

# Construction Management Framework

## Fastrack Approval Process

**14<sup>th</sup> May 2025**

Version S5.0

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## 1.1 Purpose and Status of this Document

This Construction Management Framework has been prepared to support the Fast-track approval process for the Project.

The purpose of this document is to describe, at a framework level, how construction activities will be staged and managed, and how construction-related effects will be avoided, minimised to the extent practicable, and managed during delivery of the Project.

This document:

- Defines an indicative construction methodology and effects envelope
- Provides confidence that construction is feasible, staged, and manageable
- Supports assessment of construction effects by technical specialists
- Informs the development of consent conditions and post-consent management plans

## 1.2 Relationship to the Fast-track Application

This Construction Management Framework forms part of the supporting documentation for the Fast-track application.

For the purposes of the Fast-track approval process, the document:

- Demonstrates how construction effects have been appropriately considered
- Provides a clear basis for effects assessment and mitigation
- Provides a basis for consent conditions that enable refinement and adaptive management during delivery

## 1.3 Relationship to the Project Description and Supporting Documents

This document must be read in conjunction with the Project Description and supporting drawings prepared as part of the Fast-track application.

The Project Description:

- Defines the scope of the Project
- Identifies the physical components of the works
- Establishes the approved development envelope

This Construction Management Framework:

- Does not repeat or redefine the Project scope
- Is subordinate to the Project Description where any inconsistency arises
- Focuses solely on construction methodology, staging, and effects management

## 1.4 Scope and Limitations of this Framework

This framework addresses construction matters relevant to the assessment and management of construction effects for the Project, including:

- Construction context and constraints
- Construction management principles governing delivery
- Indicative construction methodologies
- Indicative staging and sequencing of construction activities
- Construction access, logistics, and support functions
- Construction activities and effects at a framework level, including indicative quantities and areas by construction season
- Environmental effects management framework
- Management plan approval and adaptive management processes

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## Framework Application

The construction staging, sequencing, and methodologies described in this framework are indicative and have been developed on a conservative and realistic basis to support assessment of construction-related effects for the Fast-track approval process.

Detailed construction methodologies, contractor-specific procedures, and site-specific management plans will be developed at the appropriate stage of project delivery, in accordance with consent requirements.

Construction methods, sequencing, and equipment may vary from those described in this framework, provided they remain within the assessed construction effects envelope.

# Construction is shaped by alpine conditions, seasonal constraints, steep terrain, and the need to operate within an active ski field.

### 2.1 Alpine Environment and Seasonal Construction Windows

The Project is located within a high-alpine environment that imposes inherent constraints on construction timing, access, and methodology.

Construction activities will be influenced by:

- Seasonal snow cover
- Low temperatures and freeze–thaw conditions
- High wind events
- Rapidly changing weather conditions
- Limited daylight hours during shoulder seasons

As a result, construction will generally be undertaken within defined seasonal construction windows (Construction Seasons 1–4) that reflect:

- Safe working conditions
- Ground accessibility
- Environmental protection requirements
- Operational ski field constraints

Construction programming has been developed on a conservative and realistic basis, recognising that weather-related delays are an inherent feature of alpine construction. Allowance will be made for temporary suspension of works during adverse conditions, with construction activities resuming when conditions allow.

Construction activities are typically concentrated within the summer construction period, reflecting alpine access constraints and the operational requirements of the ski season.

Where works are not completed within a single construction season, work areas will be stabilised and left in a safe condition, including where necessary temporary reinstatement or protection measures, to enable safe transition into winter ski field operations and Doolans Basin winter recreational access.

### 2.2 Steep Terrain, Access Limitations and Weather Constraints

The Project area includes areas of steep and variable terrain that directly influence construction methodology and access arrangements.

Key terrain-related constraints include:

- Steep slopes requiring controlled earthworks methodologies
- Limited space for construction laydown and manoeuvring
- Reliance on existing access routes and defined corridors
- Localised areas requiring retaining structures or benched platforms
- Exposure to wind and rapidly changing weather conditions affecting access, lifting operations, and daily work sequencing

The combination of terrain, access, and weather constraints reinforces the need for flexible, staged construction planning rather than fixed or prescriptive methodologies.

### 2.3 Operational Ski Field and Public Interface

Some construction activities maybe undertaken during the ski season. These works would be associated with internal fit out works within buildings. Undertaking these activities within an operational ski field environment will require careful management of interfaces between construction activities, resort operations, and public access.

Key interface considerations include:

- Separation of construction areas from public and operational zones
- Maintenance of safe access for ski field operations and emergency response
- Seasonal variation in public presence and resort activity
- Coordination of construction activities with lift operations and ski field management

Construction planning will recognise that:

- Certain activities may be restricted or staged to avoid peak operational periods
- Construction sites may need to be temporarily stabilised and made safe at the end of each construction season
- Temporary closures or exclusions may be required in specific locations during construction periods
- Clear communication and physical separation measures will be essential to manage risk

The construction methodology has been developed on the basis that safe and continuous resort operations must be maintained throughout construction, including during seasonal transitions between construction and ski operations.

### 2.4 Environmental and Physical Constraints Influencing Construction

The alpine environment within which the Project is located includes areas of environmental sensitivity that influence how construction activities are undertaken.

Environmental and physical constraints relevant to construction include:

- Sensitive ecosystems, including flora and fauna
- Wetland, seepage, and drainage features
- Rivers, streams and tarns
- Steep slopes susceptible to erosion
- Receiving environments sensitive to sediment discharge

These constraints have informed:

- The sequencing of construction activities
- The extent and location of earthworks
- The approach to access formation and reinstatement
- The need for progressive rehabilitation and erosion control

These constraints collectively necessitate a staged and adaptive construction approach, supported by distributed work areas and flexible material management strategies, as outlined in subsequent sections of this framework.

# Principles governing how construction is managed, controlled, and refined within defined design and environmental parameters.

### 3.1 Purpose of this Section

This section sets out the construction management principles that govern how construction activities are planned, coordinated, and controlled across the Project. These principles respond to the construction context and constraints described in Section 2 and operate within the parameters established by the Project design and environmental effects assessment.

The Project design has been developed to mitigate construction and operational risk and to define the scope and scale of acceptable environmental effects. The principles in this section guide construction delivery within the defined envelope and provide the governance framework for construction methodology, sequencing (Section 4), and internal logistics and material management (Section 5).

### 3.2 Design-Led, Effects-Led and Risk-Based Construction Management

Construction will be managed using a design-led, effects-led and risk-based approach, whereby construction activities are undertaken within the parameters established by the Project design and the assessed environmental effects envelope.

The design sets the primary mitigation measures relied upon in the assessment of environmental effects, including construction footprints, access corridors, platforms, and infrastructure layouts. Construction management is therefore focused on delivering the works in a manner consistent with the approved design, while managing construction risk and effects during implementation.

Key principles include:

- Construction activities are planned and undertaken to remain within the assessed and approved effects envelope
- Construction methodologies are selected to support the mitigation measures embedded in the design
- Higher levels of management control are applied to activities with greater potential construction risk or effects
- Refinement of construction methodologies is permitted where required for constructability, safety, or sequencing requirements

### 3.3 Minimisation of Construction Footprint and Rework

Construction will be managed to minimise the extent, duration, and repetition of ground disturbance, recognising the sensitivity of the alpine environment and the reliance of the effects assessment on defined construction footprints.

Construction footprints, corridors, platforms, and work areas are largely established through the design process and reflect the mitigation measures relied upon in the assessment of environmental effects. Construction management principles focus on implementing works within these defined areas and avoiding unnecessary temporary disturbance.

Key principles include:

- Concentration of works within approved construction corridors, platforms, and work areas
- Preference for use of existing disturbed areas where practicable
- Coordination of activities to reduce re-handling of materials and repeat excavation
- Progressive completion of works within an area before transitioning to subsequent work fronts

These principles support efficient staged delivery and reduce cumulative construction effects.

### 3.4 Integrated Access, Logistics, and Servicing

Construction access, material delivery, and utility installation will be managed as integrated and interdependent activities, coordinated to support the approved design, construction methodology, and sequencing.

Integration is achieved through:

- Alignment of access formation, earthworks, and servicing within shared corridors where practicable
- Coordination of logistics and servicing with construction staging to minimise disruption and rework
- Consolidation of construction movements, including earthworks haulage and internal material redistribution, within defined access routes, stockpile areas, and work areas

## 3.5 Seasonal and Weather-Responsive Construction Planning

Construction management recognises that construction in an alpine environment is undertaken within defined seasonal construction periods and is inherently non-continuous.

Accordingly:

- Construction planning does not rely on uninterrupted programmes
- Activities are planned to allow for suspension, demobilisation, or modification of works in response to weather or seasonal conditions
- Work areas are required to be left in a safe and stable condition between construction seasons

This principle ensures construction can adapt to variable conditions while maintaining safety, environmental performance, and alignment with the approved design.



## 3.6 Operational Interface and Safety Management

Construction will be managed to maintain safe and effective separation between construction activities, operational ski field functions, public access, and emergency response requirements.

Key principles include:

- Clear delineation between construction zones and operational or public areas
- Coordination of construction activities with ski field operations, particularly during seasonal transitions
- Maintenance of emergency and operational access at all times

Operational interface management is implemented through construction methodology, access planning, and sequencing rather than through fixed or prescriptive measures.

## 3.7 Controlled Refinement, Adaptive Management, and Governance

While the Project design establishes the parameters for construction and environmental effects, construction management allows for controlled refinement of methodologies in response to site conditions, constructability requirements, or sequencing needs that may need to be adopted if assumptions are found to be different than originally expected.

This is achieved through:

- Progressive refinement of construction methodologies during detailed design and delivery
- Assessment of any proposed refinements against the approved design parameters and effects envelope
- Application of management plans and other measures required by consent conditions to govern implementation
- Monitoring and review to confirm construction activities remain consistent with the approved effects assessment

Any change with the potential to result in materially different or increased effects will be subject to further assessment and approval in accordance with consent conditions or future variations to consents if beyond the scope of the approvals sought.

## 4.1 Methodology Overview and Design Alignment

This section describes how construction activities are physically undertaken at a framework level. The construction methodologies outlined are aligned with the design, which establishes the parameters relied upon in the assessment of environmental effects and has been developed to mitigate construction and operational risk.

The methodologies described are non-prescriptive, providing a consistent approach to construction delivery while allowing for refinement where required to address constructability, safety, or sequencing considerations. Any such refinement will remain within the approved design parameters and assessed effects envelope.

Construction methodologies are applied through the staged, area-based construction sequencing described in Section 5, which defines when and where activities occur across the Project.



## 4.2 Construction Access and Logistics

### Purpose

This subsection describes the methodology for establishing and managing construction access, logistics, and material delivery to support construction activities across the Project.

### Construction Timing and Working Hours

Construction activities are undertaken within defined seasonal construction periods appropriate to an alpine environment and daylight constraints.

The following framework-level assumptions apply (unless altered by conditions):

- construction activities may commence from 7:00 am;
- activities are generally undertaken within available daylight hours, which vary seasonally; and
- construction is assumed to occur on a six-day working week

### Construction Access

Construction access is undertaken using a combination of permanent and temporary access routes, aligned with the approved design and adapted to terrain, access constraints, and constructability requirements.

Permanent access routes are generally aligned with long-term operational infrastructure and are designed to transition from construction use to ongoing operational, maintenance, and emergency access.

Temporary access is limited to discrete locations where permanent access cannot reasonably service specific construction activities and is progressively removed or reinstated following completion of works.

Where terrain, alignment constraints, or work location limit standard road access, 4WD or localised off-road access may be used. Such access is confined to defined routes and corridors to minimise disturbance and avoid unnecessary expansion of the construction footprint.

### Logistics System and Material Handling

A main construction logistics compound is established to support material receiving, unloading, temporary storage, consolidation, and redistribution across the Project.

This compound functions as the central node for construction logistics, with all truck-based deliveries assumed to arrive at this location prior to redistribution to active workfaces.

The logistics system is supported by a network of designated stockpile areas, construction support areas, and laydown zones distributed across the site. These areas are used for:

- temporary storage and processing of materials;
- staging and consolidation of deliveries; and
- coordination of construction activities in accordance with sequencing requirements.

Materials are transferred from the logistics compound to intermediate stockpile or

staging areas where required, prior to final placement at workfaces.

Material handling within these areas includes:

- temporary storage and segregation of earthworks materials;
- storage of aggregates, construction materials, and prefabricated elements; and
- controlled loading, unloading, and redistribution of materials.

Bulk earthworks material is redistributed across the site using internal haulage aligned with construction sequencing and stockpile utilisation, reducing re-handling and minimising unnecessary vehicle movements.

## 4. Construction Methodology and Logistics Approach

### Stockpile Areas and Construction Support Functions

Stockpile areas serve as flexible, multi-use construction support locations, with roles varying depending on location and construction activities being undertaken.

Stockpile areas (Areas 1–10) are strategically distributed across the Project area to support construction activities within adjacent work areas, reduce haul distances, and limit the need for additional temporary access formation.

The number, location, and extent of stockpile areas reflect:

- terrain and access constraints;
- proximity to active construction areas;
- integration with access routes and service corridors; and
- constructability requirements for earthworks, structures, and services.

Not all stockpile areas are active concurrently, with their utilisation varying by construction season and staging requirements.

Stockpile areas may perform one or more of the following functions:

- construction compounds supporting workforce, plant, and logistics;
- laydown areas for materials, equipment, and prefabricated components;
- temporary storage of excavated material and imported construction materials;

- material transfer points between road-based, off-road, and helicopter-supported delivery; and
- local coordination points for personnel, plant, and vehicle movements.

Stockpile areas also act as key nodes for managing construction movements, providing defined locations where vehicle movements, deliveries, and transfers can be coordinated prior to materials and personnel moving to adjacent work areas.

### Material Delivery Methods

Material delivery follows a defined hierarchy based on access availability, terrain constraints, and constructability considerations.

#### Road-based delivery (primary method):

- delivery of bulk materials, plant, and equipment to logistics compounds and laydown areas;
- consolidation of deliveries to reduce vehicle movements; and
- management of loading, unloading, and turning movements within defined logistics areas.

#### 4WD and localised off-road access (secondary method):

- used where terrain or alignment constraints limit standard road access;
- confined to defined routes to minimise environmental disturbance.

#### Helicopter-supported delivery (tertiary method):

- used where ground access is constrained or impractical, or where additional access formation would result in greater environmental effects;
- includes delivery of materials, equipment, and concrete to remote workfaces;
- heavy lift helicopters are used for gondola tower installation, with light to medium lift helicopters used for repetitive lift operations such as foundation works and remote material transfer.

Concrete supply vehicles access the main construction logistics compound and designated stockpile or transfer areas, from which materials are redistributed to final construction locations using ground-based or helicopter-supported delivery methods where required.

The extent and distribution of delivery activities, including stockpile utilisation and internal material movements, vary by construction season, reflecting staging requirements and peak construction activity periods.

#### Temporary Use, Reconfiguration, and Demobilisation

Stockpile areas, laydown areas, and construction compounds are established on a temporary basis to support construction activities.

As works are completed within adjacent areas, these locations may be:

- reduced in size;
- reconfigured to support new work areas; or
- decommissioned where no longer required.

This staged approach supports efficient construction sequencing and progressive reinstatement of disturbed areas.



### 4.3 Earthworks & Terrain Management

#### Purpose

This subsection describes the methodology for undertaking earthworks and managing terrain modification within the Project area, including works in steep and constrained alpine terrain.

#### Earthworks Methodology

Earthworks are undertaken within defined construction footprints and corridors established through the Project design parameters and assessed construction effects envelope.

The methodology is tailored to steep alpine terrain and variable ground conditions and is applied in a controlled manner to support construction platforms, access routes, service corridors, and structural interfaces required across the Project.

Construction activities are undertaken within a constrained alpine environment, requiring adaptation to terrain, access limitations, and seasonal conditions.

#### Cut-and-Fill Approach

Earthworks are planned to maximise the reuse of suitable excavated material within the Project area where practicable, reducing reliance on imported material and limiting unnecessary export of fill.

Key aspects of the earthworks methodology include:

- optimisation of earthworks extents through ongoing design refinement;
- reuse of suitable excavated material on site to support construction efficiency and landform outcomes;
- staged placement and compaction of fill to achieve long-term stability; and
- progressive shaping of cut-and-fill interfaces to suit local terrain and ground conditions.

Cut operations are undertaken to form building platforms, access routes, and service corridors. Fill placement, compaction, and landform shaping are undertaken to achieve long-term stability and integration with surrounding terrain.

#### Temporary and Permanent Earthworks

Earthworks include both temporary and permanent ground modification.

Permanent earthworks form part of long-term operational infrastructure such as access routes, platforms, trails, reservoirs, and building elements.

Temporary earthworks are limited to those required to support construction activities and include temporary haul routes, stockpiling and staging areas, and localised material redistribution. These areas are progressively reconfigured, reshaped, or reinstated to achieve final landform and operational requirements.

#### Retaining Walls and Batter Slopes

Where level changes, spatial constraints, or construction requirements necessitate additional support, retaining structures and engineered batter slopes are incorporated as part of the earthworks methodology.

A range of retaining solutions may be adopted depending on local ground conditions, geometry, and constructability requirements. These include geogrid-reinforced slopes, rock-filled or gabion retaining structures, timber pole and lagging systems, and locally founded structural retaining walls with anchor systems where required.

Retaining and slope support solutions are selected to suit:

- local ground conditions and geotechnical recommendations;
- height and extent of cut-and-fill interfaces;
- constructability within constrained alpine environments; and
- long-term performance and integration with permanent works.

#### Steep Ground Working Methods

In areas of steep terrain, earthworks are undertaken using specialised steep-ground working methods appropriate to slope gradients and access constraints.

These methods may include:

- benched or terraced working platforms formed into existing slopes;

- use of smaller or low-ground-pressure plant;
- winched or tethered machinery where required; and
- localised hand-worked or mechanically assisted techniques.

These methods are applied to maintain safe working platforms, minimise disturbance outside defined construction corridors, and ensure constructability in constrained alpine conditions.

#### Integration with Construction Activities

Earthworks methodologies are closely coordinated with construction access, logistics, and material delivery.

Bulk earthworks material is redistributed across the site using internal haulage aligned with construction sequencing and stockpile utilisation. Temporary stockpiling within designated areas supports staged material distribution across construction seasons, reducing re-handling and minimising unnecessary vehicle movements.

Service infrastructure is generally installed within shared access and service corridors to minimise disturbance and support coordinated construction.

Access, logistics, and earthworks are closely interdependent, with each progressively enabling subsequent stages of construction.

### Material Balance and Imported Material

The Project is characterised by an overall net surplus of excavated material, with cut volumes exceeding fill requirements.

Imported material is required in specific locations where excavated material does not meet engineering or suitability requirements, including for trenching, bedding, and infrastructure installation.

The relationship between surplus excavated material and imported material reflects differences in material suitability rather than a simple volumetric imbalance.

### Material Reuse and Surplus Management

Where surplus material arises, it is managed in accordance with the following hierarchy:

- avoiding or reducing surplus generation through ongoing design refinement where practicable;
- reusing suitable material within the same construction stage and, where practicable, near its source;
- temporarily stockpiling material for reuse in subsequent construction stages;
- reworking or processing material where required to improve suitability for reuse;
- beneficial reuse in other parts of the Project or where this supports construction or landform outcomes; and
- off-site removal or disposal only where reasonable on-site reuse options have been exhausted.

This approach minimises reliance on imported materials, reduces off-site disposal, and supports efficient and sustainable construction practices.

### 4.4 Gondola Construction

#### Purpose

This subsection describes the methodology for construction of the gondola lift system, including the lift alignment, tower foundations, structural installation, gondola stations, access within the lift corridor, and associated temporary work areas. The approach reflects established alpine ropeway construction practices and is adapted to suit site-specific terrain, access constraints, and construction staging.

#### Lift Alignment and Station Siting

Construction of the gondola is undertaken along a defined lift alignment developed in response to terrain, span geometry, wind exposure, geotechnical stability, ecological constraints, and operational integration. Tower and station locations are not arbitrary positions along the corridor, but form part of an integrated lift system refined to respond to site-specific engineering and environmental conditions.

The Rastus Burn bottom terminal is integrated with the main base area development, where the terminal is configured as part of the base building extension within an already constrained operational environment. This arrangement reduces additional land take, maintains existing circulation and lift interfaces, and coordinates gondola construction with the broader base building works.

The mid-station is located on comparatively more stable ground along Helicopter Ridge between areas of greater slope instability. At concept level, the platform incorporates terrain-based wind mitigation measures, including lowering the station into a shallow trench and using excavated material as engineered bunding on the prevailing north-western exposure.

The Doolans terminal and cabin building are located on a comparatively stable natural platform within the basin, reducing cut volumes and retaining requirements and enabling integration of the return terminal, cabin parking, and associated infrastructure within a single coordinated platform area.

#### Temporary Work Areas

Temporary work areas are established along the lift alignment and at tower and station locations to support excavation, foundation construction, material laydown, and structural installation activities.

These areas are formed as localised construction platforms sized to accommodate plant, materials, and safe working conditions. Platform size and configuration are determined based on terrain, structural requirements, and access constraints, and are refined through detailed design and geotechnical assessment.

All temporary work areas and access arrangements are managed to remain within the assessed construction footprint and are coordinated with earthworks, erosion and sediment controls, and construction sequencing. These areas are progressively reinstated following completion of works.

### Tower Foundation Methodology

Gondola tower foundations are constructed at predetermined locations in accordance with structural design requirements, geotechnical conditions, and installation tolerances. Tower siting seeks to place foundations within comparatively stable ground, avoid identified instability, maintain compliant span and clearance requirements, and respond to wind exposure and topographic effects.

Foundation construction is undertaken within defined tower work areas and includes localised excavation, benching, and preparation of founding surfaces to achieve the required bearing capacity and stability.

Foundation systems include reinforced concrete footings, anchor assemblies, and localised ground improvement where required. Reinforcement, formwork, and anchor systems are installed prior to controlled placement of concrete. Indicative concrete allowances and construction assumptions for tower foundations have been developed on the basis of representative foundation geometry and remote alpine construction conditions.

Foundation construction is coordinated with surrounding terrain, access arrangements, and service interfaces to ensure compatibility with long-term structural and operational requirements.

### Structural Installation and Erection

Structural installation is undertaken using established construction methodologies suited to alpine environments and adapted to respond to terrain, access constraints, component size, and safety requirements.

## 4. Construction Methodology and Logistics Approach

Tower and station components are installed following completion of foundations using a combination of ground-based construction methods and helicopter-supported lifting in areas where direct access is limited. Heavy lift helicopter support is applied to tower erection activities where required, with helicopter-supported delivery also used for reinforcement, formwork, concrete placement, and structural components in remote or constrained work areas.

Components are pre-assembled where practicable to improve efficiency and reduce installation duration, with final erection undertaken using lifting methodologies suited to the location and construction staging. Installation activities progress along the lift alignment in a sequence that reflects access availability, construction staging, weather windows, and operational constraints.

Station construction incorporates both in-situ and prefabricated elements, with structural, mechanical, and electrical systems installed progressively prior to system integration and commissioning. Final construction methodologies, sequencing, and equipment selection are confirmed during detailed design and construction planning.

### Access and Construction within the Lift Corridor

Construction activities are undertaken within defined lift corridor alignments, which provide the primary framework for access, material delivery, and sequencing of works.

Gondola station locations are serviced by permanent access corridors, which support construction activities and transition into long-term operational access, maintenance, and emergency use. This includes the

mid-station corridor and the Doolans terminal location, both of which are linked to permanent access infrastructure integrated with wider servicing and utility requirements.

In contrast, tower locations are accessed via temporary access tracks or localised working routes established to support construction activities. These are designed to minimise disturbance, remain within defined construction corridors, and avoid unnecessary expansion of the construction footprint. Temporary access is progressively reinstated following completion of works. The drawings explicitly show temporary access tracks serving the tower alignment, while permanent access is concentrated at station and corridor nodes.

This approach reduces the extent of permanent access formation while maintaining safe and efficient construction delivery across the lift alignment.

### Material Delivery and Construction Interface

Construction of the gondola lift system requires delivery of reinforcement, concrete, prefabricated components, structural elements, and associated plant to localised work areas along the lift alignment.

Materials are transported via established access routes and transferred to work areas using methods suited to terrain and access constraints. In areas where ground access is limited, helicopter-supported delivery is used to minimise disturbance and avoid additional access formation. This aligns with the wider project delivery framework, under which general deliveries arrive at the main logistics compound before redistribution to active workfaces, including remote and constrained lift locations.

Delivery is coordinated with foundation construction, temporary works, and structural installation to minimise re-handling, maintain safe site operations, and support efficient construction progression.

### Gondola Stations

Construction of gondola stations, including base, mid-station, and return station facilities, is undertaken within defined building platforms established through earthworks in accordance with the Project design.

The base station is integrated within the main base building and is constructed as part of the broader base area development. Construction of the base station is therefore coordinated with base building works and associated infrastructure.

The mid-station is constructed at the ridge location as part of a defined station platform integrated with access, patrol, operator, and skier circulation functions. The mid-station location and platform geometry respond directly to ridge conditions, slope stability, wind exposure, and operational interface requirements.

The Doolans return terminal is integrated with the Doolans base area development, including the cabin building and full off-line carrier parking. The Doolans base building performs both a transport infrastructure function and a Day Lodge function within a single integrated facility, reducing duplication of structure and plant and concentrating activity within one coordinated platform.

Station structures comprise structural, architectural, and mechanical components, including lift drive systems, carrier handling systems, and associated operational and support facilities. Foundation systems are

constructed to suit site-specific ground conditions and structural requirements and are coordinated with platform formation, access arrangements, and service infrastructure.

Structural installation incorporates a combination of in-situ and prefabricated elements, with construction methodologies selected to suit access constraints, component size, and programme requirements. Temporary works, including laydown areas, working platforms, and support systems, are established as required and are progressively removed or reinstated following completion of construction activities.

Station construction is integrated with surrounding infrastructure, including access, services, and earthworks platforms, to ensure compatibility with long-term operational requirements and efficient transition from construction to operation.

### System Integration and Commissioning

Following completion of structural installation, the gondola system proceeds through progressive mechanical, electrical, ropeway, and control system integration prior to testing and commissioning. This includes installation and integration of station systems, line equipment, communications and electrical connections, and ropeway systems required for operation.

Commissioning is undertaken as the final stage of gondola construction and forms part of the overall transition from construction to operational readiness. This stage is coordinated with completion of stations, towers, access, power, communications, and associated servicing infrastructure.

## 4. Construction Methodology and Logistics Approach

### 4.5 Base Building and Doolans Cabin Building

#### Purpose

This subsection outlines the construction methodology for the Rastus base building and Doolans cabin building, including integration with gondola infrastructure, access, logistics, and services.

#### Construction Approach Overview

Construction is undertaken within defined building platforms established through the Project design and coordinated with access, earthworks, and services.

Two construction environments apply:

- **Rastus base area** — constrained and integrated with base development and gondola terminal works;
- **Doolans basin** — remote alpine location with controlled access and logistics constraints.

Works are sequenced to align with access availability, logistics capacity, and interface requirements.

#### Platform Formation and Foundations

Building platforms are formed in accordance with Section 4.3 to provide stable working areas and integrate with access routes, drainage, and service corridors.

Works include:

- excavation, trimming, and compaction to achieve bearing capacity;
- formation of working platforms and plant access;

- subgrade drainage and integration with stormwater systems; and
- preparation of foundation levels coordinated with structural and services requirements.

Foundations comprise reinforced concrete footings, pads, and beams, with ground improvement undertaken where required.

#### Structural Systems and Erection

Buildings are constructed using steel-framed systems with concrete slab elements, supported on prepared foundations.

Structural installation includes:

- delivery and erection of prefabricated steel components;
- placement of concrete slabs and structural elements; and
- use of cranes and lifting equipment within defined platforms.

Construction methods are selected to suit access constraints, component size, and staging, with prefabrication used to reduce on-site duration.

#### Material Delivery and Logistics

Materials are delivered via the construction logistics system (Section 4.2), including:

- delivery to the main logistics compound;
- staged transfer to building platforms via established access routes; and
- use of laydown and working areas within defined footprints.

Delivery sequencing is coordinated with construction activities to minimise re-handling and maintain efficient site operations.

#### Integration with Gondola and Services

Construction is coordinated with gondola infrastructure and utilities installation, including:

- integration of the gondola terminal within the Rastus base building;
- incorporation of the Doolans return terminal within the cabin building; and
- coordination with utilities to ensure installation within prepared corridors and building interfaces.

Sequencing is managed to maintain compatibility between structural works, gondola installation, and services delivery.

#### Construction Sequencing and Temporary Works

Construction is staged to align with access and earthworks completion, generally comprising:

- establishment of platforms and temporary works areas;
- construction of foundations;
- erection of structural systems; and
- installation of building components and services.

Temporary works, including working platforms and laydown areas, are established within defined footprints and progressively removed or reinstated.

#### Construction Effects and Interfaces

Works are confined to defined building platforms and managed to:

- maintain safe separation from surrounding activities;
- coordinate drainage and sediment controls with earthworks;
- manage access and material movements within established routes; and
- avoid unnecessary expansion of construction areas.

Interfaces with access, logistics, gondola works, and utilities are actively coordinated to maintain efficient sequencing and a controlled construction footprint.

#### Outcome

This approach enables construction within constrained and remote environments while integrating with gondola infrastructure, services, and site logistics, and maintaining alignment with the assessed construction effects envelope.

## 4. Construction Methodology and Logistics Approach



### 4.6 Utilities and Services Installation

#### Purpose

This subsection describes the methodology for installation of utilities and services across the Project, including power, water supply, wastewater, stormwater, snowmaking, and communications infrastructure. It outlines how services are delivered, installed, and integrated within defined construction corridors to minimise disturbance and support long-term operation.

#### Utilities Installation Framework

Utilities and services are installed within defined corridors and construction footprints, coordinated with access formation and structural works to support efficient construction delivery in a constrained alpine environment.

Installation is staged to follow access formation and earthworks completion, ensuring services are installed within stable, formed ground conditions and avoiding re-excavation.

Materials are delivered to the main construction logistics compound and redistributed to construction fronts via established access corridors. In remote or access-constrained areas, delivery is staged to intermediate locations and transferred to work areas within defined corridors using methods suited to terrain and access constraints.

#### Integrated Trenching and Co-location of Services

Utilities are installed using integrated trenching and co-location, enabling multiple services to be placed within shared corridors or trenches.

This approach reduces ground disturbance, limits trenching extents, and supports efficient installation aligned with earthworks and access formation.

This approach is applied to:

- power and communications;
- water supply and wastewater;
- stormwater and drainage; and
- snowmaking infrastructure.

#### Coordination with Earthworks and Structural Works

Utilities are installed following completion of earthworks, platform formation, and access development to ensure installation within stable, formed ground conditions.

Services are installed within stabilised corridors to ensure compatibility with permanent infrastructure, access routes, and operational requirements.

Installation sequencing is coordinated with structural works to maintain efficient progression and avoid conflicts between services and permanent structures.

#### Alpine Installation and Durability Considerations

Utilities installation methodologies account for alpine conditions, including frost susceptibility, ground movement, elevation, exposure, and seasonal construction constraints.

Design and installation measures are incorporated to ensure long-term durability and operational reliability.

#### Key Considerations

Utilities installation considers:

- installation depths and cover appropriate to frost risk;

#### Key Considerations

Utilities installation considers:

- installation depths and cover appropriate to frost risk;
- use of bedding, insulation, or protective layers where required;
- alignment of services within stable ground and formed corridors; and
- avoidance of shallow or exposed installations.

#### Access, Maintenance, and Operational Interfaces

Utilities are installed to maintain safe and reliable access for inspection, maintenance, and emergency response throughout the operational life of the infrastructure.

Installation methodologies include:

- placement of services within accessible corridors;
- coordination with permanent access routes and operational infrastructure; and
- avoidance of locations that would compromise ski field circulation or safety.

Utilities are installed within defined corridors and accessible locations to support ongoing inspection and maintenance while minimising long-term environmental and operational risk.

#### Construction Effects and Corridor Control

Utilities installation is confined to defined construction corridors and staged to align with earthworks and access formation. This approach minimises ground disturbance, avoids rework, and maintains a controlled construction footprint.

### 4.7 Rastus Burn Infrastructure Compound

#### Purpose

This subsection outlines the methodology for construction of the Rastus Burn infrastructure compound, which accommodates critical services infrastructure including the wastewater treatment facility, 33/11kV substation, emergency generation, and associated service connections.

#### Construction Approach

The infrastructure compound is established within a defined and consolidated footprint to support construction and long-term operation of key Project services.

Co-locating wastewater, electrical, emergency generation, and fuel storage infrastructure within a single compound reduces the extent of dispersed infrastructure works and enables construction, servicing, containment, and operational access to be managed in one controlled area.

Works are sequenced to align with access formation, platform preparation, utility installation, and commissioning requirements.

#### Platform Formation and Civil Works

The compound platform is formed through earthworks to provide a stable and accessible working area suitable for plant installation, structural foundations, vehicle access, and operational maintenance.

Civil works include subgrade preparation, foundation construction, drainage installation, service trenching, and formation of access and circulation areas within the compound footprint.

Formation levels, drainage, and service alignments are coordinated to support both construction delivery and long-term operational use.

#### Wastewater Treatment Infrastructure

Wastewater treatment infrastructure is installed within the compound to support treatment and management of wastewater generated by the expanded ski area.

Works include construction of foundations, installation of treatment plant components, tanks, pipework, chambers, control systems, and connections to associated wastewater conveyance and discharge infrastructure.

Construction is sequenced to support testing, commissioning, and progressive integration with the wider wastewater system.

#### Electrical Substation and Emergency Generation

Electrical infrastructure includes construction of the 33/11kV substation, transformer and switchgear infrastructure, emergency generation, associated electrical buildings or enclosures, and service connections.

The substation and generator infrastructure are installed on prepared foundations, with equipment delivery, lifting, placement, and connection coordinated with electrical commissioning requirements.

Emergency generation infrastructure is integrated with the substation arrangement and includes generator plant, day tanks, bulk fuel storage, and associated containment and transfer systems. Generator discharges will need to be subject to separate resource consent process once the system has been through detailed design.

#### Fuel Storage, Bunding, and Containment

Diesel storage and transformer infrastructure are constructed with containment measures appropriate to the nature of the plant and stored materials.

Containment measures include bunded areas, oil separation infrastructure, controlled drainage, and protection of fuel transfer and storage areas.

These controls are incorporated to manage spill risk, protect receiving environments, and support safe long-term operation and maintenance.

#### Construction Sequencing and Interfaces

Construction of the compound is coordinated with utilities installation, access formation, wastewater upgrades, electrical works, and building services commissioning.

Works are sequenced to:

- establish the compound platform and access;
- construct foundations and containment systems;
- install wastewater and electrical plant;
- complete fuel storage and drainage controls; and
- test and commission infrastructure prior to operation.

#### Construction Effects and Operational Control

Construction activities are confined to the defined compound footprint and managed to minimise ground disturbance, avoid unnecessary rework, and maintain safe access for construction and future maintenance.

The compound provides a controlled location for higher-risk infrastructure, supporting clear separation from public areas, containment of operational risks, and efficient management of long-term servicing requirements

## 4.8 Lower Base Transit Area Hub

### Purpose

This subsection outlines the construction methodology and logistics approach for development of the lower base transit hub, comprising Car Parks A and B and the existing Boneyard area, including how these areas are established, used during construction, and transitioned to operational use.

### Construction Role within the Project

The lower base transit hub is established early in the construction programme and functions as a primary logistics and staging area supporting works across the Project.

During construction, these areas are used for:

- arrival and management of construction traffic;
- staging, laydown, and temporary storage of materials;
- redistribution of materials to upper work areas; and
- workforce parking and contractor interface.

This reduces congestion in upper mountain areas and supports efficient sequencing of construction activities.

### Platform Formation – Car Parks A and B

Car Parks A and B are formed through bulk earthworks to establish stable platforms and circulation routes within defined construction footprints.

Earthworks are undertaken in accordance with Section 4.3 and include:

- cut-and-fill operations to achieve formation levels;
- trimming, compaction, and subgrade preparation; and
- formation of access and circulation routes.

Platform formation is coordinated with access development to enable early use of these areas for construction staging and logistics.

### Pavement Construction and Use

Pavement construction is undertaken progressively following platform formation to enable use by construction traffic.

Works include:

- placement and compaction of sub-base and basecourse layers; and
- formation of durable trafficable surfaces suitable for construction plant and heavy vehicles.

Pavement construction is staged to support construction activities and completed to final operational standard as works progress.

### Boneyard Area – Construction Use and Reconfiguration

The Boneyard is an existing disturbed area and is utilised during construction without bulk earthworks or major platform formation.

Works are limited to:

- removal or reorganisation of existing equipment and materials; and
- establishment of defined storage, laydown, and circulation areas.

This area provides flexible support for construction activities and reduces the need to establish additional temporary disturbed areas elsewhere on site.

### Drainage and Surface Water Management

Drainage infrastructure is installed in parallel with earthworks and pavement construction to manage surface runoff and maintain stable working conditions.

Works include:

- installation of drainage systems integrated with platform formation;
- management of runoff to prevent erosion and sediment transport; and
- integration with the wider stormwater network.

Sustainable drainage systems (SuDS), including permeable surfaces, swales, and infiltration features, are incorporated in the layout to manage runoff at source and reduce downstream effects.

### Construction Sequencing and Traffic Management

Construction is staged to maintain safe access and manage interfaces between construction traffic, public access, and existing operations.

Sequencing includes:

- establishment of access and initial platform areas;
- progressive development of working areas and circulation routes;
- use of the hub for staging and logistics during construction; and
- progressive transition to operational configuration.

Temporary traffic management measures are implemented throughout construction to maintain safe vehicle and pedestrian movement.

### Construction Effects and Footprint Control

Construction activities are confined to defined car park and Boneyard footprints to minimise disturbance.

Works are managed to:

- limit the extent of exposed ground;
- coordinate drainage and sediment control measures;
- maintain safe internal circulation; and
- avoid unnecessary expansion of construction areas.

Use of the existing Boneyard area consolidates construction activities within already modified land and reduces the overall construction footprint.

# A staged, adaptive construction approach that delivers early benefits while managing effects in a complex alpine environment.

Construction will be undertaken through a staged, adaptive approach that aligns works with seasonal constraints, progressively enables access and infrastructure, and manages environmental and operational effects within a complex alpine environment.

Sequencing reflects the application of construction methodologies within the parameters established by the Project design and environmental effects assessment. Detailed methodologies will be confirmed through subsequent certified management plans.

### Prepare

#### Construction Season 1

- Base Area Excavations and Services Diversions
- Base Building and Gondola Foundations
- Midstation / Rastus Burn Access Roads and Services
- Rastus Burn Temporary Access Roads, Laydown Areas and Construction Platforms
- Rastus Burn Gondola Towers
- Doolans Access and Services
- Rastus Burn Wastewater Investigations
- Confirm Assessment of Environmental Effects Findings and Wastewater Discharge Limits
- Interim Intersection Safety Improvements
- Transport Monitoring

### Enable

#### Construction Season 2

- 33KV Power Upgrade
- Superstructure Base Building and Gondola
- Mid Station Earthworks and Foundations
- Doolans Gondola Towers
- Doolans Access and Services (Continued)
- Reservoir and Pump Shed
- Doolans Ski Trails and Snowmaking Infrastructure
- Doolans Base Area Earthworks and Water Storage Tanks
- Rastus Burn Wastewater Design Sign off and Approvals
- Transport Mode Share + Monitoring

### Install

#### Construction Season 3

- Lower Carpark Expansions
- Superstructure Base Building and Gondola (Continued)
- Mid Station Gondola and Patrol Hut
- Doolans Gondola and Cabin Building
- Water Storage Tanks
- Water Intake Access Road and Infrastructure
- Water Intake Pump Stations and Weir
- Reservoir, Water Intake and Snowmaking Commissioning
- Rastus Burn Wastewater Onsite Disposal
- Intersection Design Approvals

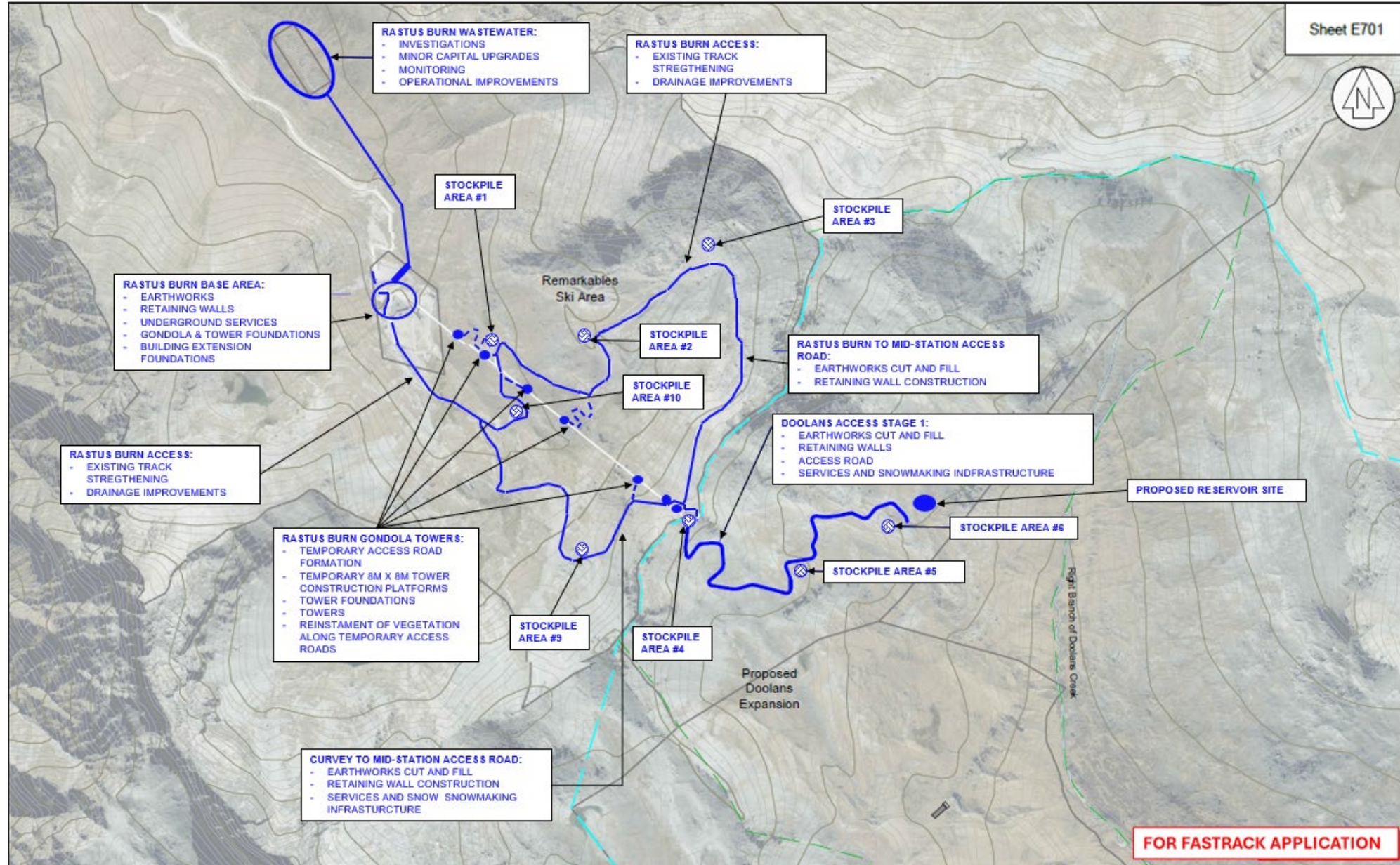
### Expand

#### Construction Season 4

- SH6 Intersection
- Doolans Cabin Food & Beverage
- Snow Play Zone, Conveyor & Snowmaking Infrastructure
- Trail Development / Operational Improvements
- Rastus Burn Wastewater Onsite Disposal

## Prepare

- Base Area Excavations and Services Diversions
- Base Building and Gondola Foundations
- Midstation / Rastus Burn Access Roads and Services
- Rastus Burn Temporary Access Roads, Laydown Areas and Construction Platforms
- Rastus Burn Gondola Towers
- Doolans Access and Services
- Rastus Burn Wastewater Investigations
- Confirm Assessment of Environmental Effects Findings and Wastewater Discharge Limits
- Interim Intersection Safety Improvements
- Transport Monitoring



## Prepare

### Outcomes Achieved

- Safe and reliable construction access established between Rastus Burn and Doolans
- Temporary access routes, stockpile areas, and construction platforms established
- Early earthworks, foundations, and service diversions completed to enable subsequent stages
- Gondola tower foundations constructed and towers installed within Rastus Burn
- Wastewater investigations and monitoring completed to inform design and approvals
- Construction logistics system, including staging and internal haulage routes, established
- Interim SH6 intersection safety improvements implemented
- Transport monitoring established to support adaptive construction management

### Reduced Construction Season

Construction Season 1 establishes the primary construction access, logistics network, and working platforms required to enable subsequent stages of the Project (refer Sheet E701). Works form a connected access and staging network across Rastus Burn and Doolans, enabling early earthworks, tower installation, and services within a controlled alpine construction footprint.

### Base Area Excavations and Services Diversions

Works within the Rastus Burn base area include bulk earthworks, trimming, and ground stabilisation to form building platforms. Retaining structures are constructed where required, and services are diverted or installed within defined corridors. Works are undertaken within controlled construction footprints with erosion and sediment controls implemented progressively.

### Base Building and Gondola Foundations

Foundation works for the base building and gondola infrastructure are undertaken within prepared platforms following earthworks completion. Construction is coordinated with services, access, and platform formation to ensure efficient progression and readiness for subsequent structural works.

### Midstation / Rastus Burn Access Roads and Services

Works include upgrading existing tracks, improving drainage, and forming new access routes, including the Curvey to Mid-Station connection. Access is established using a hierarchy of existing tracks, upgraded routes, and defined corridors, enabling movement of plant and materials and installation of services within stable, formed ground conditions.

### Temporary Access, Laydown Areas, and Construction Platforms

Temporary access tracks and localised working platforms are formed within defined construction corridors to support tower construction and service installation. Laydown and stockpile areas are established adjacent to workfaces to reduce re-handling. Temporary works are progressively reinstated following completion.

### Rastus Burn Gondola Towers

Tower works include excavation, foundation construction, and installation of tower structures following foundation completion. Access is provided via temporary tracks and working platforms, with construction methodologies adapted to terrain and access constraints. Helicopter-supported lifting is utilised in constrained locations to minimise ground disturbance and maintain a controlled construction footprint.

### Doolans Access and Services

Initial works within the Doolans corridor include cut-and-fill earthworks, access road formation, retaining structures, and early services installation. These works establish primary access into the Doolans basin and connect to the Rastus Burn access network, enabling progression into subsequent construction stages.

### Rastus Burn Wastewater Investigations

Investigations and monitoring are undertaken to inform the design of wastewater infrastructure. Works include testing, data collection, and minor upgrades to existing infrastructure, supporting confirmation of discharge requirements and long-term servicing strategies.

### Environmental Confirmation and Monitoring

Monitoring is undertaken to confirm environmental performance and refine design parameters, including wastewater discharge requirements. Transport monitoring tracks construction traffic movements and supports refinement of staging and mitigation measures.

### Intersection Improvements (SH6)

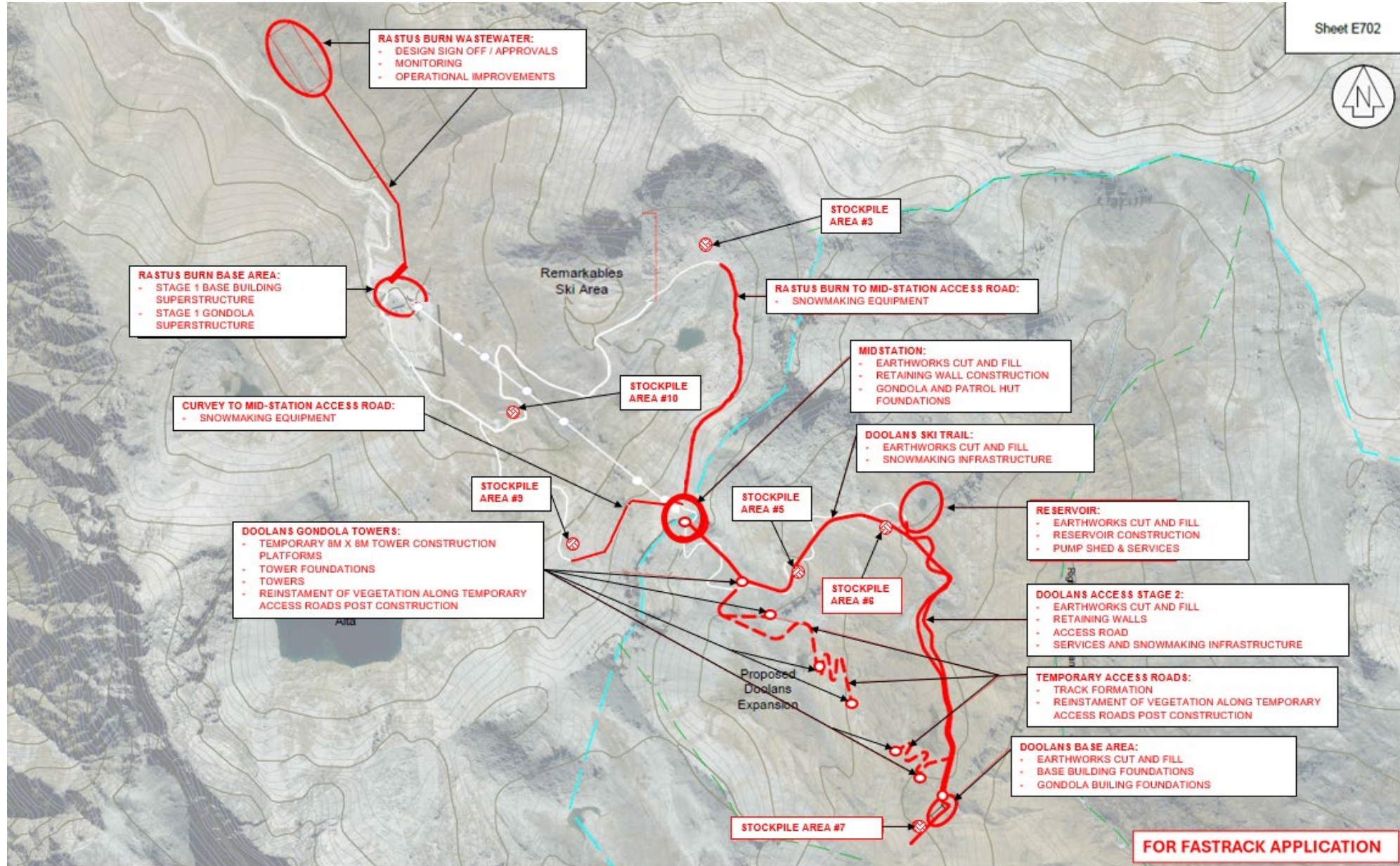
Interim safety improvements at the SH6 intersection are implemented to support construction traffic movements and maintain safe operation of the transport network during early works.

### Construction Approach Summary

Construction Season 1 establishes access, platforms, and enabling infrastructure required for the Project. Works are sequenced to align with terrain constraints and access availability, using defined construction corridors and staged delivery to minimise disturbance, avoid rework, and support efficient progression into subsequent stages.

## Enable

- 33KV Power Upgrade
- Superstructure Base Building and Gondola
- Mid Station Earthworks and Foundations
- Doolans Gondola Towers
- Doolans Access and Services (Continued)
- Reservoir and Pump Shed
- Doolans Ski Trails and Snowmaking Infrastructure
- Doolans Base Area Earthworks and Water Storage Tanks
- Rastus Burn Wastewater Design Sign off and Approvals
- Transport Mode Share + Monitoring



### Enable

#### Outcomes Achieved

- Primary power, access, and servicing infrastructure established
- Base building and gondola superstructure works progressed
- Mid-station earthworks and foundations completed
- Gondola tower construction progressed within Doolans corridor
- Construction access network extended and strengthened
- Water storage, reservoir, and pump infrastructure established
- Ski trails and snowmaking infrastructure established
- Wastewater design finalised and approvals obtained
- Stockpile areas and logistics supporting multiple work fronts
- Transport monitoring implemented to support decision making

#### Construction Season

Construction Season 2 transitions from preparatory works to enabling and primary construction activities. Works build on the access, platforms, and logistics network established in Season 1 and focus on delivering core infrastructure, advancing structural elements, and establishing servicing systems required for subsequent construction and operation.

#### 33kV Power Upgrade

Works along the Rastus Burn access corridor include upgrading the 33kV power supply, including pole replacements, overhead line upgrades, and associated infrastructure. These works are undertaken by others and provide the capacity required to support construction activities and future operations.

#### Superstructure Base Building and Gondola

Structural works within the Rastus Burn and Doolans base areas include erection of base building and gondola superstructures. Works progress from completed foundations, enabling development of primary operational buildings and lift infrastructure.

#### Mid Station Earthworks and Foundations

Mid-station works include cut-and-fill earthworks, retaining wall construction, and formation of foundations for gondola infrastructure and the patrol hut. These works establish stable platforms and structural bases to enable installation of lift infrastructure.

#### Doolans Gondola Towers

Tower construction within the Doolans corridor includes temporary access formation, excavation, foundation construction, and installation of tower structures. Temporary access is confined to defined corridors and is progressively reinstated following completion.

#### Doolans Access and Services (Continued)

Works extend and reinforce access routes within the Doolans corridor, including additional earthworks, retaining structures, and installation of services and snowmaking infrastructure. These works support increased construction activity and enable multiple work fronts.

#### Reservoir and Pump Shed

Construction of the reservoir includes bulk earthworks, cut-and-fill operations, and formation of the reservoir structure. Works include construction of the pump shed and associated services, establishing water storage and supply infrastructure to support snowmaking and operations.

#### Doolans Ski Trails and Snowmaking Infrastructure

Works include earthworks for ski trail formation and installation of snowmaking infrastructure within the Doolans area. Construction is coordinated with access and servicing infrastructure to support future operational use.

#### Doolans Base Area Earthworks and Water Storage Tanks

Earthworks within the Doolans base area include cut-and-fill, platform formation, and construction of water storage tanks. These works establish key infrastructure supporting snowmaking and base area operations.

#### Rastus Burn Wastewater Design Sign-off and Approvals

Wastewater works focus on design finalisation and approvals, aligned with servicing infrastructure. Monitoring and operational improvements confirm system performance and enable implementation in subsequent stages.

#### Transport Mode Share and Monitoring

Transport monitoring continues to track construction traffic movements and inform adaptive traffic management. Monitoring supports coordination with the surrounding network and refinement of staging and mode share initiatives.

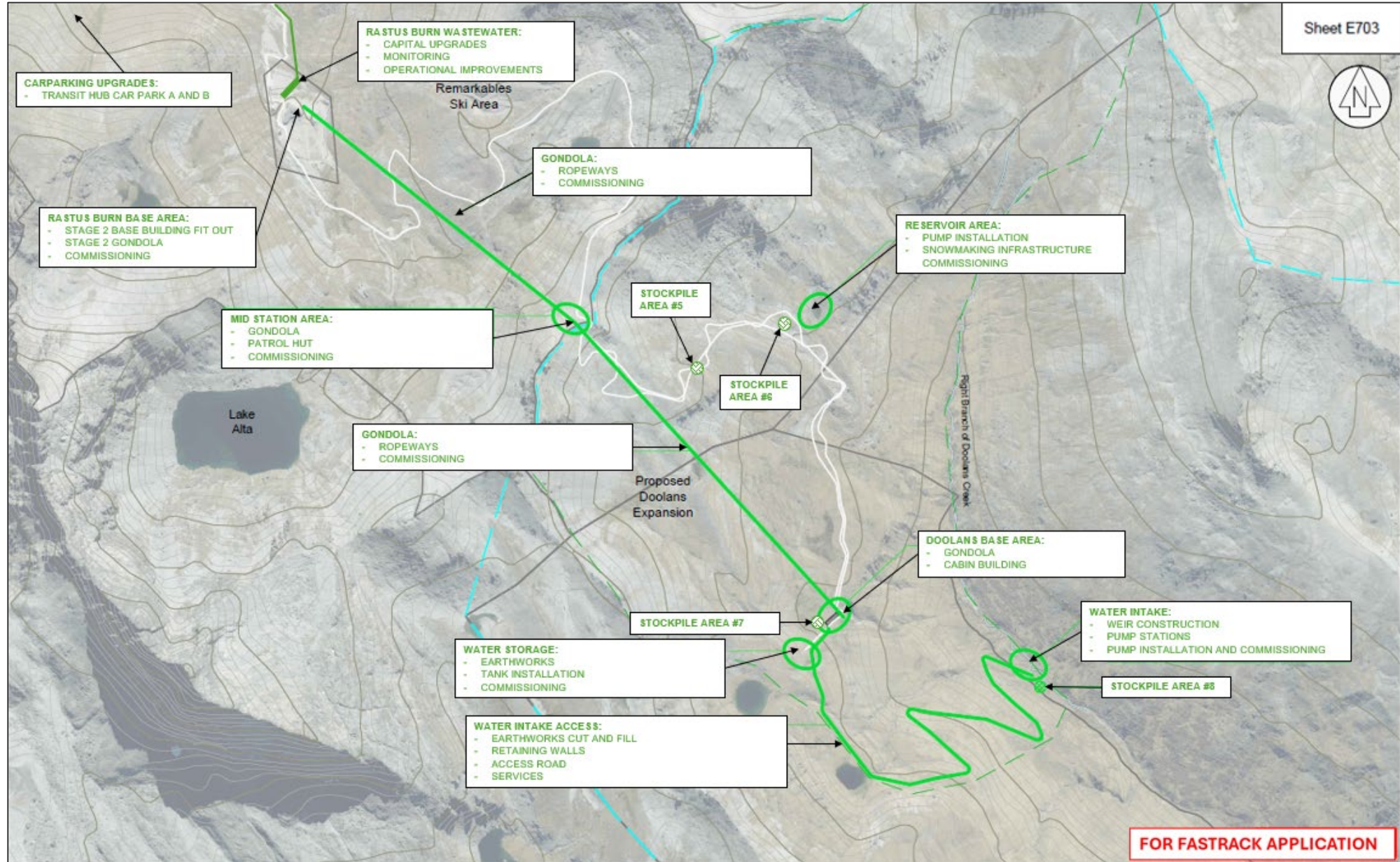
#### Construction Approach Summary

Construction Season 2 expands the established access and servicing network to enable delivery of primary structural and infrastructure works. Activities extend access corridors, progress structural works, and establish key servicing systems across multiple concurrent work fronts.

Integration of access, earthworks, services, and structures enables efficient sequencing, minimises rework, and supports progression toward operational infrastructure and subsequent construction stages.

## Install

- Lower Car Park Expansions
- Superstructure Base Building and Gondola (Continued)
- Mid Station Gondola and Patrol Hut
- Doolans Gondola and Cabin Building
- Water Storage Tanks
- Water Intake Access Road and Infrastructure
- Water Intake Pump Stations and Weir
- Reservoir, Water Intake and Snowmaking Commissioning
- Rastus Burn Wastewater Onsite Disposal



Sheet E703



### Install

#### Outcomes Achieved

- Gondola system installed and commissioned between base, mid-station, and upper stations
- Base, mid-station, and Doolans facilities completed and operational
- Water storage, intake, and snowmaking systems installed and commissioned
- Car parking, transit, and site access infrastructure completed and operational
- Integrated infrastructure systems tested and commissioned across the site
- Construction activities transitioned toward operational readiness

#### Construction Season

Construction Season 3 focuses on installation, fit-out, and commissioning of core infrastructure and facilities established during earlier stages. Works are undertaken across multiple work fronts and are sequenced to enable progressive system integration, testing, and transition toward full operational readiness while maintaining a controlled construction footprint.

##### 5.3.1 Rastus Burn Wastewater

Works within the Rastus Burn wastewater area include completion of infrastructure, installation of treatment components, and implementation of monitoring and operational systems. Activities are sequenced to enable staged testing and commissioning, with integration into the wider servicing network undertaken prior to operation.

##### 5.3.2 Rastus Burn Base Area

Works include completion and fit-out of the base building and associated gondola infrastructure following earlier structural works. Activities focus on installation of internal systems, services integration, and preparation for commissioning. Sequencing aligns with gondola system installation and utilities completion to enable coordinated system activation.

##### 5.3.3 Mid-Station Area

Mid-station works include completion of gondola infrastructure and construction of the patrol hut, progressing from established foundations and platforms. Installation and fit-out activities are sequenced to support gondola commissioning, with systems integration undertaken to enable operational functionality at the mid-station.

##### 5.3.4 Gondola System Installation and Commissioning

Gondola installation includes erection and alignment of ropeways, mechanical and electrical systems, and control infrastructure. Installation is undertaken following completion of tower, station, and foundation works.

Commissioning is undertaken progressively, including system testing, alignment verification, and integration with station infrastructure. Final commissioning is coordinated with completion of base and mid-station facilities to enable full system operation.

##### 5.3.5 Doolans Base Area and Facilities

Works within the Doolans base area include completion of gondola-related facilities and cabin building construction. Activities focus on internal fit-out, structural completion, and integration of services and operational systems. Sequencing aligns with gondola installation and servicing infrastructure to enable coordinated commissioning and operational readiness.

##### 5.3.6 Water Intake Access Road and Infrastructure

Works include completion of the water intake access road, associated earthworks, and installation of access-related infrastructure. Activities are undertaken within established corridors and build on earlier access formation to support installation and commissioning of intake and pump systems.

##### 5.3.7 Water Storage, Intake, and Snowmaking Infrastructure

Construction includes installation and commissioning of water storage tanks, intake structures, pump stations, and snowmaking

infrastructure. Works are sequenced to align with access availability and reservoir completion, with progressive testing and commissioning undertaken to enable integration across the water supply network.

##### 5.3.8 Access, Car Parking, and Transit Infrastructure

Works include completion of the SH6 intersection, access upgrades, and expansion of car parking and transit facilities. Activities establish permanent access arrangements and transition construction access networks to operational configurations. Temporary construction interfaces are progressively removed or reconfigured as permanent infrastructure is completed.

##### 5.3.9 Stockpile Areas and Construction Support

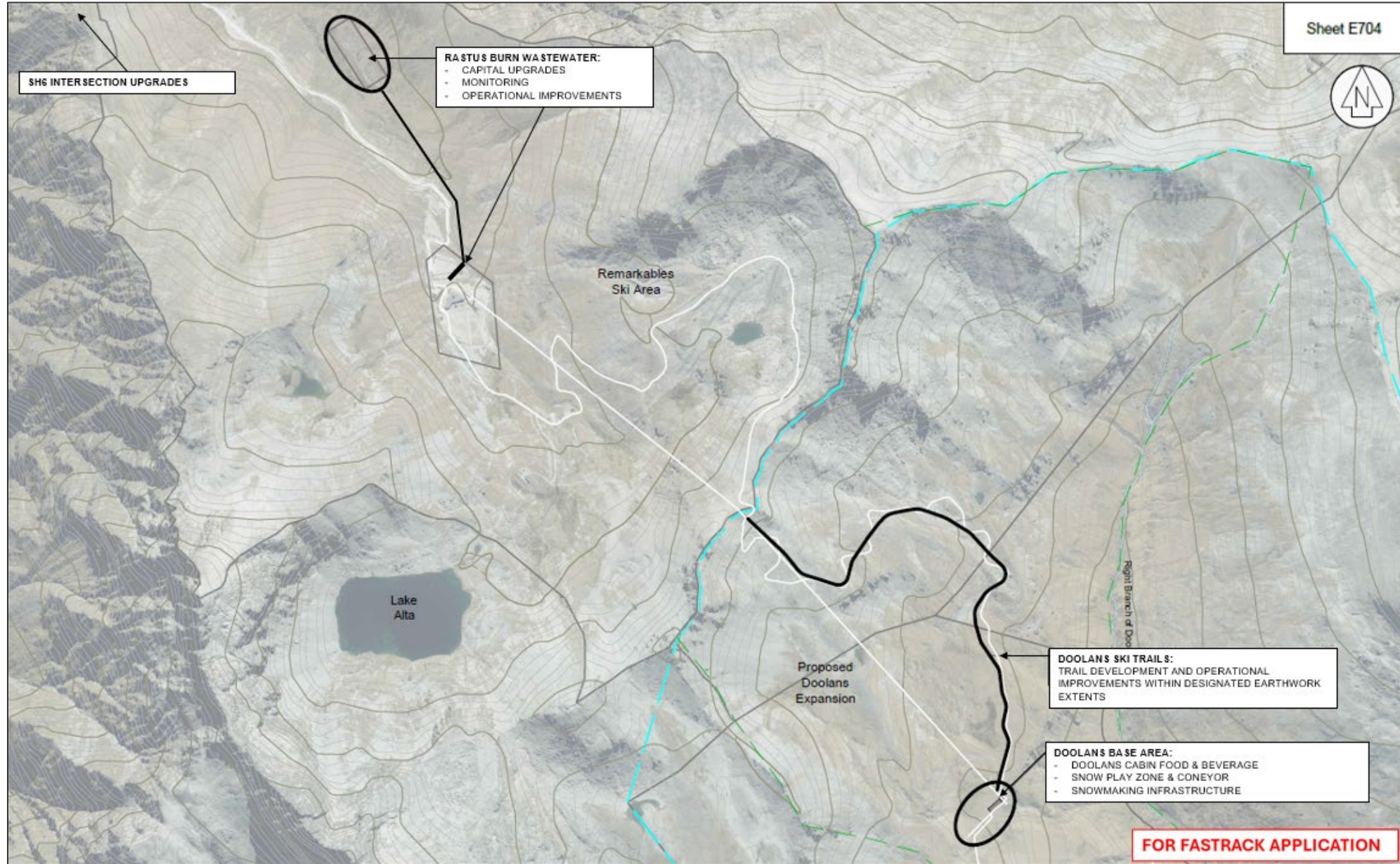
Stockpile areas continue to support installation and commissioning activities as flexible construction support zones. As works progress, these areas are progressively reduced, reinstated, or repurposed in preparation for operational use, minimising the residual construction footprint.

#### Construction Approach Summary

Construction Season 3 is sequenced to integrate infrastructure, buildings, and gondola systems through coordinated installation and commissioning. Progressive testing and system integration enable transition from construction to operation, while maintaining alignment with established access, logistics, and environmental controls.

### Expand

- SH6 Intersection
- Doolans Cabin Food & Beverage
- Snow Play Zone, Conveyor & Snowmaking Infrastructure
- Trail Development / Operational Improvements
- Rastus Burn Wastewater Onsite Disposal



### Expand

#### Outcomes Achieved

- SH6 intersection upgrades completed and operational
- Doolans cabin, food and beverage, and associated facilities completed and operational
- Snow play zone, conveyor, and associated snowmaking infrastructure installed and operational
- Trail development and operational improvements delivered within designated earthwork extents
- Rastus Burn on-site wastewater disposal Stage 2 completed
- Construction activities transitioned fully to operational use across the site, with progressive reinstatement of disturbed areas

#### Construction Season

Construction Season 4 focuses on completion of remaining works, targeted expansion of operational infrastructure, and full transition of the Project to operational use. Activities are undertaken within established access corridors and previously disturbed areas where practicable, minimising additional ground disturbance while completing final construction and commissioning interfaces.

Works are sequenced to align with operational requirements, with progressive reinstatement of temporary construction areas and consolidation of permanent infrastructure.

##### 5.4.1 Doolans Base Area and Facilities

Works within the Doolans base area include completion and commissioning of the cabin, food and beverage facilities, and associated operational infrastructure. Activities focus on final fit-out, services integration, and preparation for operational use.

Construction is coordinated within established building platforms and integrates with completed gondola and servicing infrastructure to enable full operational functionality.

##### 5.4.2 Snow Play Zone, Conveyor, and Snowmaking Infrastructure

Construction includes installation of the snow play area, conveyor systems, and associated snowmaking infrastructure. Works are undertaken within defined footprints and build on previously established water supply and snowmaking systems.

Installation and commissioning are coordinated with existing infrastructure to ensure compatibility and reliable operation under seasonal conditions.

#### 5.4.3 Trail Development and Operational Improvements

Trail development and operational improvements are undertaken within designated earthworks extents to enhance ski field functionality and user experience. Works are carried out on established terrain and access networks, limiting disturbance to previously modified areas.

Activities include refinement of trail surfaces, drainage improvements, and integration with operational access routes.

##### 5.4.4 Rastus Burn Wastewater

Works within the Rastus Burn wastewater area include completion of Stage 2 on-site disposal infrastructure and associated system upgrades. Activities are sequenced to support final system commissioning and long-term operational performance.

Monitoring and optimisation measures are implemented to confirm system performance and compliance with discharge requirements.

##### 5.4.5 Stockpile Areas, Access, and Demobilisation

Stockpile areas and temporary construction support zones are progressively reduced, reinstated, or repurposed as construction activities conclude. Access routes and working areas are transitioned from construction use to permanent operational configuration.

Demobilisation is undertaken in a staged manner, including removal of temporary infrastructure, reinstatement of disturbed areas, and consolidation of permanent access and servicing networks.

#### Construction Approach Summary

Construction Season 4 completes remaining infrastructure and enables full transition to operational use. Works are confined to defined footprints and established corridors, with progressive reinstatement and removal of temporary construction areas.

Final commissioning, system integration, and operational readiness are achieved through coordinated completion of infrastructure, buildings, and services, ensuring alignment with the assessed construction effects envelope and long-term operational requirements.

## 5.5 Construction Impacts

Construction Parameter	Unit	Season 1	Season 2	Season 3	Season 4	Totals	Notes
Earthworks – cut	m <sup>3</sup>	37,284	66,466	49,593	44,797	198,140	Bulk and localised cut
Earthworks – fill	m <sup>3</sup>	50,333	89,729	66,951	79,410	251,096	Includes reuse of site-won material
Net material balance	m <sup>3</sup>	-12,532	-30,330	-7,535	+18,934	-16,393	Import (+) / export (-). Refer section 4.3
Disturbed area	m <sup>2</sup>	44,390	45,603	59,550	62,500	212,043	Prior to reinstatement
Area reinstated during season	m <sup>2</sup>	11,197	25,332	16,880	20,500	73,909	Progressive rehabilitation
Imported Material	m <sup>3</sup>	5,200	4,200	1,100	0	10,500	Trenching bedding (aligned with deliveries)
Construction Compounds / stockpile areas	# IDs	1,2,3,4,5,9,10	1,2,3,5,6,7,9,10	1,2,5,6,7,8,10	5,8	N/A	Refer E701–E704. Areas vary by season based on staging
Total stockpile footprint	m <sup>2</sup>	8,800	10,200	7,600	4,400	N/A	Seasonal footprint (not cumulative)
Black Hawk helicopter activity days	Max No.	2	4	0	0	6	Heavy lift helicopter used for gondola tower installation only
Squirrel helicopter activity days	Max No.	12	53	14	5	84	Light / medium lift helicopter for foundations, concrete placement and remote works
Total helicopter activity days	Max No.	14	57	14	5	88	Combined helicopter activity across all construction tasks
General construction deliveries (truck)	Max No.	461	561	214	31	1,267	Structural materials, plant, equipment and general deliveries
Concrete deliveries (truck)	Max No.	189	320	53	5	567	Ready-mix deliveries
Average daily construction traffic	No. per day	6	6	2	<1	N/A	Heavy vehicle (truck) movements only
Peak daily construction traffic	No. per day	18	20	8	3	N/A	Worst-case day
Internal Earthwork Movements (Moxies)	No.	1,300	6,026	3,250	1,900	12,476	Two-way internal moxy movements (20 m <sup>3</sup> payload assumption)
Average daily internal earthwork movements	No. per day	11	40	22	13	N/A	Based on 120 days (S1) and 150 days (S2–S4)
Peak daily internal earthwork movements	No. per day	33	120	66	39	N/A	Approx. 3 × average daily movements
Internal material re-distribution movements	No.	700–900	850–1,100	320–430	50–60	~1,500–2,500	From logistics compound to workfaces via site plant
Average daily internal material re-distribution movements	No. per day	6–8	6–7	2–3	<1	N/A	Dispersed, low-intensity internal movements

Note: Quantities and areas are indicative and will be confirmed through detailed design and management plans. Values reflect construction activities anticipated within each construction season based on indicative sequencing.

# Effects managed through integrated design, staged construction, and progressive controls that minimise disturbance, protect sensitive environments, and support reinstatement.

### Purpose of this Section

This section sets out the overarching framework for managing environmental effects associated with construction of the Project. It describes the principles, controls, and management approaches that will be applied to avoid, minimise, and mitigate adverse effects during earthworks, infrastructure installation, and construction activities.

The framework is aligned with the staged construction methodology described in Sections 4 to 7 and is designed to support fast-track delivery while maintaining environmental protection outcomes appropriate to the alpine setting.

### Environmental Management Approach

Environmental effects management will be achieved through:

- Integration of environmental controls into construction staging, access, and sequencing
- Early containment of disturbance within defined corridors and approved footprints
- Progressive stabilisation and reinstatement of disturbed areas
- Seasonal planning to manage weather-related and alpine risks
- Use of established ski field management practices and certified construction management plans where required

This framework focuses on preventative controls, supported by monitoring, adaptive management, and incident response procedures.

### Scope of Environmental Effects Addressed

This section addresses the following key environmental matters relevant to construction effects:

- **6.1 Erosion and Sediment Control Principles**
- **6.2 Ecology, Wildlife Protection and Exclusion Approaches**
- **6.3 Wetland, Seepage and Waterway Management**
- **6.4 Noise, Dust, Vibration and Construction Lighting**
- **6.5 Spill Prevention and Incident Response**

Detailed, activity-specific controls will be confirmed through contractor methodologies and certified management plans where required. All plans will be required to demonstrate how compliance with resource consent, concession and wildlife permits will be achieved.

### Relationship to Construction Staging

Environmental controls will be implemented progressively and scaled to the nature, location, and duration of works at each stage of construction. Measures will be refined as construction advances and will respond to site conditions, weather, and operational constraints.

This approach ensures environmental effects are managed effectively while supporting safe, efficient delivery of the Project.



# Erosion and sediment effects are managed through early control, staged earthworks, and progressive stabilisation.

### Purpose

This section outlines the overarching principles for managing erosion and sediment effects associated with construction activities.

A separate Construction Environmental Management Plan (CEMP) and Erosion and Sediment Control Plan (ESCP) will be developed as part of the application and provides the detailed design, certification, and implementation measures required to manage erosion and sediment effects.

### Framework Approach

Erosion and sediment effects will be managed through a framework that prioritises:

- Early identification of erosion and sediment risk areas
- Avoidance and minimisation of exposed ground where practicable
- Progressive stabilisation of disturbed areas
- Protection of downstream environments and receiving waters

The principles in this section inform the ESCP and are aligned with the indicative construction staging and sequencing set out in Section 4.

### Key Principles

Erosion and sediment control across the Project will be guided by the following principles:

- **Minimise disturbance**  
Earthworks are confined to approved construction corridors and footprints, with unnecessary disturbance avoided wherever practicable.
- **Stage works progressively**  
Bulk earthworks, access formation, and service installation are sequenced to limit the extent and duration of exposed soils.
- **Implement controls early**  
Erosion and sediment controls are established prior to, or concurrent with, earthworks and maintained throughout construction.
- **Stabilise exposed areas promptly**  
Disturbed areas are progressively stabilised through shaping, compaction, surface treatments, or revegetation as works advance.
- **Integrate with access and drainage**  
Controls are coordinated with construction access routes, temporary drainage, and terrain management measures to reduce sediment mobilisation.
- **Respond to alpine conditions**  
Control measures account for steep terrain, variable ground conditions, and seasonal weather influences, including winter shut-down and seasonal stabilisation requirements where applicable.

### Relationship to the ESCP

The principles set out in this section will be implemented through the project-specific ESCP, which will:

- Define erosion and sediment control measures for each stage of construction
- Be prepared in accordance with regulatory requirements and good practice guidance
- Be refined through detailed design and contractor methodologies
- Provide for monitoring, maintenance, and adaptive management during works

This framework ensures erosion and sediment effects are managed effectively while supporting efficient construction delivery and environmental performance.

# Ecological values are protected through design optimisation, defined disturbance areas, and controlled construction practices.

### Purpose

This section sets out the framework for managing ecological and wildlife effects associated with construction activities. It describes how sensitive habitats and fauna will be protected through design optimisation, defined disturbance areas, exclusion measures, and controlled construction practices integrated with the overall construction staging and access methodology.

This section provides a construction-phase environmental management framework. Detailed ecological and wildlife management measures will be confirmed through supporting technical documentation and, where required, contractor-specific management plans.

### Effects Management Approach

Construction activities will be confined to identified disturbance areas. The Project design has been optimised to avoid ecological and wildlife disturbance to the greatest extent reasonably achievable through alignment of access routes, infrastructure corridors, platforms, and construction footprints with previously modified or less sensitive environments.

However, due to local ground conditions, terrain constraints, constructability requirements, wildlife movement patterns, and safety considerations, there may be limited circumstances where minor adjustments to disturbance extents or construction approaches are required during construction. Where this occurs, effects will be managed in a controlled and

proportionate manner, limited to the minimum extent necessary, and addressed through the refinement and adaptive management framework described later in this document.

Ecological and wildlife effects will therefore be anticipated, managed proactively, and controlled throughout construction, rather than addressed reactively.

### Management Principles

Construction activities affecting ecological values and wildlife will be guided by the following principles:

- 1. Avoidance of sensitive ecological areas and wildlife habitats**  
Works have been designed and sequenced to avoid sensitive habitats and areas of wildlife activity wherever practicable.
- 2. Defined disturbance areas and exclusion zones**  
Construction activities will be confined to approved access routes, corridors, platforms, and work areas, with exclusion zones established to prevent inadvertent encroachment into sensitive habitats.
- 3. Minimisation of disturbance extent and duration**  
Where disturbance cannot be avoided, the scale, duration, and intensity of effects on habitats and wildlife will be minimised.
- 4. Progressive reinstatement**  
Temporarily disturbed areas will be stabilised and reinstated progressively as works are completed, reducing habitat disruption over time.

- 5. Integration with construction staging**  
Ecological and wildlife protection measures will be aligned with construction delivery to limit concurrent disturbance and enable recovery between construction activity where practicable.

### Design Optimisation and Disturbance Limits

Disturbance limits and wildlife exclusion areas will be clearly defined through fastrack conditions, design documentation, construction drawings, and site controls. The construction footprint has been optimised to reduce habitat fragmentation, edge effects, and disruption to wildlife movement.

Any refinement to disturbance limits or construction approaches during construction will be subject to defined controls, documentation, and oversight to ensure ecological and wildlife effects remain within the assessed environmental envelope.



# Wetland, seepage, and waterway values are protected through avoidance, defined disturbance limits, and controlled construction practices.

### Purpose

This section sets out the framework for managing potential effects on wetlands, seepage areas, ephemeral flows, and waterways associated with construction activities. It describes how these hydrological features have been, and will continue to be protected through design optimisation, defined disturbance areas, exclusion measures, and controlled construction practices integrated with construction staging, access, and earthworks methodologies.

This section provides a construction-phase environmental management framework. Detailed hydrological assessment, monitoring, and site-specific controls will be confirmed through supporting technical documentation and, where required, contractor-specific management plans.

### Effects Management Approach

The Project design has been optimised to avoid interaction with wetlands, seepage areas, and waterways wherever practicable, through alignment selection, use of established corridors, consolidation of disturbance, and integration with existing infrastructure footprints.

However, it is recognised that due to terrain, ground conditions, hydrology, constructability requirements, and safety considerations, some hydrological features cannot be fully avoided. In addition, actual site conditions encountered during construction may vary from those anticipated at design stage.

Accordingly, there may be limited circumstances where localised interaction

with seepage, ephemeral flows, or waterway margins is unavoidable, or where refinement of construction methods or disturbance extents is required. Where this occurs, effects will be managed in a controlled and proportionate manner, limited to the minimum extent necessary, and addressed through the refinement and adaptive management framework described later in this document.

Hydrological effects will therefore be anticipated, managed proactively, and controlled throughout construction, rather than addressed reactively.

### Management Principles

Construction activities affecting wetlands, seepage areas, and waterways will be guided by the following principles:

- 1. Avoidance where practicable**  
Wetlands, seepage areas, and waterways will be avoided wherever practicable through design optimisation and construction sequencing.
- 2. Defined disturbance areas and exclusion zones**  
Works will be confined to approved construction corridors, platforms, and access routes, with exclusion zones established to prevent inadvertent encroachment into sensitive hydrological features.
- 3. Minimisation of disturbance extent and duration**  
Where interaction is unavoidable, the scale, duration, and intensity of disturbance will be minimised.

**4. Maintenance of hydrological function**  
Natural drainage patterns, seepage flows, and water conveyance will be maintained where practicable during and following construction.

**5. Progressive stabilisation and reinstatement**  
Temporarily disturbed areas will be stabilised and reinstated progressively as works are completed to reduce exposure and long-term effects.

### Design Optimisation and Disturbance Limits

Disturbance limits and hydrological exclusion areas will be clearly defined through design documentation, construction drawings, and site controls. The construction footprint has been optimised to minimise fragmentation of hydrological features and avoid unnecessary modification of natural drainage systems.

Any refinement to disturbance limits or construction approaches during construction will be subject to defined controls, documentation, and oversight to ensure effects on wetlands, seepage, and waterways remain within the assessed environmental envelope.



## 6.4 Noise, Dust, Vibration and Construction Lighting

### Purpose

This section sets out the framework for managing construction-related noise, dust, vibration, and lighting effects to protect operational ski field activities, public areas, and environmental values during construction.

Detailed management measures and monitoring requirements will be confirmed through contractor-specific management plans where required.

### Management Approach

Construction activities will be managed to minimise noise, dust, vibration, and lighting effects through:

- Design optimisation and staging to reduce concurrent disturbance
- Selection of construction methods appropriate to alpine conditions
- Integration with access, earthworks, and operational interfaces
- Effects will be managed proactively and adjusted where necessary to respond to site conditions, weather, and operational requirements.

### Key Management Measures

Management measures may include:

#### Noise and vibration

- Use of appropriate plant, equipment, and working methods
- Limiting high-noise or vibration-generating activities where practicable
- Coordination of activities to avoid unnecessary overlap

#### Dust

- Progressive stabilisation of disturbed areas
- Use of dust suppression measures (water) where required
- Management of vehicle movements on unsealed surfaces

#### Construction lighting

- Use of task-specific, directional lighting
- Avoidance of unnecessary night-time lighting
- Management of lighting spill to minimise effects on operations and the surrounding environment

#### Integration with Construction Staging and Operations

Noise, dust, vibration, and lighting controls will be coordinated with construction staging and operational requirements to:

- Maintain safe interfaces with ski field operations and public areas
- Avoid disruption during critical operational periods
- Ensure construction activities remain compatible with alpine operations

## 6.5 Spill Prevention and Incident Response

### Purpose

This section outlines the framework for preventing spills and managing incidents involving fuels, oils, hazardous substances, and other contaminants during construction.

### Prevention Measures

Spill prevention will be achieved through:

- Use of appropriate storage, handling, and refuelling practices
- Designated refueling and maintenance areas in carpark 1 and designated stockpile areas #3, #4 and #7.
- Regular inspection and maintenance of plant and equipment
- Contractor induction and training requirements

### Incident Response Framework

In the event of a spill or incident, response measures will include:

- Immediate containment and control of the source
- Protection of nearby land, drainage pathways, wetlands, and waterways
- Notification and escalation in accordance with site procedures
- Clean-up and remediation appropriate to the scale and nature of the incident

### Implementation and Oversight

Spill prevention and incident response will be implemented through:

- Contractor-specific spill prevention and response procedures
- Availability of spill response equipment on site
- Site supervision and environmental oversight during construction

Where required, detailed spill response measures will be confirmed through certified management plans.

# 7. Management Plans and Certification Pathway

## Purpose of this Section

This section identifies the management plans that will be prepared to support construction delivery of the Project and outlines the certification, approval, and implementation pathway.

The management plans translate the framework and principles set out in this document into site-specific controls to manage environmental, safety, and operational effects during construction.

Consistent with the Fast-track consenting process, detailed controls will be confirmed through certified management plans prior to construction, rather than fully detailed at consent stage.

### 7.1 Relationship to Supporting Technical Assessments

Management plans will be informed by the supporting technical assessments prepared for the Project, including environmental, geotechnical, ecological, and operational inputs.

This document establishes the overarching framework within which those plans are developed, ensuring consistency between consent documentation and construction delivery.

### 7.2 Certification and Approval Process

Management plans will be prepared by suitably qualified professionals and, where required, submitted for certification or approval prior to implementation.

No construction activities will commence in areas requiring certified plans until those plans have been approved.

Management Plans	Purpose and Scope
<b>Construction Environmental Management Plan (CEMP)</b>	FTAA Requirement: Provides the overarching framework for environmental management during construction, integrating all topic-specific management plans, roles, responsibilities, monitoring, and reporting requirements.
<b>Erosion and Sediment Control Plan (ESCP)</b>	FTAA Requirement: Sets out erosion and sediment control measures for earthworks, including staging, temporary and permanent stabilisation, inspection, and maintenance. A separate ESCP will be developed and certified prior to earthworks.
<b>Traffic and Access Management Plan (TAMP)</b>	NZSki Requirement: Manages construction traffic, access routes, interfaces with operational and public areas, and maintenance of emergency access throughout construction.
<b>Construction Noise and Vibration Management Plan</b>	NZSki Requirement establishes measures to manage noise and vibration effects, including equipment controls, work sequencing, monitoring where required, and response procedures.
<b>Spill Prevention and Incident Response Plan</b>	FTAA Requirement: Provides procedures for the storage and handling of hazardous substances and sets out spill response, containment, clean-up, and incident reporting protocols.
<b>Ecological Management Plan(s)</b>	FTAA Requirement: Manages effects on ecological values and wildlife through avoidance, defined disturbance areas, exclusion zones, and controlled construction practices.
<b>Health and Safety Management Plan</b>	NZSki Requirement: Establishes systems and procedures to manage construction health and safety risks, including alpine and high-risk working environments and coordination with operations.
<b>Earthworks Management Plan</b>	NZSki Requirement: Defines the methodology for staged earthworks delivery, including cut-and-fill optimisation, material reuse, temporary stockpiling, and surplus material management.

### 7.3 Adaptive Management and Refinement

Where site conditions, sequencing, or operational requirements differ from those anticipated, refinements to approved methodologies or management plans may be required.

Any refinements will be:

- Limited to the minimum necessary
- Managed through approved processes
- Documented and implemented in a controlled and transparent manner

### 7.4 Monitoring, Reporting, and Compliance

Implementation of management plans will be supported by monitoring and reporting processes proportionate to the scale and risk of construction activities, including site inspections and documentation of compliance and corrective actions where required.

## 8. Conclusion

### 8.1 Construction Feasibility

This Construction Methodology Framework demonstrates that the Project can be delivered in a safe, practical, and feasible manner within the constraints of a steep alpine environment and an operational ski field.

The framework confirms that:

- Construction activities can be staged and sequenced effectively
- Access, earthworks, utilities installation, and material management are achievable using established alpine construction practices
- Interfaces with ski field operations, public access, and emergency response can be managed safely and reliably

The methodologies outlined are consistent with industry best practice and reflect NZSki's operational experience in similar alpine settings.

### 8.2 Effects Manageability

The framework avoids, minimizes and mitigates construction effects through:

- Early design optimisation and defined disturbance envelopes
- Progressive construction, stabilisation, and reinstatement
- Integrated environmental, access, and safety management planning
- Clear pathways for refinement and adaptive management where required

Environmental effects, operational interfaces, and health and safety risks are addressed through coordinated management plans and certified processes, ensuring effects remain within the assessed and consented envelope.

### 8.3 Alignment with Fast-track Objectives

This document has been prepared to support the Fast-track consenting process by:

- Providing a clear, integrated construction methodology framework
- Demonstrating how effects will be managed without over-prescribing detail at consent stage
- Allowing appropriate flexibility through controlled refinement and adaptive management
- Establishing a robust pathway for certification, monitoring, and compliance

The framework provides decision-makers with confidence that construction can proceed efficiently while maintaining environmental protection, operational continuity, and safety outcomes.

### 8.4 Closing Statement

Overall, this Construction Management Framework confirms that the Project is deliverable, manageable, and compatible with the alpine environment and ski field operations.

Detailed design, contractor methodologies, and management plans will be finalised and certified in accordance with this framework prior to construction, ensuring consistency between consent approval and on-site delivery.