

27 August 2026

Onur Oktem

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Fiona Garrett

[REDACTED]
[REDACTED]
[REDACTED]
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[REDACTED]

Jenny Clafferty

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Dear Onur, Fiona and Jenny,

RE: Remarkables Ski Area Upgrades and Doolans Expansion – Response to Landscape Feedback

NZ Ski Limited (“**NZSki**”) would like to thank Central Otago District Council (“**CODC**”), Queenstown Lakes District Council (“**QLDC**”) and Department of Conservation (“**DOC**”) for their engagement in regard to the Landscape Assessment for the Remarkables Ski Area Upgrades and Doolans Expansion Fast Track project. The collaborative approach with respect to landscape matters and the constructive feedback provided to date has been greatly appreciated.

From the discussion at our meeting on 3 August 2026, and subsequent communications we understand that there is high level of alignment as to the nature and scale of the effects of the proposal on landscape¹.

Included in **Attachment 1** is a copy of the feedback provided by CODC, DOC and QLDC. Following our discussions on the 3 August 2026, NZSki agreed to provide further information regarding a number of discrete matters. These information requests / points of clarification are addressed in turn below.

1. NZSki to provide clarification regarding the location of the district boundaries.
 - > See attached memo from Southern Land (**Attachment 2**) which provides this information.

¹ Noting that cultural landscapes matters are to be discussed separately with Kā Rūnaka.

2. NZSki to provide views of the proposed mid-station in relation to the surrounding landform and landscape context.

- > See attached Boffa Miskell memo and graphic supplement (**Attachment 3**)

3. NZSki to provide further detail regarding the proposed retaining structure material.

- > Subject to detailed engineering design and constructability assessments, NZSki's preferred approach is to utilise gabion basket retaining structures. Should alternative retaining solutions be required, NZSki intends that any retaining structures will be designed and constructed to minimise visual effects wherever practicable. This may include facing structures with rock material sourced from earthworks undertaken within the surrounding area.

4. NZSki to review the lighting conditions and operational hours and consider whether further refinements can be made.

- > The draft Doolans concession provides for gondola use by paying customers between 7:00 am and 5:00 pm. These operational hours are consistent with those authorised under the existing and unmodified Rastus Burn concession.

The resource consent conditions provide for operational lighting between 6:30 am and 5:30 pm. The additional 30-minute period before and after customer operating hours is intended solely to accommodate maintenance activities.

Accordingly, NZSki seeks to retain the operational and lighting hours as currently proposed within the draft conditions.

5. Boffa Miskell to provide further analysis, from a landscape perspective, of the relevant Conservation Management Strategy (CMS) and relevant Central Otago District Council District Plan provisions.

- > See attached Boffa Miskell memo and graphic supplement (**Attachment 3**)

6. NZSki to review the landscape related conditions applicable within the Lower Remarkables Transit Hub and ensure they provide clear outcomes, particularly in relation to proposed mitigation planting.

- > See amended condition LSP.1 to LSP.3 detailed in Attachment 4. This will be updated in the application condition suite.

We trust the above satisfies the further questions and queries raised during the workshop.

Yours sincerely,

[Redacted Signature]

Kirsty O'Sullivan

Mitchell Daysh Limited

[Redacted Address]

cc

Louise Taylor, CODC Planning Consultant, [Redacted]

Ben Espie, Vivian + Espie, [Redacted]

Jeremy Head, Jeremy Head Landscape Architect, [Redacted] -

Dr Alanya Rā, Technical Director, Infrastructure Advisory, [Redacted]

Attachment 1

Copy of the feedback received from QLDC, CODC and DOC

[FTAA-2605-1236]

REMARKABLES SKI AREA UPGRADE AND DOOLANS EXPANSION

FAST TRACK APPROVALS ACT APPLICATION

PEER REVIEW MEMORANDUM REGARDING LANDSCAPE AND VISUAL EFFECTS ASSESSMENT

Ben Espie

vivian+espie

3rd July 2026

INTRODUCTION

- 1 My name is Benjamin Espie. I hold the qualifications of Bachelor of Landscape Architecture (with honours) from Lincoln University and Bachelor of Arts from Canterbury University. I am a member of the New Zealand Institute of Landscape Architects and was the chairman of the Southern Branch of that institute between 2007 and 2016. Since November 2004 I have been a director of Vivian and Espie Limited, a specialist resource management and landscape planning consultancy based in Queenstown. Between March 2001 and November 2004, I was employed as Principal of Landscape Architecture by Civic Corporation Limited, a resource management consultancy company contracted to the Queenstown Lakes District Council.
- 2 The majority of my work involves advising clients regarding the management of landscapes and amenity that the Resource Management Act 1991 provides and regarding the landscape provisions of various district and regional plans. I also produce assessment reports and evidence in relation to proposed development or proposed Regional and District planning provisions as they relate to landscape issues. The primary objective of these assessments and evidence is to ascertain the effects of proposed activities or provisions in relation to landscape character, values and visual amenity.
- 3 Much of my experience has involved providing landscape and amenity assessments relating to resource consent applications and plan changes both on behalf of District Councils and on behalf of private clients. I have compiled many assessment reports and briefs of evidence relating to the

landscape and amenity related aspects of proposed regimes of District Plan provisions in the rural areas of a number of districts of the South Island.

- 4 In recent months, I have been engaged by a number of South Island District Councils to provide peer review comments regarding landscape effects assessments that form part of Fast Track Approvals Act (**FTAA**) applications. To date, I have completed two such peer reviews regarding substantive applications (FTAA-2508-1097 - Haldon Solar and FTAA-2508-1100 - The Point Solar).
- 5 I have been engaged by the Central Otago District Council (**CODC**) and the Queenstown Lakes District Council (**QLDC**) to peer review the landscape assessment work relating to the Fast Track Approvals Act Application FTAA-2605-1236 by NZ Ski to expand the Remarkables Ski Area into the Doolans Basin.
- 6 I received and read a draft Landscape Effects Assessment and Graphic Supplement, dated the 1st of April 2026, prepared by Boffa Miskell (**the draft BM report**). I prepared and circulated to QLDC and CODC peer review comments dated the 4th of May 2026 regarding the draft BM report. I also had some correspondence with the draft BM report author (Yvonne Pfluger) and the Applicant's planner (Mitchell Heaven) to clarify some queries. I visited the site on the 30th of April 2026 with the guidance of Ross Lawrence, the Applicant's representative.
- 7 Since the time of my peer review of the draft BM report, a substantive application has been lodged that includes the following final landscape assessment work (**the final BM documents**):
 - i. Landscape Effects Assessment dated the 7th of May 2026 (**the BM ski area expansion report**);
 - ii. Graphic Supplement dated the 6th of May 2026;
 - iii. Visual Simulation Graphic Supplement dated the 7th of May 2026 (high and low resolution versions);
 - iv. Carpark and Bus Hub Landscape Effects Assessment dated the 5th of May 2026 (**the BM carpark and bus hub report**);
 - v. Carpark and Bus Hub Graphic Supplement dated the 5th of May 2026.

- 8 I have reviewed the final BM documents and give peer review comments in this memo. I will not repeat information set out in my peer review of the draft BM report, and this memo should be read in conjunction with my comments regarding the draft. Essentially, this memo is an update of my previous comments.
- 9 I generally use the headings of the final BM documents as a structure to my peer review comments.

METHODOLOGY

- 10 As per the draft BM report, the final BM assessment reports regarding both the ski area expansion and the carpark / bus hub follow a comprehensive and appropriate methodological approach that has been guided by Te Tangi A Te Manu, Aotearoa New Zealand Landscape Assessment Guidelines (TTatM)¹.

PROPOSAL

- 11 In my review of the draft BM report, I suggested some clarification regarding some aspects of the proposal. Following the lodgement of the substantive application, I was asked to assist in checking the completeness of the application. I consider that there is now sufficient information to understand the landscape and visual effects of the proposed activities. Notwithstanding that, I discuss some uncertainties and suggest some inclusions in my commentary regarding landscape and visual effects subsequently.
- 12 I also set out my understanding regarding some aspects of the proposal for clarity. It is on the basis of this understanding of the proposal that I make my subsequent peer review comments. I understand that:
- i. In undertaking all earthworks and rehabilitation work relating to the ski area expansion, no new exotic vegetation will be introduced to the site, that existing exotic vegetation will

¹ 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022 (TTatM).

not increase in distribution, and response measures are in place to deal with exotic spread².

- ii. Lighting may be on groomers, vehicles, downlights on snowmakers and low lux lighting in or on the mid station. Lighting of the gondola, base and mid stations is restricted to winter months between 6:30am to 5:30pm³.
- iii. The rehabilitation of disturbed ground and batters will be done in accordance with proposed conditions ECO.4 to ECO.19.
- iv. Detailed design plans of the carparking area adjacent to SH6 are to be submitted in accordance with proposed condition TRANS.8. A landscape planting plan is to be submitted in accordance with proposed conditions LSP.1 to 2 (which set out what must be achieved). Proposed conditions CG.8 and ECO.44 to 49 require a vegetative rehabilitation plan in relation to Carpark B.

- 13 While more directly relating to planning matters than landscape assessment, I have not seen a full explanation of whether all parts of the ski area access road (including the stretch on Lot 2 DP17411) meet the definition of “public place” as per the Queenstown Lakes Proposed District Plan (**QLD PDP**).

EXISTING ENVIRONMENT

- 14 As per my review of the draft BM report, I consider that the existing environment has been comprehensively and appropriately described in landscape terms. This equally applies to the BM carpark / bus hub report, although that report makes a number of references to the Coneburn industrial area as a component of the existing environment and visual setting of the proposed carpark / bus hub activities. While that is correct, it should be noted that the industrial area, with its visible earthworks etc, is of a different zoning to the surrounding rural land (Coneburn Industrial Zone), to which different Objectives, Policies and provisions apply.

² Terrestrial Ecological Impact Assessment, E3 Scientific, May 2026, page 139. Proposed condition ECO.20.

³ BM ski area expansion report, pages 42 and 43. Proposed conditions OP.8 and OP.9.

RELEVANT STATUTORY PROVISIONS

- 15 The final BM documents (both the ski area expansion and carpark / bus hub reports) appropriately set out the statutory provisions that are useful in framing a landscape effects assessment. I note that the BM ski area expansion report's commentary on the Central Otago District Plan does not refer to Policy 4.4.14, which I consider to be relevant.
- 16 Some plans (such as Figure 4 of the BM Graphic Supplement relating to the ski area expansion) show the District Boundary incorrectly and therefore misrepresent which parts of the proposed activities are in which zones (Ski Area Sub Zone in the Queenstown Lakes District or Rural Resource Area in the Central Otago District). The fact that the gondola mid station building is within the Rural Resource Area of the Central Otago District is important to the consideration of effects in relation to the statutory documents.

ASSESSMENT OF EFFECTS

- 17 In an overall sense, the assessment of landscape and visual effects in the final BM documents is thorough and comprehensive. The approach is appropriate and the commentary is clear and logically set out. Notwithstanding that, I make additional peer review comments in the following paragraphs. Where I do not refer to a particular part of the final BM documents, it can be assumed that I consider the BM assessment to be logical and plausible.

Ski Area Expansion

Natural Character Effects

- 18 Natural character effects within the Rastus Burn catchment are discussed at section 6.1.1 of the BM ski area expansion report. Essentially it is found that, following temporary effects, there will be very low degree adverse effects on the natural character of Rastus Burn and low degree effects on Swan Lake and its margins. Leaving aside any potential ecological/hydrological effects, I consider that the BM assessment findings are appropriate. I consider that a key reason (that is not explicitly set out in the BM report) is the presence of the QLD PDP Ski Area Sub Zone and the activities that it enables.

- 19 Section 6.1.2 of the BM ski area expansion report deals with natural character effects within the Doolans catchment. This basin is quite different to the Rastus Burn in that it is much less modified; it currently contains no ski area elements and no zoning enabling such elements. The report finds the following regarding these effects:
- i. High adverse effects on perceptual natural character;
 - ii. Moderate to high adverse effects on natural character of freshwater communities;
 - iii. Low adverse natural character effects in relation to the weir and flow rate of the Doolans Creek but moderate to high natural character effects in relation to the access track to the Doolans Creek water take;
 - iv. Very high adverse natural character effects in relation to the creation of the water storage reservoir in the location of the relevant existing alpine tarn.
 - v. Moderate adverse natural character effects in relation to sedimentation within the Doolans catchment.
- 20 I would rely on the expertise of others (ecology/hydrology) in relation to points (ii) and (v) above. Regarding the other points, I consider the BM conclusions to be reasonable and appropriate. As mentioned, a primary reason being the existing lack of modifications or enabled modifications within the Doolans catchment.

Landscape Effects

- 21 Section 6.21 of the BM ski area expansion report deals with landscape effects within the Rastus Burn catchment. It is found that the upper return trails (between the proposed mid station and Sugar/Curvey basins), the three upper towers (west of the mid station) and the mid station itself will lead to moderate adverse landscape effects. The aspects of the proposal that are lower down within the Rastus Burn catchment (i.e. within the QLD PDP Ski Area Sub Zone) will have adverse effects of a low degree.
- 22 The above is agreeable, although I suggest that the adverse landscape effects of the upper elements that are outside of the Ski Area Sub Zone and are within the COD Rural Resource Area could be better described as moderate-high in degree. This part of the Rastus Burn catchment is

as unmodified as the Doolans catchment. The earthworks and retaining associated with the trails and mid station, as well as the mid station itself on helicopter flat, are substantial physical elements that are outside of the currently modified area.

- 23 Moving to the Doolans catchment, Section 6.22 of the BM ski area expansion report finds variable adverse landscape effects (low to high degree) in relation to structures and earthworks impacting tussocklands, cushionfields and rockfields. It is explained that temporary access tracks will be rehabilitated but permanent trails, buildings and the gondola itself will be incongruous with the current landscape values of this catchment. Some substantial cuts associated with the track to the Doolans Creek water take will extend modifications downhill below the proposed base building and associated activities. The BM report finds adverse landscape effects to be of a high degree despite the incorporated mitigation measures. I agree that this is a credible conclusion.

Visual Effects

- 24 Section 6.3 of the BM ski area expansion report deals with visual effects. These are discussed in relation to a list of viewing locations (Sections 6.31 to 6.35).
- 25 Section 6.31 finds a low degree adverse visual effect as experienced from the ski area access road. I generally agree. Visual Simulation 3 demonstrates the significant visibility of the upper return trail towards Curvey Basin and the earthworks of the mid station on the skyline. These are considerable visual elements but I accept they are seen from a ski area access road in the context of other ski area elements.
- 26 Section 6.3.2 finds a low to moderate degree of adverse visual effect as experienced from the Rastus Burn Recreation Area, depending upon how much of the Curvey Basin return trail's earthworks are revealed to a viewer in a particular location. I consider this credible and appropriate.
- 27 Section 6.3.3 finds a moderate to high degree of adverse visual effect as experienced from the wider Doolans Basin catchment, depending upon viewing distance. Once rehabilitation is complete, it is found that visual effects of earthworks would reduce to moderate. Again, this is plausible. The visual change within the part of the Doolans close to the new elements will be quite a departure from the existing aesthetic pattern.

- 28 Section 6.3.4 finds that adverse visual effects as experienced from the Wye Creek Route and Remarkables Conservation Area more generally will range between very low (Doolans Right Branch) to moderate (the ridge between Wye and Doolans catchments). Again, this is logical.
- 29 Section 6.3.5 finds a very low degree of adverse visual effect as experienced from the relevant part of the Wakatipu Basin, being an area centred on Lower Shotover, Domain and Malaghans Roads. I agree in relation to much of the year, however, unlike Coronet Peak, lights at night are very minimally seen on the Remarkables currently, even during ski season. The Remarkables appear natural and dormant. With reference to my paragraph 12(ii), groomer/vehicle lighting is transient. Fixed lighting in/on the mid station building (even if off between 5:30pm and 6:30am) will be a visual effect that reduces the perception of naturalness of the Remarkables as experienced from the relevant part of the Wakatipu Basin (which includes well-used roads and private dwellings). For the affected observers, I consider this to be a low-moderate degree adverse effect at the times it is experienced.

Summary regarding ski area expansion

- 30 The BM ski area expansion report goes to the discuss cumulative effects, and to relate effects to statutory documents.
- 31 The report's commentary on effects in relation to the QLD PDP is logical and follows the previous findings of the report, but again, I consider it should be made clearer that the QLD PDP (including the Ski Area Sub Zone and Priority Area provisions) only apply to the parts of the proposal that are inside the Queenstown Lakes District; for example they do not apply to the mid station or the upper parts of the return trails that are within the Rastus Burn catchment.
- 32 All aspects of the proposed activities that are within the QLD PDP ONL (and Priority Area) are also within the Ski Area Sub Zone, which is an exception zone⁴, hence the ONL related Objectives and Policies of Chapter 3 of the PDP do not apply⁵ and Policy 3.2.5.4 does apply.
- 33 In relation to the part of the proposal within the Central Otago District, section 7.3 of the BM ski area expansion report reiterates that this is the part with the higher degrees of natural character,

⁴ QLD PDP, provision 3.1B.5(a)(i).

⁵ QLD PDP, provision 3.1B.6.

landscape and visual effects. These effects discord with Objectives/Policies 4.3.2, 4.3.3, 4.4.1, 4.4.2 and (in my opinion) 4.4.14.

Carpark and Bus Hub

34 Section 4 of the BM carpark and bus hub report describes mitigation planting in relation to Carpark B and refers to proposed conditions. I refer to the relevant conditions in my paragraph 12(iv). I consider that proposed condition LSP.2 could be expanded to give more clarity regarding what mitigation planting should achieve. I will comment on this as I discuss effects below.

35 The parts of the BM carpark and bus hub report that describe the existing environment and statutory provisions are thorough and clear. An important point is that Carparks A and B are outside of the ONL, while the Boneyard is within the ONL (but outside any Priority Area).

Landscape Effects

36 The Boneyard is a formed area that has long been used for outdoor storage. The proposal will enable its use to change to carparking. Carpark A will be reconfigured and will expand closer to SH6. The more significant physical change will be the formation of Carpark B. As mentioned in my paragraph 12(iv), detailed carpark design and mitigation planting design are yet to come.

37 I essentially agree with the BM carpark and bus hub report's findings that Carpark A and the Boneyard will have a very low degree of adverse effect on landscape character (despite the Boneyard being within the ONL) and that Carpark B will have a low-moderate degree of adverse landscape effect, however, I consider that this is dependent upon increased clarity regarding mitigation, as I will explain further.

Visual Effects

38 Regarding views from SH6, the BM carpark and bus hub report finds an adverse visual effect of a low degree, when close to the carpark area's road frontage. It is explained that the row of existing deciduous trees is to be retained. These trees are useful and attractive but provide partial screening in summer and very little in winter. I agree that a low degree of effect in relation to SH6 can be achieved but consider that conditions would suitably require these existing trees to be retained and also require a dense band of evergreen shrub planting on the eastern side of these

trees (most appropriately that ties in with the species of the Carpark B vegetative rehabilitation plan). I accept that, given the location of the redirected road, this band of plating will not be extensive in area (perhaps quite hedge-like) but I consider that it would provide useful year-round visual mitigation in relation to Carpark A and also B.

- 39 Regarding Carpark B specifically, section 4.0 of the BM carpark and bus hub report recommends planting along the eastern edge of Carpark B. I consider this will be useful in terms of visual mitigation in relation to views from the ski area access road. Planting to the west of Carpark B will be most useful in relation to State Highway 6 (**SH6**) and also more distant locations. In fact, the whole area that sits between the western end of Carpark B and the access road (which is subject to rehabilitation conditions ECO.44 to 49) could be revegetated in a way that provides useful screening. I do not consider that the wording of currently proposed conditions will ensure this mitigation.
- 40 Regarding visual effects from the ski area access road itself, the BM carpark and bus hub report finds moderate adverse effects, reducing to low via mitigatory planting along the northern edge of Carpark B and on the escarpment between the split levels of this carpark. This is appropriate and appears to be covered by proposed condition LSP.2.
- 41 I agree with the BM report that visual effects as experienced from Frankton or the wider Southern Corridor area are not problematic.
- 42 Regarding neighbouring properties close to the carparks area, I have not visited private properties. The BM report's commentary regarding Stoney Creek Lane is plausible. The report finds no adverse effects in relation to 247, 247A and 249 Kingston Road. The building platform and dwelling on 247A Kingston Road is particularly close to the Boneyard. The repurposing of the Boneyard from a relatively inert storage area to a potentially busy carpark (including vehicle movements, car lights, etc) could have adverse effects on that property. Without visiting that property, it appears that dense planting to create separation would be advisable to mitigate potential effects.
- 43 It can be seen from the above that while I generally find the assessment of the BM carpark and bus hub report agreeable, I consider that more certainty is required regarding mitigation by way of planting. The proposed reconfiguration and expansion of carparking represents an opportunity

to enhance the vegetative treatment of Lot 2 DP17411 so as to appropriately mitigate effects and potentially provide positive effects. In short, I consider that conditions of any consent that is granted should require vegetative treatment to provide enhancement and visual screen planting to break up visibility of carparks from outside the site and visually integrate them into their context, including sweeps of dense mixed native vegetation as follows:

- i. in the areas to the west of Carpark B, along its northern interface with the ski area access road, to the east of Carpark B, and throughout the escarpment between the split levels of this carpark.
- ii. Additional planting to rehabilitate all earthworks or disturbed ground and to tie in with rehabilitation planting (as per conditions ECO.44 to 49).
- iii. In the area to the west of the redirected access road adjacent to Carpark A, so as to provide screening in relation to the SH6 frontage. The existing deciduous trees in this area should be retained.
- iv. Along the northern edge of the Boneyard Carpark so as to provide strong separation in relation to 247A Kingston Road.

Summary regarding ski area expansion

- 44 BM carpark and bus hub report goes on to discuss statutory matters and draw conclusions. Subject to my comments above I essentially agree with the commentary of the BM carpark and bus hub report, provided vegetative mitigation is comprehensive.

OVERALL CONCLUSIONS

- 45 The final BM documents are thorough, comprehensive and follow an appropriate methodology.
- 46 In relation to the ski area expansion, the BM assessment is very largely logical and plausible. Adverse effects on natural character, landscape values and visual amenity are often of a low degree as they relate to the Rastus Burn catchment. The more elevated elements (mid station and higher return trails) are an exception and have moderate or moderate high effects. Adverse effects will be more pronounced as they relate to the much less modified Doolans catchment. Adverse effects on natural character, landscape values and visual amenity in relation to the

Doolans area range up to a high degree, with natural character effects in relation to the water storage reservoir being very high. I consider that lighting in mornings and evenings will lead to some effects that have not been fully taken account of.

- 47 Regarding the carpark and bus hub activities, I agree with the BM assessment that adverse landscape and visual effects are generally of a low degree, but I consider that this depends on more certainty being provided regarding mitigation via landscape planting.

Ben Espie

vivian+espie

3rd July 2026

DOC Memorandum on NZSki Landscape Effects Assessment

Applicant: NZSki Limited

Project: Remarkables – Doolans Basin Fast Track Proposal

Review: Jeremy Head Registered NZILA Landscape Architect (consultant) to the Department of Conservation

Date: 18 August 2026

Introduction

1. This commentary is provided for the Department of Conservation (DOC) for the purposes of responding to NZSki's request for a standalone document with respect to NZSki's Remarkables Ski Area Upgrade & Doolans Basin Ski Expansion Application.
2. It comments on the Applicant's Landscape Effects Assessment ('LEA'), dated 7 May 2026, being the LEA lodged as part of the NZSki application and further information following a meeting held on 3 August 2026 with:
 - The author of the LEA, Yvonne Pfluger, Landscape Architect from Boffa Miskell.
 - Ben Espie, Landscape Architect engaged by Central Otago District Council (CODC) and Queenstown District Council (QLDC).
 - Myself (representing DOC).
 - Other representatives from DOC, NZSki, QLDC and CODC who are not Landscape Architects but were present for observation and to provide any non-technical context.
3. I have also reviewed and provided comments on an earlier draft LEA dated 1 April 2026, as well as the 7 May 2026 LEA.
4. The purpose of the review(s) is to check Ms Pfluger's assessment methodology and findings regarding any effects of the proposal on natural character, landscape character and visual amenity.
5. This commentary highlights broad areas of agreement, a few points of disagreement and remaining outstanding matters that I consider the Applicant should address in their updated LEA that they are preparing for the Fast-Track Panel's consideration.
6. For ease of cross-referencing back to Ms Pfluger's (latest) 7 May 2026 version of the LEA, I include the section or page number in brackets.

Areas of Agreement with the LEA

7. I broadly agree with the content of sections 1.0, 2.0, 3.0, 4.0 and 5.0 of the LEA. Some aspects of these sections are discussed further shortly.
8. The LEA has helped inform the design for the proposal, which is preferable - in theory any adverse landscape effects can be identified early on and responded to through an iterative design process (Section 1.2).
9. I support the Zone of Theoretical Visibility ('ZTV') analysis as an appropriate way in this instance to help determine the extent and location of any potentially affected

parties (Section 4.6). A ZTV is solely based on topographical change and as such will often illustrate a 'worse-case scenario' (Section 5.1).

10. The methodology in selecting viewpoint locations is logical and broadly represents an appropriate range of publicly available views (Section 5.2).
11. The site and surrounding context have been visited several times by the LEA author both with and without snow, enabling among other things, a fuller understanding of the effects of existing earthworks and the lower parts of buildings and structures that would at times be concealed by snow.
12. I agree with the explanation / definition of what 'natural character' means and how it is used in the LEA (Section 4.5).
13. I agree that change is not of itself an effect (Section 6.0) and that "...a change in a landscape (or view of a landscape) does not, of itself, necessarily constitute an adverse landscape effect..." (LEA Appendix 1 Method Statement).
14. I agree with the explanation / definition of what 'cumulative effects' are (Section 6.4). I also add that, how, where and when cumulative effects occur needs to be carefully considered in the LEA.

"Cumulative effects should be considered carefully because in one sense all effects are cumulative. Previous lawfully established activities are part of the existing environment against which the effects of a new activity are assessed. Mostly, the effects of a proposal are simply the effects on the existing environment. Likewise, a proposal's different types of effect (for instance noise and visual effects) are simply the proposal's combined effects rather than what is meant by cumulative effects." (from Te Tangi a te Manu [6.47])

Limitations / Information gaps in the LEA

15. As a general observation, the LEA is reasonably thorough - especially in terms of the description of the site and its context. Currently, an information gap remains with regards to how the mid-station building will appear. On 12 August 2026 via a Teams call Ms Pfluger shared with me some non-rendered draft visualisations of the mid-station building from additional DOC-requested viewpoints that had been recently prepared. These draft visualisations provided me with enough of an idea of how the mid-station building and its surrounds would appear and what its likely effects would be on landscape character and visual amenity. A visualisation from the Doolans Basin side was not included. However, Ms Pfluger presented the only site photograph she had as a potential 'base image' for another visualisation from the Doolans Basin, looking back up to the ridgeline where the mid station would be visible. I supported the use of this image and recommended that Ms Pfluger provide complete renders of these several draft visualisations including one from the Doolans Basin side for the benefit of the Fast-Track Panel and others, and for completeness reasons.
16. One of the three 'key landscape objectives' in the LEA (Section 3.3) states:
"[Integration] ...will be achieved through sensitively placing the buildings and structures in the landscape to avoid significant modification to the topography and removal of indigenous vegetation. In effect, placing buildings and structures into the local folds and undulations, utilising the existing features, including vegetation, to

anchor the development.” However, this will be difficult to achieve where the mid-station is skyline-based. Again, it would assist the Fast-Track Panel if additional visualisations are provided showing this building’s siting as the LEA both states that the mid-station will be ‘on’ the ridgeline and also partly excavated down / into the ridge landform (Section 7.3). The CODP specifically includes structures on skylines as requiring particular care in ONLs (CODP Section 02).

17. Different levels of effects on different parties are not explicit in the LEA. For example, the effects of the proposal in the Doolans Basin may be perceived as ‘positive’ by skiers who will benefit from the expanded terrain and new southward views. Conversely, for back country walkers, the changes - seen during summertime - may appear incongruous and adverse. The different effects on different parties which could be marked should be drawn out more including being summarised into a table format. While this has not been provided, Section 7.3 in the LEA discusses the effects generally on those that may see the changes and concludes that in the long term the overall adverse landscape (which includes visual) effects in the Doolans catchment would be ‘**High**’ which I agree will be likely.
18. Further to the above, any effects of the proposed changes may also differ depending on the time of year. In winter, much of the earthworks will be concealed under snow, while in summer earthworks such as benching will be left exposed and obvious.
19. The mapping in the 6 May 2026 B-031.1 Remarkables Ski Area Upgrade and Doolans Expansion Landscape Graphics (Figures 1, 2 and 4) is at a scale / level of detail where it is difficult to see where the proposed gondola mid-station is located. It is important that the various areas (QLD area and its mapped SASZ, the COD area, Rastus Burn Recreation Reserve and ridgeline) are accurately mapped along with the location of the mid-station building.

20. Lighting

- (a) Artificial lighting is specifically covered in Section 6.2.2 where the LEA states that lighting in the Doolans Basin will comply with QLPDP lighting standards for ski activities. The Doolans Basin is within Central Otago District. However, the Applicant states that QLDCs more stringent lighting requirements will be adopted by the Applicant as they are more appropriate for ski fields.
- (b) The overall effect of increased lighting associated with the proposal is not modelled. In the LEA (page 42) artificial lighting is described where it is stated that there will be an increase in lighting contributing to a ‘**High**’ level of overall adverse landscape (including visual) effects in the Doolans basin - although this refers to all the changes.
- (c) In the Rastus Burn catchment, a key consideration will be the additional lighting associated with the mid-station building on the ridgeline. This will extend the effects of lighting higher up in the catchment where it will be more prominent. The other additional artificial lighting sources (tower-mounted spotlights, snow-groomers ‘cresting’ the ridge, vehicle headlights) currently exist in part where the additions will have a lesser effect, although these effects will extend higher up the mountain towards the ridgeline. The LEA discusses this as ‘increasing’

the effects of artificial lighting, but not in terms of the magnitude of effect over current levels.

- (d) In my opinion the effect of the increased lighting (lighting sources higher in the basin) will have at least a '**Low-moderate**' adverse landscape effect. The same elements seen at night with associated lighting will be more eye-catching even to transient view than it would be during the day where any recessive colours, texture and materiality are no longer an advantage in reducing visibility. These variances need to be discussed in the LEA.

- 21. In Section 7.0 the proposal is not assessed against the Conservation Act or the CMS. The proposal is fully within DOC public conservation land (either within Stewardship Area land or the Rastus Burn Recreation Reserve). In particular, the CMS directly refers to 'landscape' in the 'Western Lakes and Mountains Ngā Puna Wai Karikari a Rākaihautū Place Outcomes' which discusses ski fields, structures and facilities and prominent ridgelines among other matters. Of relevance under 'outcome' for this area, the CMS states:

"Prominent landscape and geological features (ridgelines, and mountain tops) remain in their natural state, or are unmodified beyond their state at the time of becoming public conservation lands and waters. Within public conservation lands and waters away from prominent landscapes and geological features, structures may be present where well-blended into the landscape or where buildings already exist.

*More people enjoy a wide range of recreational opportunities and experiences within the recreation settings across the Western Lakes and Mountains/Nga Puna Wai Karikari a Rakaihautu Place, provided by the Department, the community and many commercial providers. The range of experiences and opportunities enables people to choose between remote, quiet and tranquil locations and busy, highly visited sites."*¹

- 22. Landscape effects on the Rastus Burn catchment are discussed in the LEA at 6.2.1 including proposed retaining walling. These retaining walls are stated as being 3.5 m high and 180 - 190 m long, and in addition, a retaining wall up to 8.5 m high and 70 m long is proposed below the new mid-station building. These retaining walls are substantial structures and could potentially stand out from afar as incongruous 'bare' horizontal 'lines' in an otherwise mountainous and irregular landscape where horizontal natural patterns are largely absent. Snow cover above and below bare retaining walling would exacerbate this contrast with natural patterns (**Figure 1**).
- 23. How retaining walls are built and finished, and their effects is not stated other than a 'worse-case scenario' is assessed. During the 3 August 2026 meeting all landscape experts agreed that plain concrete would be highly visible, potentially reflective and appear incongruous, while rock-faced walling or rock-filled gabion baskets would be more appropriate. It has now been verbally confirmed that the Applicant will construct any retaining walling from / finished in stone-filled gabion baskets or clad in rock. In summer, rock or rock/gabion retaining walls would blend in with the surrounding rocky

¹ Otago Conservation Management Strategy 2016 incorporating the 2022 partial review (page 64)

terrain much more and in winter, the rough texture would help trap snow, reducing contrast.

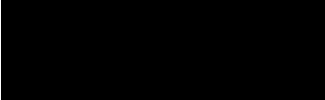


Figure 1 Zoomed-in image to the Rastus Burn catchment. Note the upper trails visible as horizontal patterns accentuated where snow does not accumulate on the steepened faces above and below trails (image (undated) provided by DOC).

24. A conclusion is reached where the adverse landscape effects of the new mid-station building and retaining walling below it and the upper return trails and three top towers will be **'Moderate'** as the area includes existing ski field development. I am concerned that the ridgeline-located mid-station building and retaining walling will potentially have a level of effects greater than 'Moderate' as it will extend well above existing ski field infrastructure. Ridgelines are particularly sensitive landscape features, and in this case the saddle-like ridgeline is currently unmodified, forming a 'soft' counterpoint and positive contrast with the jagged rocky outcrops on either side. The existing ski field structures stop below the ridgeline / within the SASZ where they are cradled within the surrounding higher landscape points, and as such, do not dominate them (LEA Graphic supplement, pages 5, 6, 8, 17 and 18).
25. The mid-station building and its associated built elements (lift towers, gondolas, cabling, trails, levelled areas and retaining walls) comprise changes to an unmodified ridgeline landscape. The LEA states that the new mid-station building, retaining walling below it, the upper return trails and top three towers will in isolation have a **'Moderate'** level of adverse landscape effects. In my opinion the mid-station building and associated elements as described will likely give rise to a **'High'** level of adverse landscape effect due to its location in what is currently a highly natural part of the basin and ridgeline. As mentioned above, for skiers, the mid-station building would likely be seen as a positive change. The LEA retains the opinion that adverse effects of the *overall* proposal on the Rastus Burn side will be 'Moderate' and on the Doolans

side will be 'High' and provides some clear rationale why. I'm reasonably satisfied that the assessment methodology is correct, even though I disagree with the conclusion reached for the Rastus Burn side. I remain of the view that the effects of the mid-station gondola building will likely have a localised level of effects that will lift the overall effects on landscape character generated by the proposal in the Rastus Burn above 'Moderate' to '**Moderate-high**'.

26. It would be helpful if further assessment around the landscape effects of the mid-station aspect of the proposal could be teased out against the relevant statutory documents, including the Conservation Act and the Conservation Management Strategy Otago 2016 ('CMS').
27. Cumulative effects are addressed in Section 6.4 of the LEA where a 'Moderate' cumulative visual effect is concluded (in the upper Doolans Basin). While it is helpful that the effect is clarified as being a visual one, cumulative effects can also relate to landscape character and natural character which may be what is intended for the 'Low' cumulative effects finding in the LEA on the Rastus Burn side. It would be helpful if it was clear what type of cumulative effect was being referred to in the cumulative effects section.
28. A Cultural Landscape Values Assessment has not been provided to date in the Application documents. This is acknowledged in the LEA in Section 2.1. I understand that Dr Alayna Rā who is a landscape and visual expert for Kā Rūnaka will be providing comment on the application. The views of mana whenua should be considered as part of the wider landscape considerations.



Jeremy Head
Registered NZILA Landscape Architect

18 August 2026

Attachement 2

Letter from Southern Land confirming location of District boundaries

NZSki Limited
PO Box 359
Queenstown

Attention: [REDACTED]

21 August 2026

Job Ref: A30043

Dear Ross,

The Doolans

RE: Clarification of the District Boundaries

Southern Land understands that clarification is required regarding the location of the district boundaries between the Queenstown Lakes and Central Otago Districts.

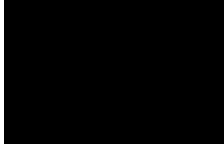
Based on our review of the boundaries and the survey office plans, we confirm that the legal and physical location of the cadastral and territorial boundary between the Rastus Burn and Doolans Basin areas is the ridgeline separating the two basins. The survey office plan attached to this letter confirms this definition of the boundary location.

The reason the boundary appears offset from the ridgeline within Landonline and other spatial databases, including those used by Queenstown Lakes District Council (**QLDC**) and Central Otago District Council (**CODC**), is due to limitations and inherent inaccuracies within the digital datasets. These inaccuracies are common within large rural landholdings, as establishing precise survey monumentation (boundary pegs) across the typical rural terrain is generally unnecessary and would involve significant cost. Instead, survey plans typically show the approximate extent of the boundary and describe notable physical features. As an example, the attached survey office plan uses “dividing ridge” and “crest” as identifiers.

Furthermore, when the cadastral system was digitised and incorporated into Landonline, the boundaries were interpreted and mapped in the way that “best fit”. This approach has also resulted in discrepancies between the locations for the District Boundaries.

Accordingly, while the digital cadastral layers may depict the boundary slightly offset from the ridgeline, the legal boundary remains the ridgeline, as defined by the attached plan. The incompatibility between certain spatial datasets reflects mapping accuracy limitations rather than any uncertainty regarding the boundary's legal position.

Yours sincerely,



AJ Harford-Brown

Licensed Cadastral Surveyor | Director
LCS, BSurv, MS+SNZ, CSNZ

Attachment 3

Boffa Miskell written responses to comments and graphic supplement

Memorandum

☐ Whangarei 35 Walton Street Whangarei 0110 [REDACTED]	☐ Auckland PO Box 91250 Auckland 1142 [REDACTED]	☐ Hamilton PO Box 1094 Hamilton 3240 [REDACTED]	☐ Tauranga PO Box 13373 Tauranga 3141 [REDACTED]	☐ Wellington PO Box 11340 Wellington 6142 [REDACTED]
☐ Nelson Level 1 B2 51 Halifax Street Nelson 7010 [REDACTED]	☐ Christchurch PO Box 110 Christchurch 8141 [REDACTED]	☒ Queenstown PO Box 1028 Queenstown 9348 [REDACTED]	☐ Dunedin 49 Water Street Dunedin 9016 [REDACTED]	

Attention: NZ Ski

Date: 26 August 2026

From: Yvonne Pfluger Partner Boffa Miskell.

Message Ref: Remarkables Ski Area Expansion – Landscape Comments Peer Review

Project No: BM220929

1.0 Introduction

Boffa Miskell Limited (BML) has been engaged by NZ Ski to undertake a landscape effects assessment (LEA) of the proposed extension of the Remarkables Ski area into the area known as “The Doolans”. The area under assessment (the expansion area) is referred to as the ‘site’ in this memo.

The purpose of this memo is to outline a response to the peer reviewers’ comments on the lodged and accepted substantive application. Peer reviews of the LEA were provided by DOC (Jeremy Head Landscape Architect, dated 18 August 2026) and by QLDC/ CODC (Ben Espie Landscape Architect, dated 3 July 2026).

A conference call was held on 3rd August 2026 with representatives of the two councils, DOC and the applicant’s team to ascertain what further work and information is required to satisfy the peer reviewers’ information requirements. It was agreed that the following issues need to be addressed by NZSki:

1. NZSki to provide a short note that clarifies the location of the District Boundaries.
2. NZSki will provide exports from 3D model with comparative photos of the mid station from Doolans and Rastus Burn catchment. Should this not be considered sufficient by the peer reviewers to visualise effects, it will assist in defining viewpoints for any additional visual simulations. 3D exports of the mid station in relation to landform will also help to provide understanding of localised landscape character effects.
3. NZSki to clarify what material will be used to create the retaining structure.
4. NZSki to review the lighting conditions and whether the operational hours (set out in OP.8) can be further refined or reframed to focus on core operational hours, with maintenance allowed outside of those hours.
5. NZSki to provide some analysis of the CMS and key CODC District Plan provisions (noting these are already covered in the Substantive Application).
6. NZSki to review the bus hub / lower car park conditions and provide further clarity of outcomes, in particular in relation to the proposed mitigation planting.

This memorandum responds to points 2 and 5 noted above.

2.0 Visual Effects Gondola Mid Station

There is general agreement between all experts regarding the level of effects and rationale (overall moderate on Rastus Burn side and high on Doolans side), however Mr Head considers that the mid station will have a localised effect that is greater than moderate. In paragraph 25 Mr Head considers that *"the mid-station building and associated elements as described will likely give rise to a 'High' level of adverse landscape effect due to its location in what is currently a highly natural part of the basin and ridgeline."* He remains of the view *"that the effects of the midstation gondola building will likely have a localised level of effects that will lift the overall effects on landscape character generated by the proposal in the Rastus Burn above 'Moderate' to 'Moderate-high'."*

In the conference call, Mr Head requested additional graphic material to better understand how the mid station integrates into the local landscape context, including the retaining walls (up to 8.5 m high and 70 m long) that is proposed below the mid-station building. An additional graphic attachment (attached to this memorandum) was prepared by BML that contains view comparisons between photographs taken of the mid station and exports from the 3D model that was utilised to prepare the visual simulations dated 7 May 2026 (see Substantial Application). It was noted that the visual simulations did not provide views of the mid station from within Sugar Basin and the Doolans.

It is noted that the exports from the 3D model have not undergone any image editing, and therefore the mesh lines between terrain tiles remain visible. These lines appear on all exported images similar to the earthworks for proposed cuts for ski trails, but lighter in colour, located below the proposed ski trail from the mid station (as illustrated on image below).

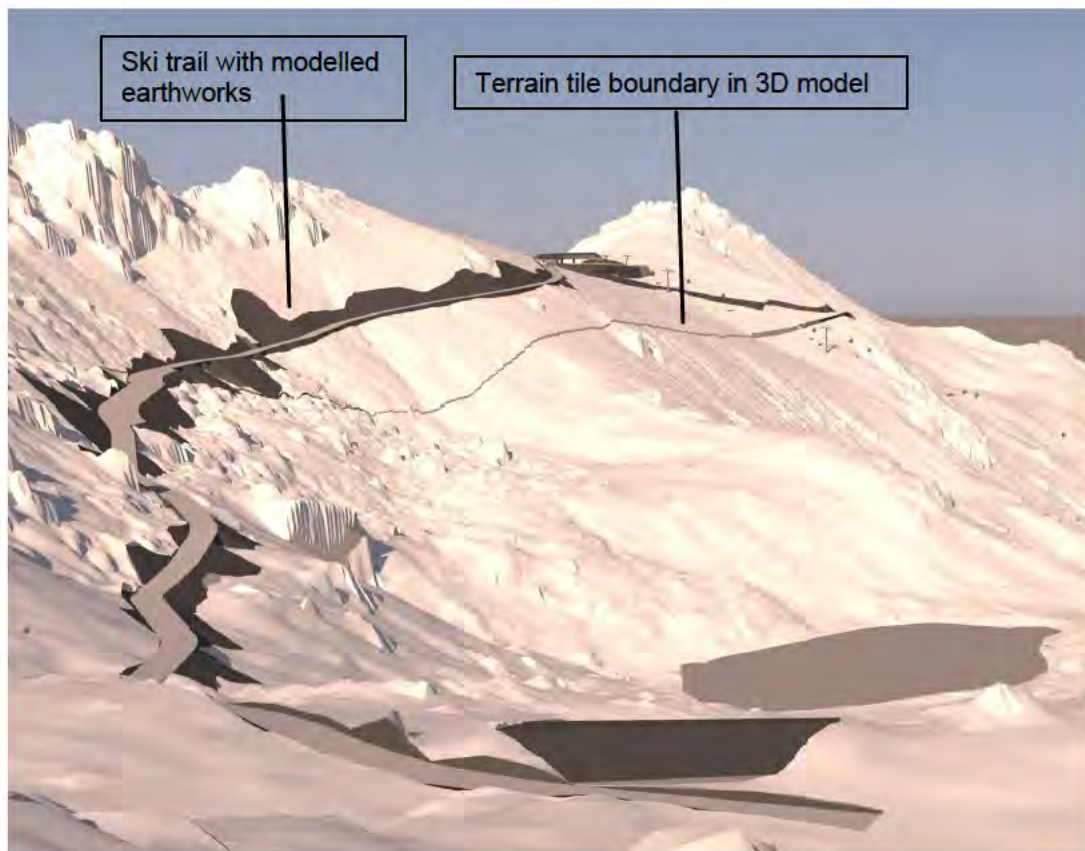


Image 1: Export from 3D terrain model

The additional exports show both the mid station building and the earthworks required to establish the structure, including the proposed retaining walls and lift towers. In views within the ski field (see pages 1-10) the platform/retaining wall and lift tower will partially appear on the skyline, with the midstation structure itself largely out of view. For more distant views, the midstation will partially appear on the skyline (see visual simulation 3). However, in these views the structure is a comparatively small element.

On the Doolans side of the ridge the midstation is within a up to 10m high cut, but in nearby views from immediately below the structure (see Model view p.18) the mid station would protrude on the skyline. However, as shown in the ZTV, the mid station is obscured from substantial parts of the Doolans basin by intervening ridgelines. Pages 13-16 illustrate views of the mid station in views along the ridgeline to show the cut (Doolans side) and fill (Rastus Burn side) required to construct the platform. It is acknowledged that the visual effects of the mid station will be high when viewed within its immediate context along the ridge or from immediately below on the Doolans side. However, I maintain the view that visual effects of the mid station from the Rastus Burn side are mostly moderate, as the retaining wall partially obscures the structure in short-distance views and in long-distance views the structure is a relatively small element on a rocky ridgeline.

3.0 CODC Planning Provisions

Mr Espie considers in para 33 that the high degree of natural character, landscape and visual effects discord with Objectives/Policies 4.3.2, 4.3.3, 4.4.1, 4.4.2 and 4.4.14 of the Central Otago District Plan. He requested an assessment against these provisions, including the effects of the mid station which falls within CODC, which is provided below.

4.3.2 Objective — Outstanding Natural Landscapes and Outstanding Natural Features, and Land in the Upper Manorburn/Lake Onslow Landscape Management Area To protect the Districts outstanding natural landscapes and outstanding natural features, and land in the Upper Manorburn/Lake Onslow Landscape Management Area (including landforms) from the adverse effects of inappropriate subdivision, use and development.

4.3.3 Objective - Landscape and Amenity Values

To maintain and where practicable enhance rural amenity values created by the open space, landscape, natural character and built environment values of the District's rural environment, and to maintain the open natural character of the hills and ranges.

Response: While the proposed development is anticipated in the Ski Area Subzone within Queenstown Lakes District this type of development is discordant with the two Objectives listed above for the component of the project that is located within the ONL identified in CODP. It is acknowledged that the potentially high landscape and natural character effects associated with the development component located within the currently largely unmodified Doolans catchment will adversely affect this part of the ONL.

Given the location of the Doolans ski field extension adjacent to the existing Remarkables ski field, this part of the ONL is the only feasible area for the proposal due to the relatively easy access across Helicopter Ridge. The Doolans Basin forms a relatively confined part of the wider mountainous ONL that extends between Clutha Valley and Lake Whakatipu that lies adjacent to an already modified recreation area. Based on this it is considered that the proposal is not entirely unexpected in this area and not inappropriate development in this location adjacent to the edge of the ONL, despite its high adverse effects. It is considered that the effects are well

contained within the confined upper part of the Doolans Basin and that the effects will not extend beyond the immediate area in the upper catchment.

4.4.1 Policy - Outstanding Natural Landscapes and Outstanding Natural Features and Land in the Upper Manorburn/Lake Onslow Landscape Management Area

To recognise the District's outstanding natural landscapes and outstanding natural features and land in the Upper Manorburn/Lake Onslow Landscape Management Area which:

- a. Are unique to the district, region or New Zealand; or*
- b. Are representative of a particular landform or land cover occurring in the Central Otago District or of the collective characteristics and features which give the District it's particular character; or*
- c. Represent areas of cultural or historic significance in the district, region or New Zealand; or*
- d. Contain visually or scientifically outstanding geological features; or*
- e. Have characteristics of cultural, historical and spiritual value that are significant to Kai Tahu ki Otago;*
- f. Have high natural character values and high landscape quality that can be distinguished from the general landscapes of the Central Otago District and provide protection for them from inappropriate subdivision, use and development.*

Response: The Doolans catchment contains landscape and natural character values that are of a high quality. However, these values are not particularly unique or noteworthy from a geomorphological, cultural, historic or other scientific perspective. While the nearby Lake Alta cirque is a Geopreservation site, the values found within the upper Doolans Creek Right Branch catchment are not particularly distinguishable from other parts of the ONL. While the Racemans Hut lower down in the catchment holds historic values, this does not extend into the project area. In this respect the Doolans Basin where the project is proposed is not particularly unique to the district/ region/ New Zealand.

4.4.2 Policy — Landscape and Amenity Values

To manage the effects of land use activities and subdivision to ensure that adverse effects on the open space, landscape, natural character and amenity values of the rural environment are avoided, remedied or mitigated through:

- a. The design and location of structures and works, particularly in respect of the open natural character of hills and ranges, skylines, prominent places and natural features,*
- b. Development which is compatible with the surrounding environment including the amenity values of adjoining properties,*
- c. The ability to adequately dispose of effluent on site,*
- d. Controlling the generation of noise in back country areas,*
- e. The location of tree planting, particularly in respect of landscape values, natural features and ecological values,*

f. Controlling the spread of wilding trees.

g. Encouraging the location and design of buildings to maintain the open natural character of hills and ranges without compromising the landscape and amenity values of prominent hillsides and terraces.

h. Strongly discouraging buildings in the Rural Resource Area of the Wooing Tree Overlay Area to ensure a vineyard or treed park-like character with an absence of built form.

Response: The works required for the implementation of the proposal will lead to adverse effects on the natural character and openness of the mountain landscape. This will include earthworks to create ski trails and platforms for the proposed gondola stations, as well as the introduction of structures, including gondola buildings and towers. Within the immediate vicinity of these structures impacts on the openness are difficult to avoid, however, these effects are relatively localised. The location and design of the structures, including the proposed colours aim to integrate them as much as possible with the surrounding mountain environment. The gondola mid station will be sunk into the ridgeline on the Doolans side to minimise its prominence, and as described above the high visual effects would be confined to a limited area in the vicinity of the station. In addition, ecological mitigation measures are proposed to minimise adverse effects on the connectivity of waterbodies and wetlands affects by the proposal which will assist in reducing natural character effects. Various other construction related conditions are proposed to address these potential temporary adverse effects.

4.4.14 Policy - Back Country Amenity Values

To ensure that activities avoid, remedy or mitigate adverse effects on the open space, landscape, historic, natural character, natural quiet and amenity values of the quality and range of recreational opportunities available in, the District's back country and/or remote areas.

Explanation

The back country and remote areas of the District generally have significant landscape and amenity values and are often greatly valued recreation areas. These values can be compromised by the very activities that seek them out. Furthermore, these activities have the potential to conflict with one another in terms of the effects that they may generate.

Response: The Doolans catchment is relatively rarely visited in summer and has a remote feeling, despite being easily accessible from the existing ski field (which is classified as front country by DOC in the CMS). The Remarkables-Hector area is within a backcountry visitor management zone, which is the dominant visitor zone for Otago. The recreational opportunities relate to backcountry experiences that can be gained in the area, including ski touring in winter. These experiences of natural landscapes and remoteness will change within the proposed Doolans extension area, but similar opportunities will continue to be available in the upper Doolans and Wye catchment. It is, however, acknowledged that the provision of more formal recreation opportunities through the ski field extension will replace the existing backcountry experiences within the project area. This is further addressed in the recreation impact assessment.

4.0 Conservation Management Strategy/ Act

Mr Head raised the issue that the proposal is not assessed against the Conservation Act or the CMS in the Landscape Effects Assessment, while located within DOC public conservation land. This has already been addressed in the main application document as a planning matter, but some further landscape related commentary is provided below, while the recreation related matters are addressed in the specialist report provided with the application.

Section 1.5 of the Otago CMS sets out the relevant conservation objectives for natural heritage. The key objective relevant to the Project relating to recreation seeks to ensure that outdoor recreation is consistent with the requirements to protect indigenous natural, historic and cultural resources, and is consistent with the purpose for which the land is held; The Project Area lies within the Remarkables Conservation Area of the Western Lakes and Mountains / Ngā Puna Wai Karikari a Rākaihautū Place (documented on Map 5.3.1 of the Otago CMS).

The Project Area is within the Remarkables - Hector area of the Place. The Remarkables and Tapuae-o-Uenuku / Hector Mountains include several large conservation areas, and the Rastus Burn Recreation Reserve in which The Remarkables ski field is located. The Otago CMS notes that the area contains high ecological values due to the area's location in a transition zone between the west (wetter) and the drier Central Otago mountain and valleys.

The overall outcome for the place recognises ski field infrastructure, stating (p.65):

The Remarkables, Coronet Peak and Treble Cone ski fields provide for intensive use and are highly valued recreation and tourism opportunities enabling access to high-altitude areas. Recognition of the ski fields' location on public conservation lands and waters, and conservation interpretation, are readily apparent to visitors. Ski fields are managed in a precautionary approach in terms of new and additional structures and terrain modification. Further development of existing ski fields may occur, in preference to any new ski fields.

The Otago CMS provides the following outcome for the Remarkables – Hector area (p.67):

The outstanding natural landscapes and ecological values of The Remarkables and Tapuae-o-Uenuku/Hector Mountains are intact and enjoyed by more people. Wilding trees and feral goats are being controlled to zero density by sustained control.

A range of recreational experiences is available in The Remarkables-Hector area ranging from largely unmodified environments where a sense of solitude and remoteness can be found in a largely unmodified environment (Wye Creek valley), to The Remarkables busy ski field.

The unmodified natural character of the upper Wye Creek valley (including its alpine tarns and basins) remains free of built structures and developments. It is easily accessible by walking and people enjoy the natural quiet and the indigenous ecosystems and landscapes.

The Nevis River valley's outstanding natural landscapes, indigenous ecosystems and freshwater species, intact altitudinal sequences, and historic heritage remain. The historic significance of the Nevis Road, as an important route between Southland and Otago for Maori and early settlers, is recognised and protected. The Nevis River, protected by the Water Conservation (Kawarau) Order 1997, remains in its natural state and many people appreciate its natural and recreational values.

Regular to frequent aircraft activity is experienced at specified landing sites in northern areas, particularly the ridge line of The Remarkables and the Ben Cruachan-Doolans Creek area.

Visitors to the Tapuae-o-Uenuku/Hector Mountains experience occasional to regular aircraft activity during the summer.

The following landscape relevant policies are outlined on p 69:

- *Should not allow new permanent utilities, structures or facilities (both recreational and commercial) in the upper Wye Creek valley to protect the unmodified and high natural character of this valley;*
- *When considering, applications for new utilities, structures or facilities throughout the Remarkables-Hector area (with the exception of the upper Wye Creek valley), should have particular regard to the potential adverse effects on:*
 - a. *natural ecosystems, landscapes and natural character, particularly in areas where structures and facilities are currently absent;*
 - b. *catchment water quality and quantity, including in Lake Alta;*
 - c. *priority ecosystem units and threatened species;*
 - d. *natural quiet;*
 - e. *current recreational uses; and*
 - f. *opportunities available for such structures or developments off public conservation lands and waters.*

Policy 2.3.22 is particularly pertinent to the Project. This policy is replicated in full below:

May allow further development and/or expansion of The Remarkables ski field (with the exception of the upper Wye Creek valley) in accordance with Policies 3.25.1- 3.25.6 in Part Three, provided that adverse effects (including cumulative effects) are avoided, remedied or mitigated on the following values:

- a. *the outstanding natural landscapes and ecological values of The Remarkables and the Tapuae-o-Uenuku/Hector Mountains;*
- b. *the landscape and ecological (including water quantity and quality) values of the priority ecosystem unit at Lake Alta;*
- c. *the recreational experiences of other users; and*
- d. *the ability of users to access the area year round.*

Section 3.25 of the Otago CMS sets out that the existing commercial ski fields, including The Remarkables, are popular visitor attractions and are an integral part of the tourism sector. The Otago CMS notes that due to climate change, ski fields are becoming more reliant on snow making into the future, and “*may look at expanding their winter and summer visitor activities both on the fields and nearby.*”

The key policies relating to ski fields under section 3.25 (p.159) are as follows:

- *May allow further development of existing authorised ski fields, where their natural values are already modified, in preference to the development of new ski fields;*

- *Should in considering the development of new and existing authorised ski fields apply a precautionary approach to the approval of new structures, accommodation facilities and terrain modification and consider both the likely effects of water use (for snow-making), the likely longevity of the field in the face of climate change, and any appropriate land remediation and facility removal costs should the ski field cease to operate;*
- *Process all applications for renewals of existing authorisations for ski fields as concessions;*
- *Where practicable, encourage non-skier and/ or non-ski season visitor use, and visitor use beyond the ski field consistent with the outcomes at Place;*
- *Should provide opportunities for conservation education and interpretation; and*
- *Should allow over-snow vehicle use for the purpose of ski field management within ski field lease/licence areas subject to the provisions of the lease/licence and in accordance with Policy 3.2.12.*

Response: The Doolans Basin is located within the Remarkables Conservation Area, rather than in the Rastus Burn Recreation Reserve that encompasses the existing ski field. While the conservation values of this area are higher than within the already modified ski area, the vicinity to the existing area needs to be taken into account.

From a wider landscape perspective it is considered preferable to utilise existing infrastructure and access as part of a ski field expansion to cater for new skiing opportunities. While this would lead to an extension of the man-made modifications and structures into a currently highly natural area, it would maintain the wider Remarkables and Hector Mountains as largely natural conservation land with modifications clustered around the existing ski area. The feasible options for further ski field development within Otago are limited, and in light of available areas the confined catchment of the upper Doolans Creek is considered appropriate in terms of containing the modifications in proximity to the adjacent ski field without requiring additional access roads.



REMARKABLES SKI DOOLANS EXTENSION

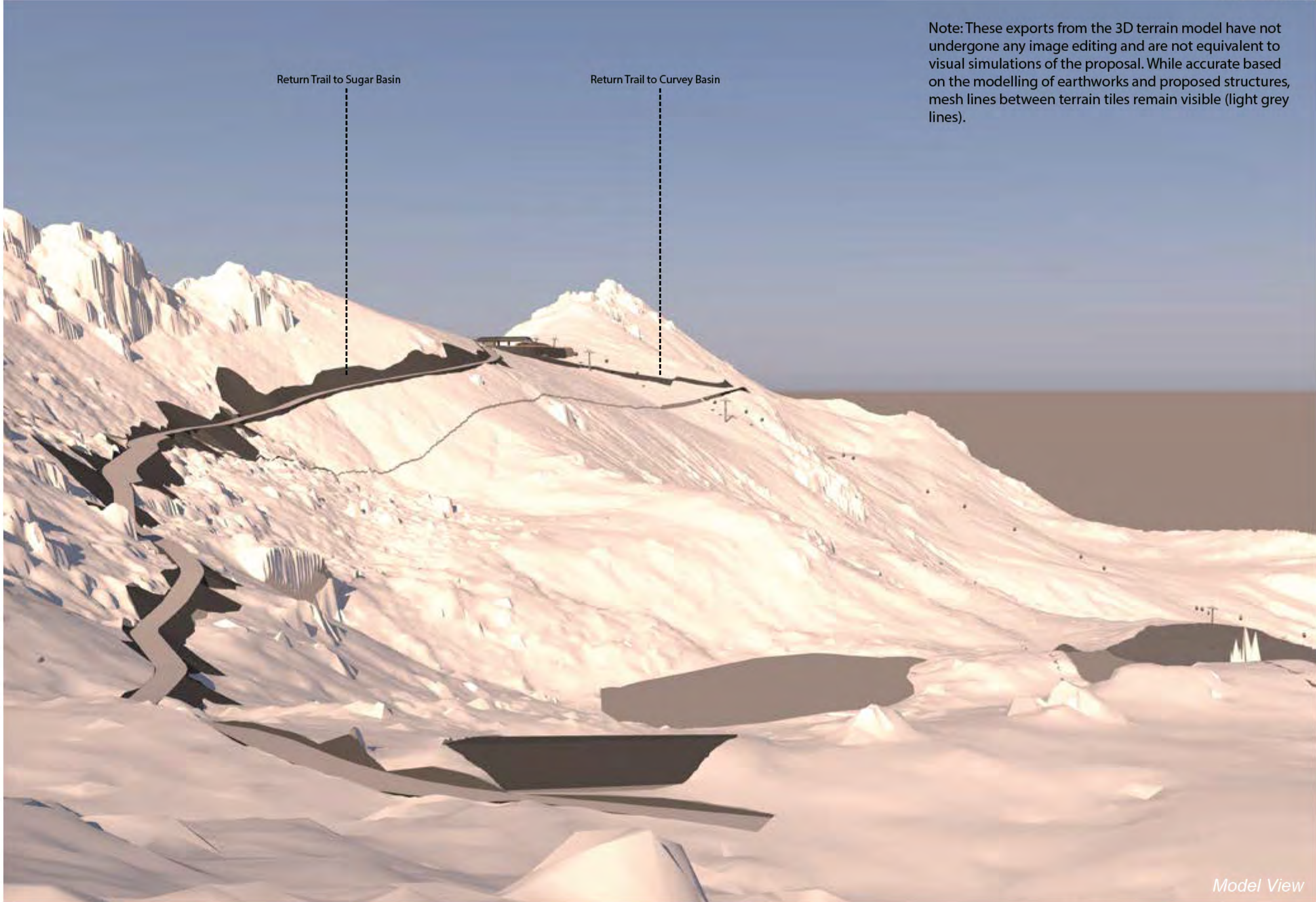
VIEW COMPARISON

26 AUGUST 2026

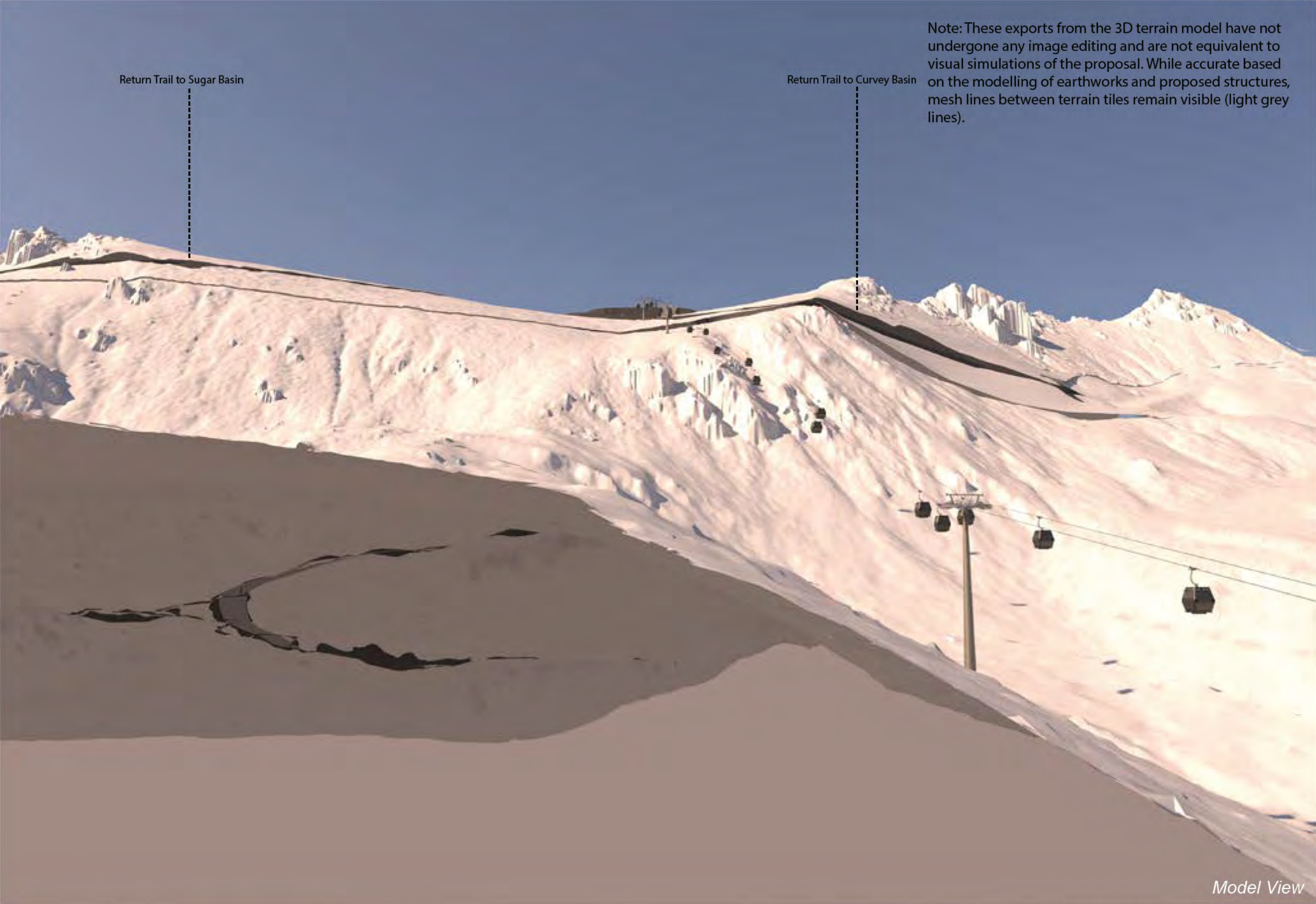




Existing View

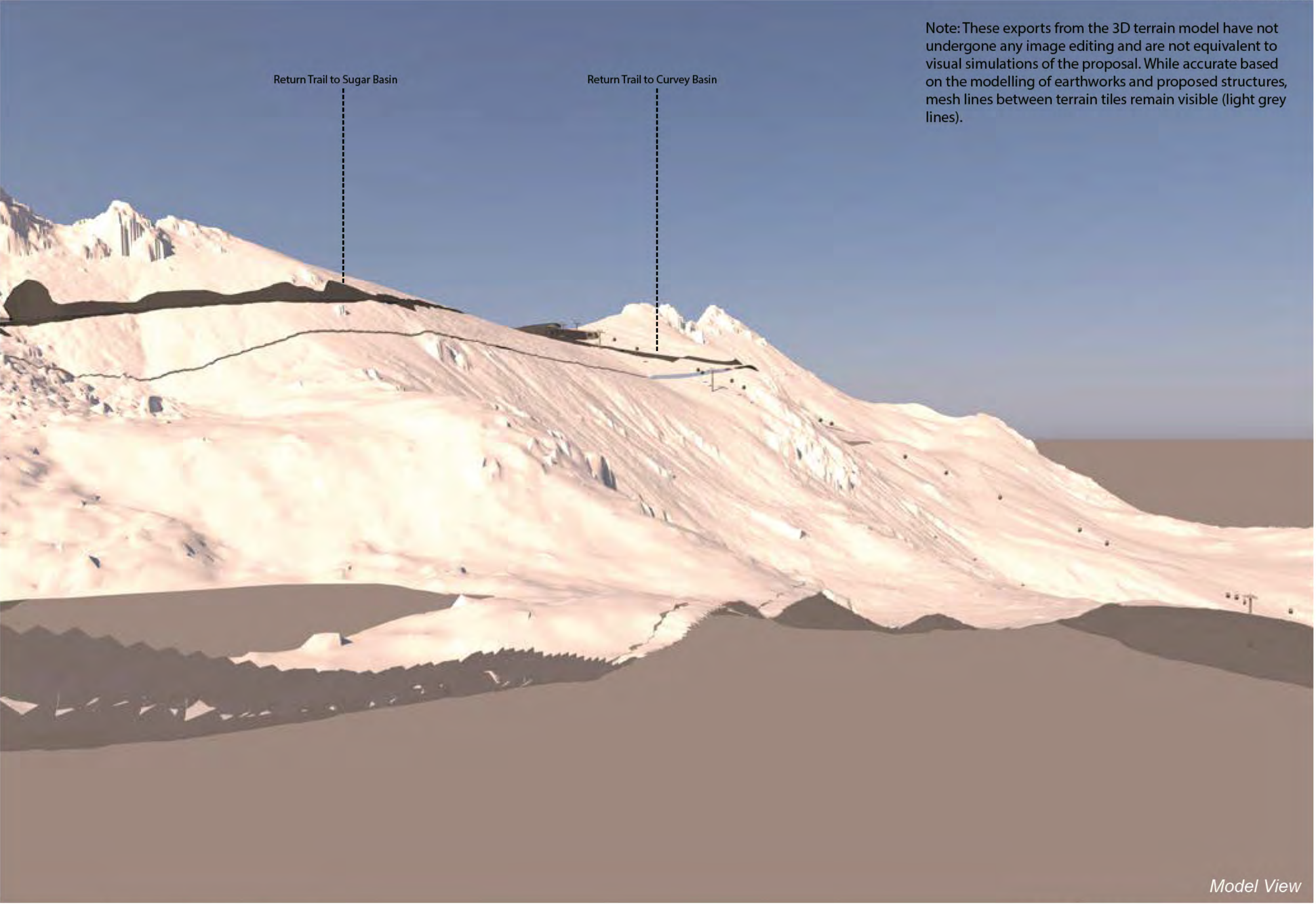


Model View





Existing View

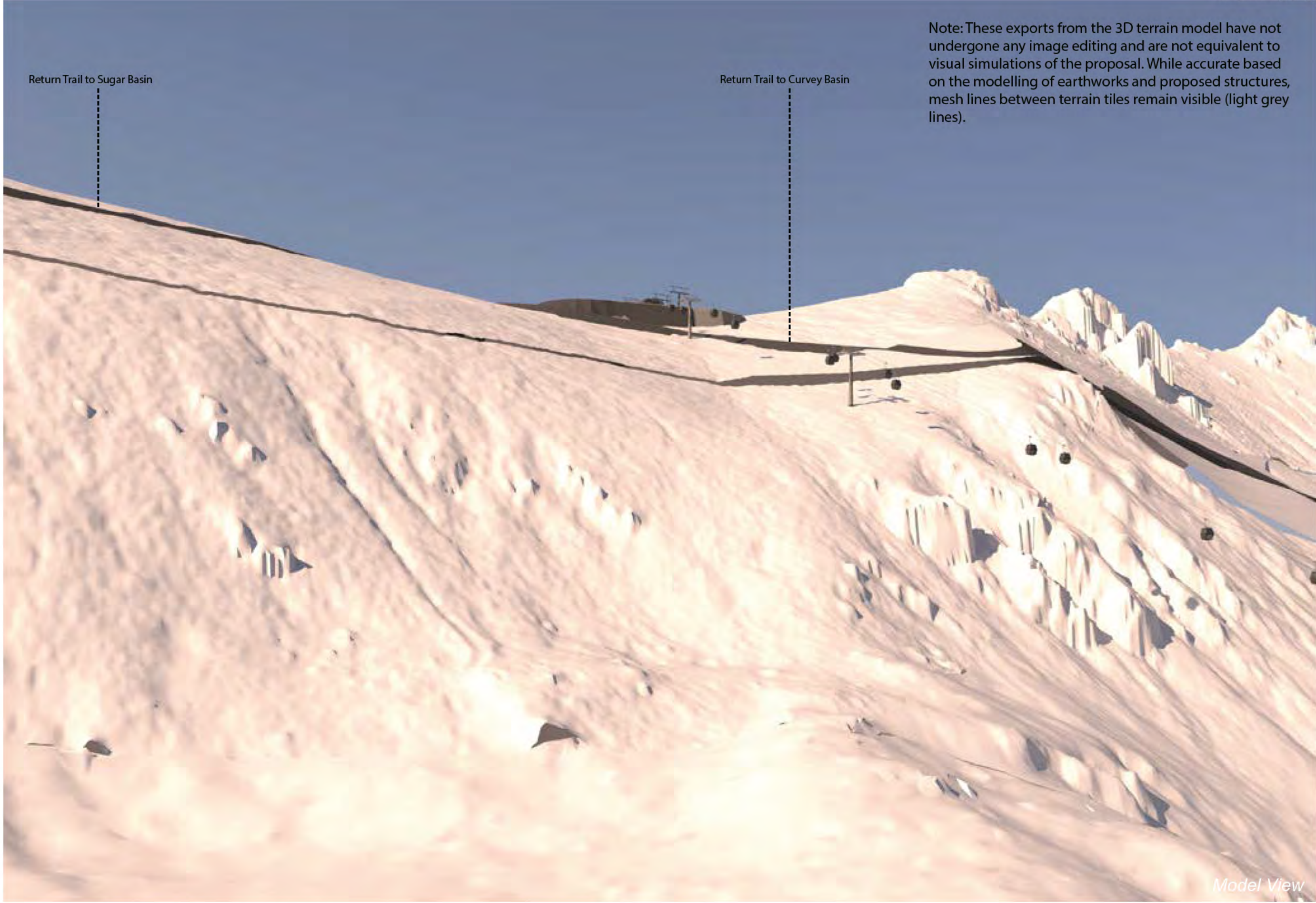


Note: These exports from the 3D terrain model have not undergone any image editing and are not equivalent to visual simulations of the proposal. While accurate based on the modelling of earthworks and proposed structures, mesh lines between terrain tiles remain visible (light grey lines).

Model View



Existing View



Note: These exports from the 3D terrain model have not undergone any image editing and are not equivalent to visual simulations of the proposal. While accurate based on the modelling of earthworks and proposed structures, mesh lines between terrain tiles remain visible (light grey lines).

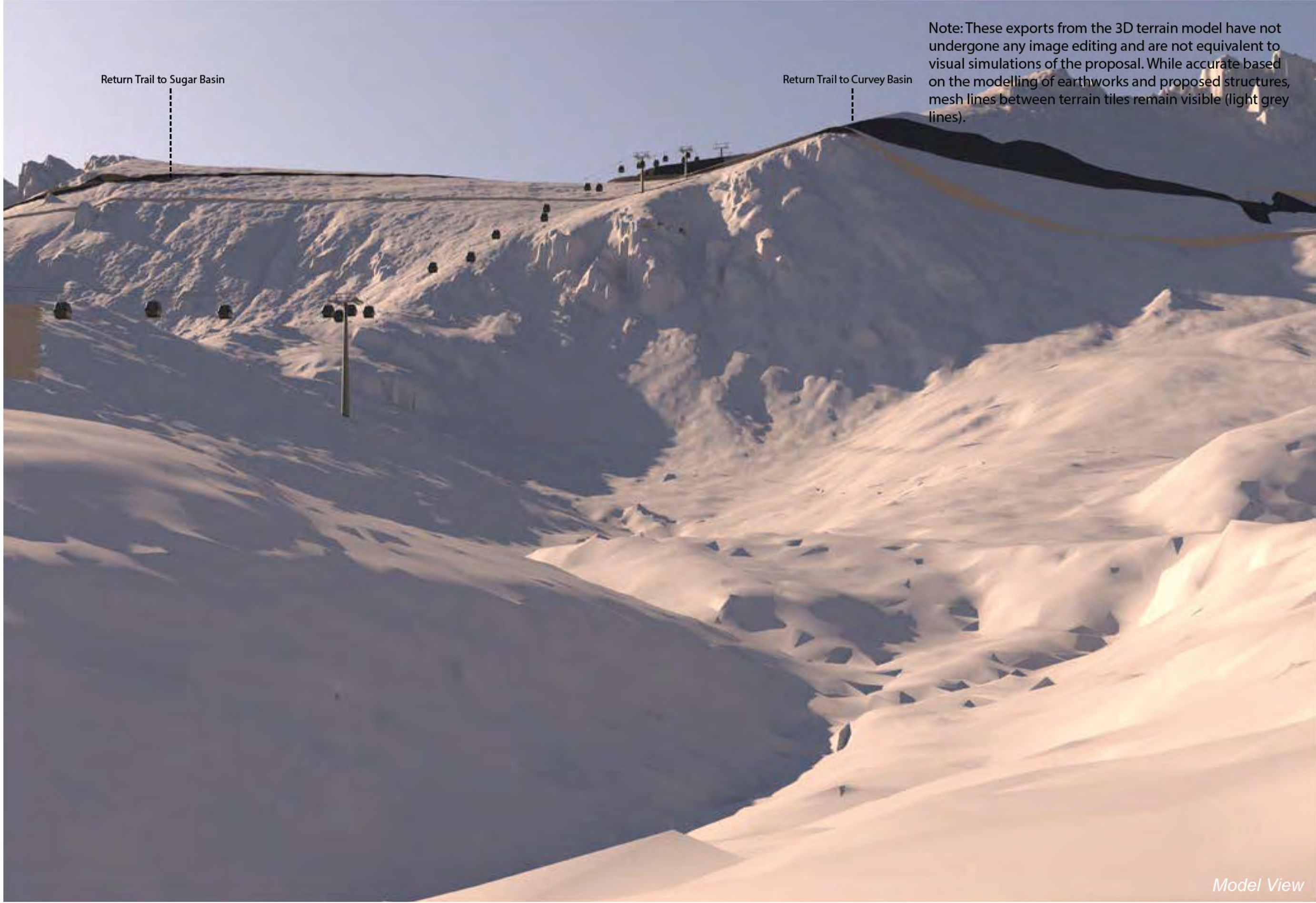
Return Trail to Sugar Basin

Return Trail to Curvey Basin

Model View



Existing View



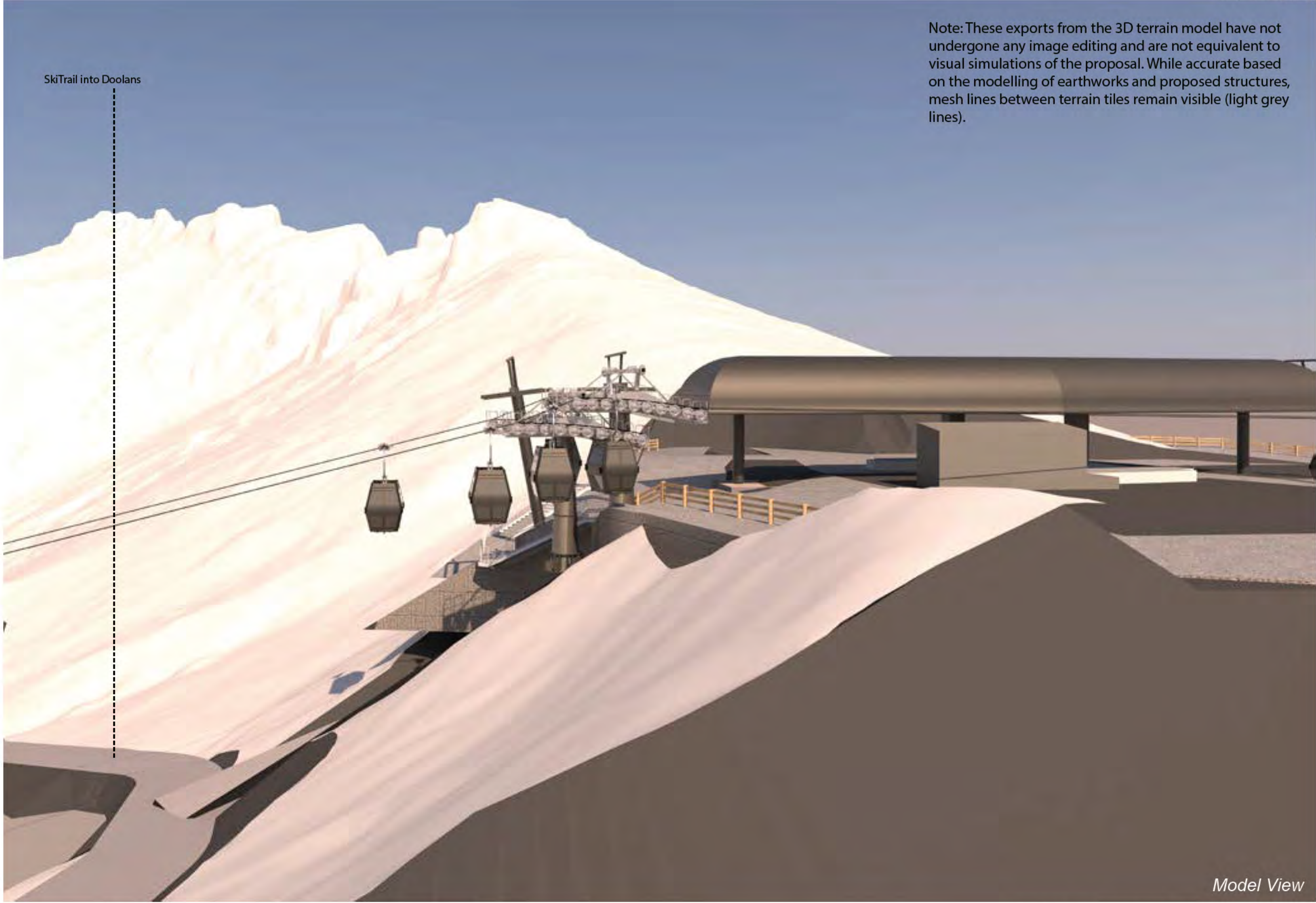
Model View



Existing View

View along Helicopter Ridge in westerly direction (Doolans on left, Rastus Burn on right)

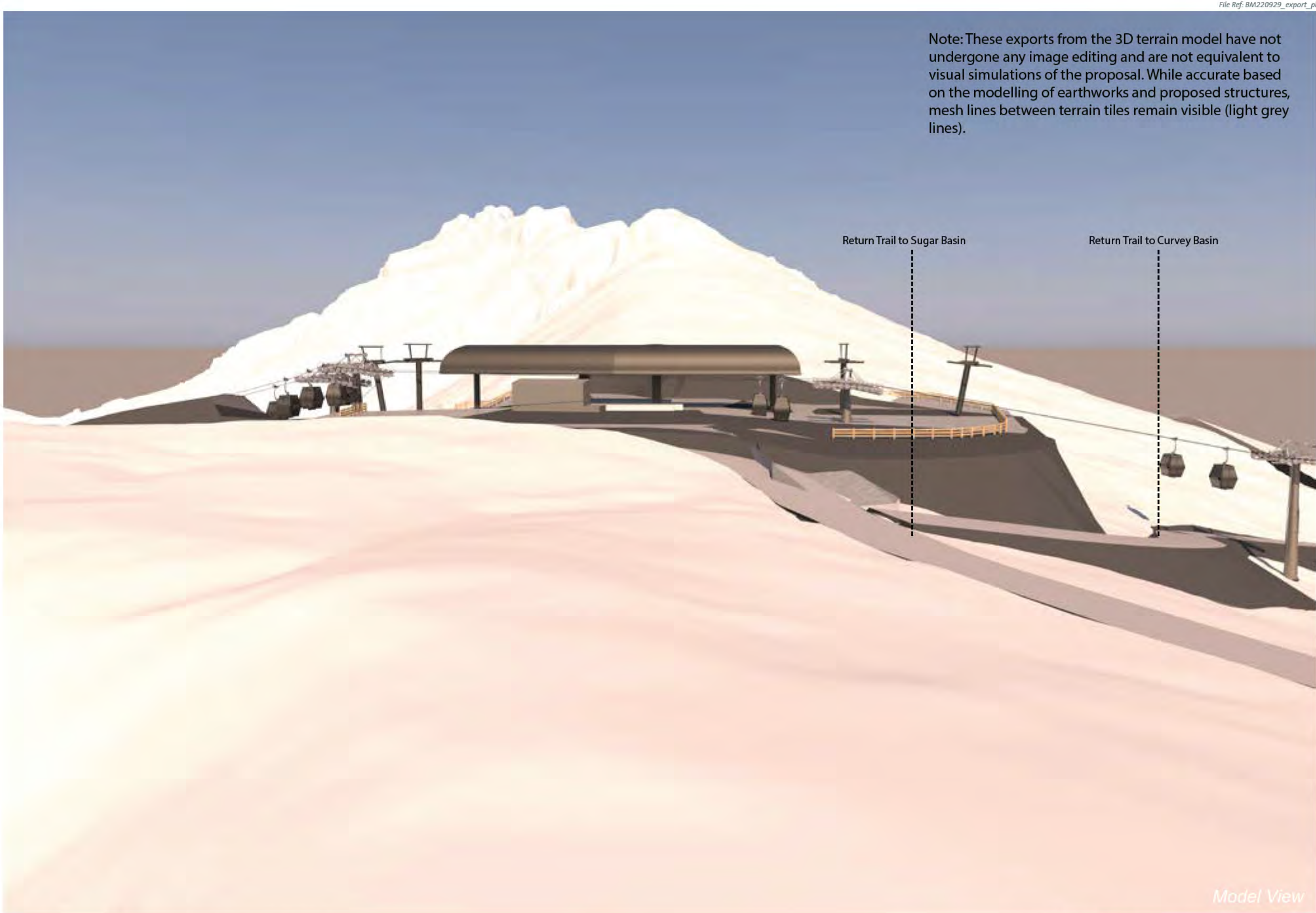
REMARKABLES SKI DOOLANS EXTENSION



Note: These exports from the 3D terrain model have not undergone any image editing and are not equivalent to visual simulations of the proposal. While accurate based on the modelling of earthworks and proposed structures, mesh lines between terrain tiles remain visible (light grey lines).

Model View

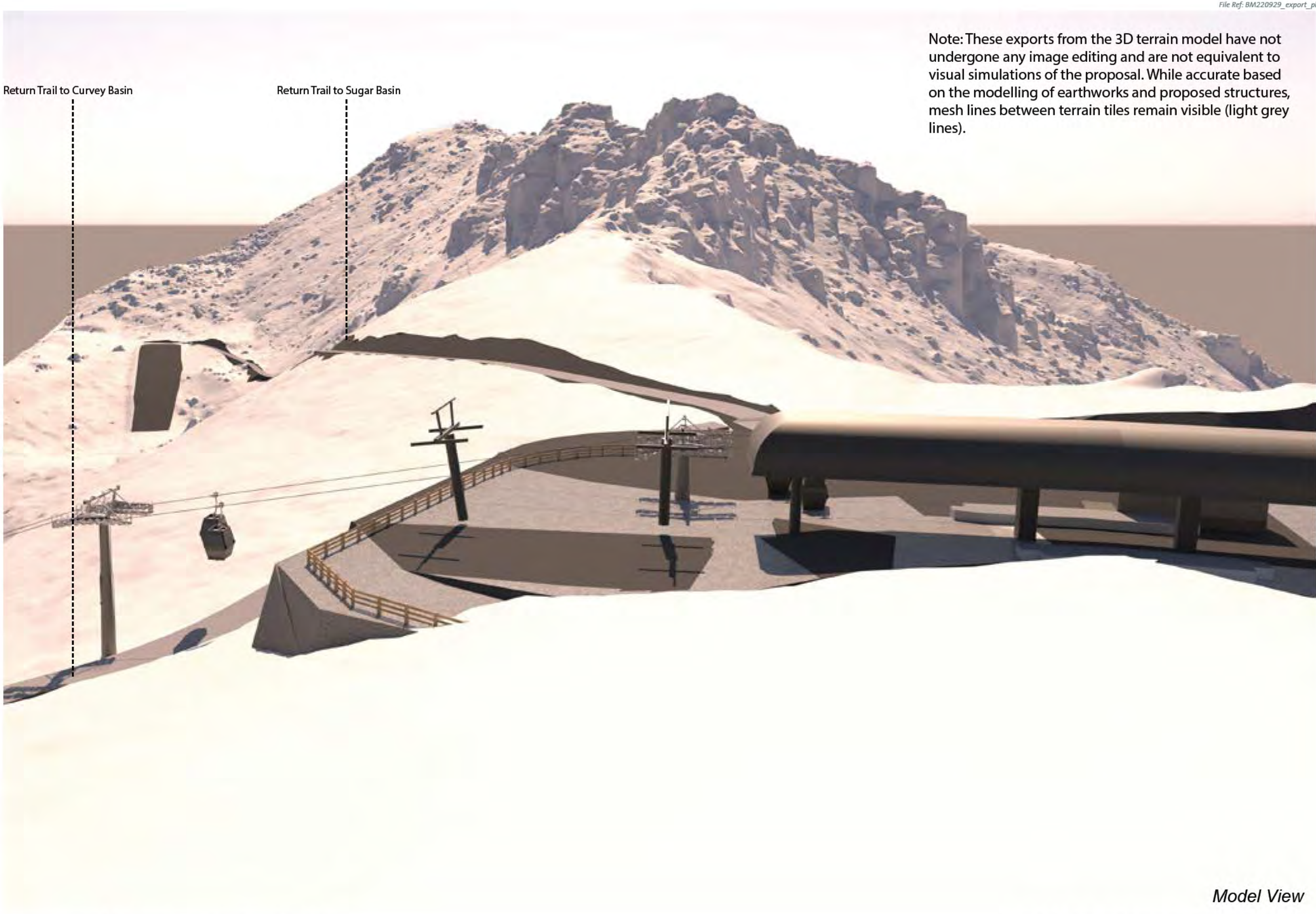
REMARKABLES SKI DOOLANS EXTENSION



Note: These exports from the 3D terrain model have not undergone any image editing and are not equivalent to visual simulations of the proposal. While accurate based on the modelling of earthworks and proposed structures, mesh lines between terrain tiles remain visible (light grey lines).



Existing View



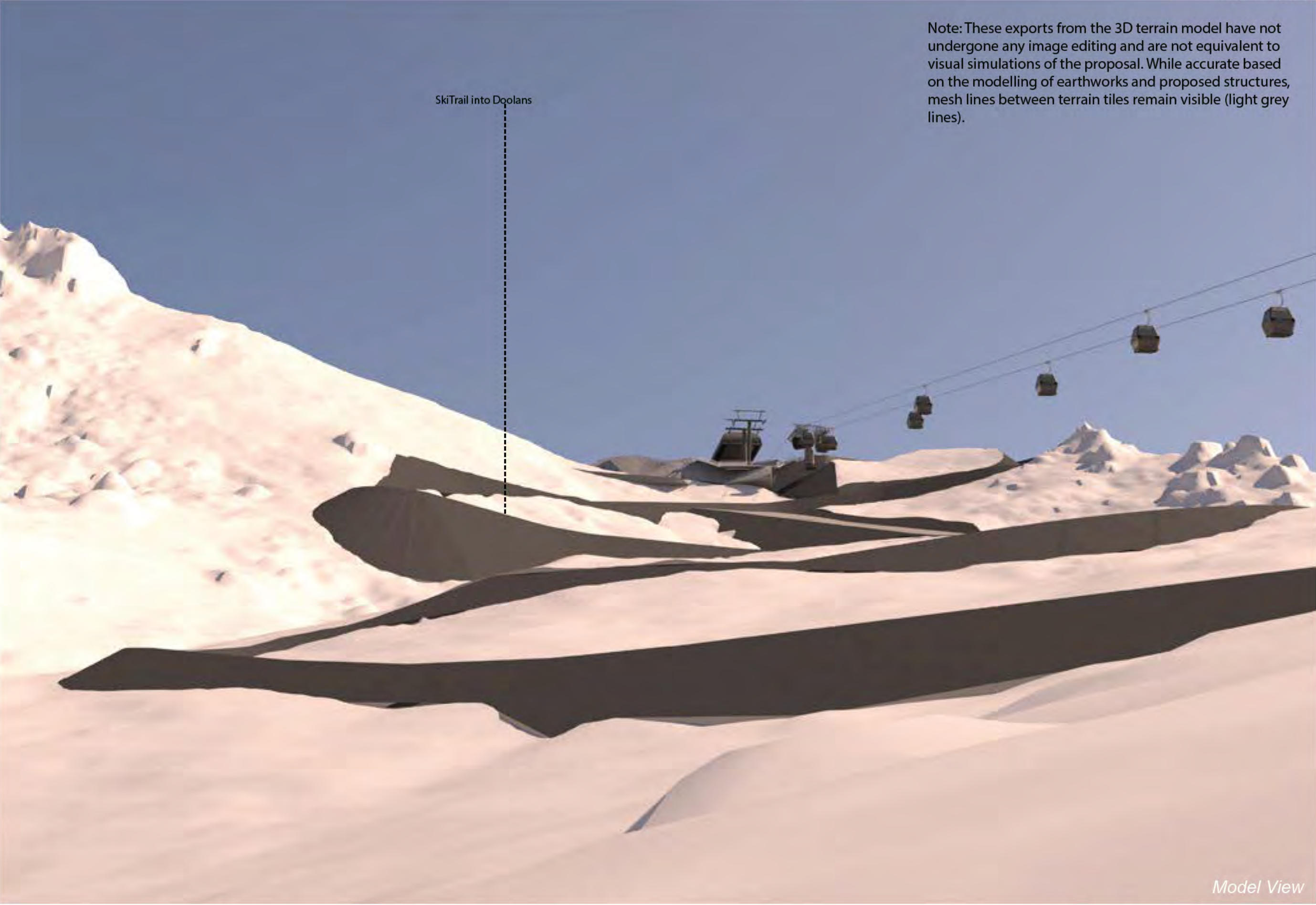
Note: These exports from the 3D terrain model have not undergone any image editing and are not equivalent to visual simulations of the proposal. While accurate based on the modelling of earthworks and proposed structures, mesh lines between terrain tiles remain visible (light grey lines).

Model View



Existing View

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Model View

REMARKABLES SKI DOOLANS EXTENSION

Together. Shaping Better Places.

Boffa Miskell is a leading New Zealand environmental consultancy with nine offices throughout Aotearoa. We work with a wide range of local, international private and public sector clients in the areas of planning, urban design, landscape architecture, landscape planning, ecology, biosecurity, Te Hīhiri (cultural advisory), engagement, transport advisory, climate change, graphics and mapping. Over the past five decades we have built a reputation for creativity, professionalism, innovation and excellence by understanding each project’s interconnections with the wider environmental, social, cultural and economic context.



Attachment 4

Proposed Updates to Lower Remarkables Car Park Conditions

	Car Park B Landscaping
LSP.1	1. Within 30 working days of vegetation clearance commencing within Car Park B, the Consent Holder shall must prepare and submit a Car Park B Landscape Planting Plan to the Queenstown Lakes District Council for certification.
LSP.2	<p>1. The objective of the Car Park B Landscape Planting Plan is to demonstrate how the Lower Remarkables Transit Hub Car Park can be visually integrated d with the surrounding landscape. and break up the views of Car Park B.</p> <p>1. To achieve the objective, the Car Park Landscaping Plan must:</p> <ul style="list-style-type: none"> (a) Provide enhancement and screen planting of within the following areas of Car Park B using dense mixed native vegetation: <ul style="list-style-type: none"> (i) the escarpment area between the two Car Park B split levels; and (ii) the northern and eastern boundary of Car Park B (excluding the vehicle crossings), for a minimum width of 1.5m; and (iii) the western boundary of Car Park B. <p><i>Advice note: the enhancement and screen planting of the area identified in LSP.2(a)(iii) will need to be integrated with the requisite rehabilitation planting also required by Condition ECO.44 and 45.</i></p> (b) Provide screen planting along the State highway 6 frontage, using native evergreen species immediately east of the existing deciduous trees; (c) Provide screen planting along the northern edge of the Boneyard Car Park; and, (d) Include specific details of the plant spacing and grade and densities.
LSP.3	<p>The existing deciduous trees located along the State Highway 6 boundary, within the site, must be retained unless:</p> <ul style="list-style-type: none"> (a) Tree removal is necessary for health and safety reasons associated with the operation of the access road or adjacent State Highway; or (b) the trees are damaged, diseased or dying. <p>If a tree (s) is removed under clause (b), the tree (s) must be replaced with the same tree species or an alternative species approved by the Consent Authority.</p>