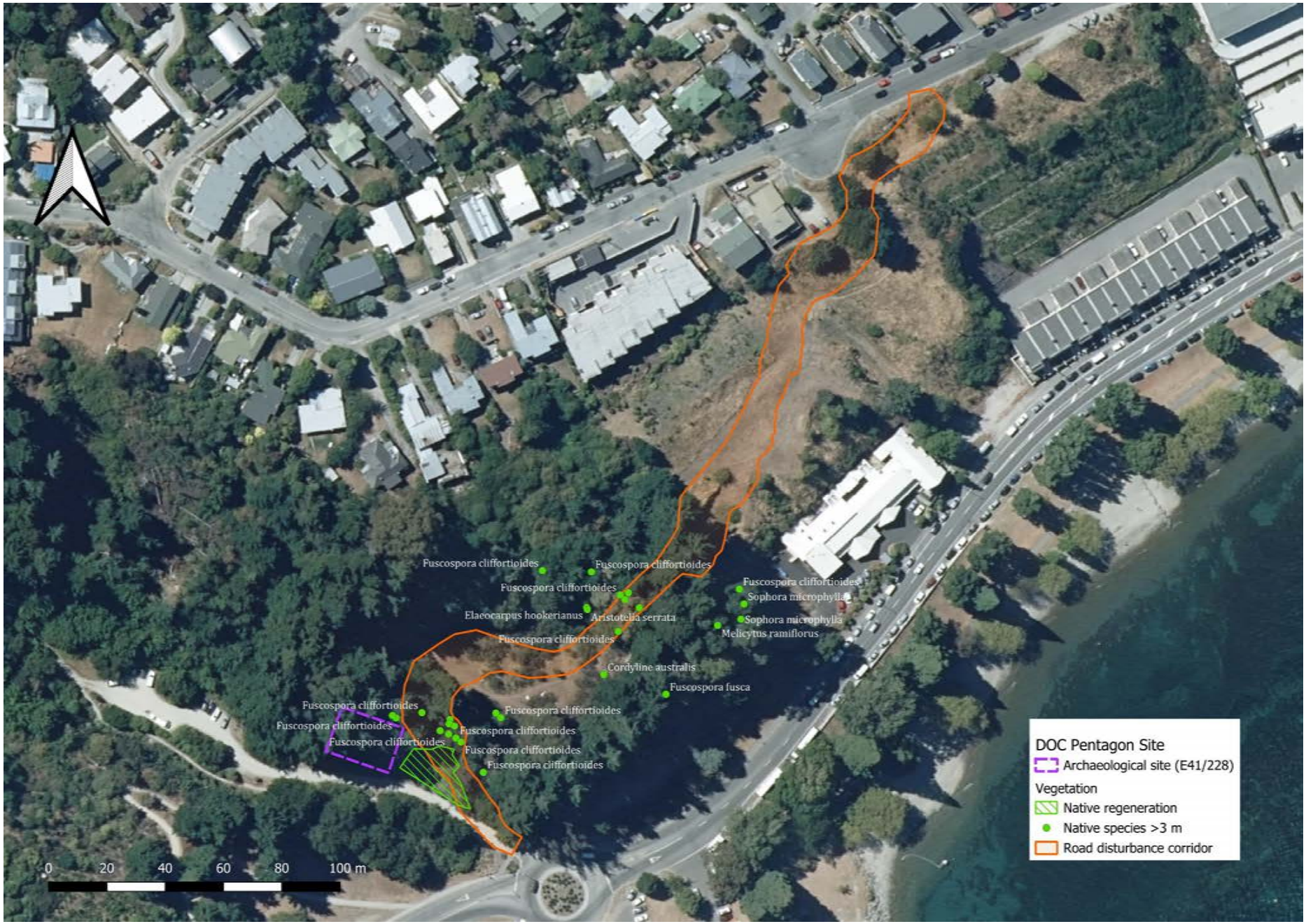


Figure 3A. Full sized map showing location of disturbance corridor for proposed linkage road and native species that would be impacted.

Attachment 6 - Baxter Design Powerhouse Precinct Imagery


THOMPSON STREET
Indicative predator fence boundary
Indicative walking track within sanctuary
Gondola
Wynyard DH mountain bike track extended to Gondola Station
Boardwalk bridged over existing Wynyard DH mountain bike track
Boardwalk alongside stream with bridge over existing waterfall to follow original Ben Lomond trail
Powerhouse building and grass area retained and restored
Bridges over creek to walking access
Double gate entrance into sanctuary
Exotic tree species removed and replaced with native species throughout site
Feature wall to allow for level building platform
Tennis Court
Extent of QLDC Stage 3 Bypass Works
Potential Airport Gondola
Potential future large conference centre
Potential future multistorey carpark TBC in association with QLDC road design
Accessible walking track
Gondola Station
Bus stop
Two-storey retail building
Archaeological site E41/228
Existing path along stream preserved
Hospitality / Rooftop Bar above cafe
Hospitality / Cafe along stream edge
Indicative predator fence boundary
Indicative walking track within sanctuary
POWERHOUSE PRECINCT CONCEPT SKETCH - WITH BYPASS
PROPOSED RESTORING THE RESERVE - POWERHOUSE TO PEAK CABLE CAR & FERNHILL HEIGHTS DEVELOPMENT
BOWEN PEAK LTD - POWERHOUSE FAST-TRACK APPLICATION
REFERENCE SK15 - SCALE = 1:1000 AT A3 - 23 FEB 2026

Attachment 7 - Natural Worlds

NATURAL WORLDS

Project: DOC Pentagon

Title: Drone - NE

Rendered/Reviewed: BT/RT

Job no.: 005

Focal length: 35 mm

Date Produced: 25/02/2026

Image no.: 003

Projected Image Date: N/A

info@naturalworlds.co.nz | www.naturalworlds.co.nz
Arrowtown, NZ

NATURAL WORLDS

Project: DOC Pentagon

Title: Proposed Road - NE

Rendered/Reviewed: BT/RT

Job no.: 005

Focal length: 35 mm

Date Produced: 25/02/2026

Image no.: 001

Projected Image Date: 20/02/2031

info@naturalworlds.co.nz | www.naturalworlds.co.nz
Arrowtown, NZ

NATURAL WORLDS

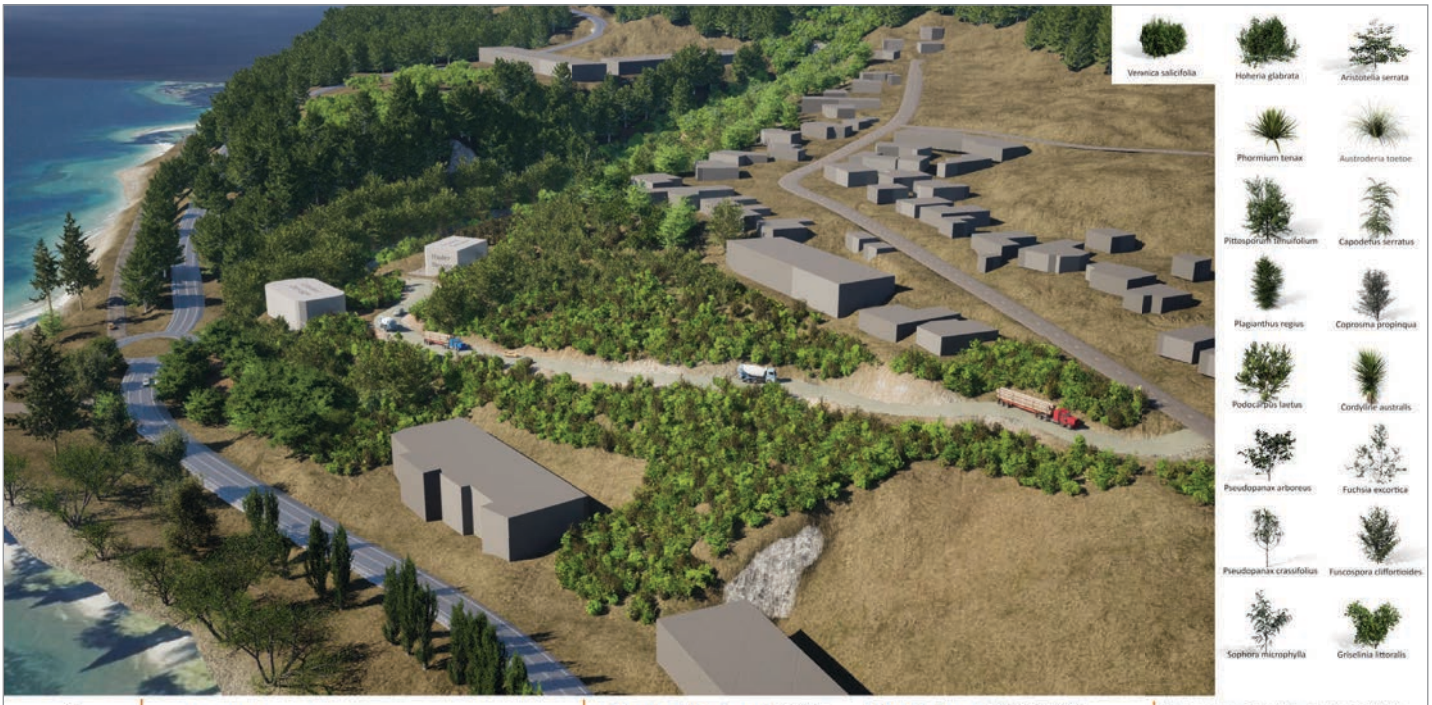
Project: DOC Pentagon

Title: Drone - SW

Rendered/Reviewed: BT/RT
Job no.: 005
Focal length: 35 mm

Date Produced: 25/02/2026
Image no.: 004
Projected Image Date: N/A

info@naturalworlds.co.nz | www.naturalworlds.co.nz
Arrowtown, NZ



NATURAL WORLDS

Project: DOC Pentagon

Title: Proposed Road - SW

Rendered/Reviewed: BT/RT
Job no.: 005
Focal length: 35 mm

Date Produced: 25/02/2026
Image no.: 002
Projected Image Date: 25/02/2031

info@naturalworlds.co.nz | www.naturalworlds.co.nz
Arrowtown, NZ