

Before Queenstown Lakes District Council

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In the matter of            The Resource Management Act 1991

And                            The Queenstown Lakes District proposed District Plan Topic 11  
Ski Area Subzones mapping

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**STATEMENT OF EVIDENCE OF YVONNE PFLUGER FOR**

Soho Ski Area Limited and Blackmans Creek No. 1 LP (#610)

Treble Cone Investments Limited (#613)

Dated 28 March 2017

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**anderson  
lloyd.**

## Qualifications and Experience

- 1 My name is Yvonne Pflüger. I am employed as a Principal Landscape Planner for Boffa Miskell Limited (“BML”), an environmental consultancy specialising in planning, design and ecology. I have been employed at BML’s Christchurch office for ten years and am a Principal in the company.
- 2 I hold a Master's degree in Landscape Planning from BOKU University, Vienna (Austria, 2001) and a Master's degree in Natural Resources Management and Ecological Engineering from Lincoln University (NZ, 2005). I am a Full Member of the Resource Management Law Association and a registered member of the New Zealand Institute of Landscape Architects, as well as a Certified Environmental Practitioner under the Environment Institute of Australia and New Zealand.
- 3 I have practised as a landscape planner for over 13 years on a wide range of projects including environmental and visual effects assessments, nature conservation and river restoration, and recreation planning. As part of my professional career in Austria, I have been involved as a project co-ordinator in several projects funded by the European Union, which involved the preparation of management plans for designated protected areas.
- 4 During my time at Boffa Miskell I have played a key role in preparing several landscape studies for various territorial authorities throughout New Zealand’s South Island, including studies for Banks Peninsula, the Southland Coast, the Te Anau Basin, which included the assessment of the landscape’s capacity to absorb future development. I was the project manager and key author of the Canterbury Regional Landscape Study Review (2010) and Ashburton, Invercargill, Hurunui and Christchurch District landscape studies (2009-2015). The preparation of the above mentioned studies, and subsequent hearing evidence, involved evaluating landscape character and quality for these regions and districts and advising councils on objectives and policies for the ongoing management of the landscape.
- 5 I have also prepared a large number of landscape and visual assessments for development projects of varying scales within sensitive environments, including preparation of landscape evidence for Council and Environment Court hearings. Relevant projects I was involved in within the Queenstown Lakes District included Treble Cone gondola, Parkins Bay resort and golf course, Jacks Point Zone, a number of gravel extraction operations, the Queenstown airport runway extension and several consent applications for private rural subdivisions.
- 6 I was involved in the preparation of the Cattle Flat Resource Study (BML, 2006) and prepared an assessment report of the landscape and visual effects of the proposed gondola at Treble Cone in 2005 and provided evidence at the Council

hearing relating to this project in 2008. I also presented evidence at the current DPR hearing on Chapter 21 (Rural Zone Stream 02) for Soho and Treble Cone. I confirm that I have visited both the Treble Cone and Soho Ski areas on several occasions.

7 I also assisted Darby Partners with various landscape planning related tasks at Soho Ski Field over the past two years. This has provided me with the opportunity to access the area twice on the ground and once by helicopter, which included the area proposed as SASZ extension via the recently built access track. As part of my work, I have also assessed the visibility of a potential lift corridor within this SASZ extension from a variety of viewpoints within Cardrona Valley and the Snow Farm access road, as illustrated with photographs in my graphic attachment.

8 In preparing this evidence I have reviewed:

(a) The reports and statements of evidence of other experts giving evidence relevant to my area of expertise, including:

(i) Hamish McCrostie for submitters Soho & Blackmans Creek (#610) and Treble Cone (#613)

(ii) Chris Ferguson for submitters Soho & Blackmans Creek and Treble Cone

(b) Cattle Flat Resource Study Resource Study, which was prepared by BML in 2006 and used to inform the land use planning for Treble Cone gondola

(c) Technical landscape report accompanying S42a report prepared by Marion Read landscape architect

9 I have read the Code of Conduct for Expert Witnesses in the Environment Court Practice Note. This evidence has been prepared in accordance with it and I agree to comply with it. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

#### **SCOPE OF EVIDENCE**

10 My evidence is focussed on landscape and visual amenity effects associated with the extensions to the SASZs proposed by the above named submitters for Treble Cone and Soho ski fields.

11 I also comment on the proposed district plan provisions as they relate to SASZs and as they apply to the proposed extensions in terms of landscape and visual amenity effects.

## **Executive Summary**

- 12 My evidence provides a detailed description of the existing landscape character and values found within the existing Treble Cone and Soho ski fields, as well as within the proposed SASZ extension areas.
- 13 In my assessment I conclude that the landscape's ability to absorb change within these extension areas is relatively high due to the existing modifications in the ski areas and the access corridors. In my view, the presence of existing distinctive nodes of intensive development within the SASZs needs to be acknowledged in the context of the more natural wider ONLs of the district.
- 14 The rules associated with the two SASZ extensions are proposed to be amended as outlined in Appendix 5 to Mr Ferguson's evidence (see amended relief).
- 15 The proposed modifications, such as buildings and lifts within the identified passenger lift corridor/ facilities overlay would be contained within areas that have already undergone substantial change in the form of the formation of access roads, where further change is anticipated by approved consents (for Treble Cone), and where further change could be successfully absorbed into the landscape.
- 16 In the context of the SASZ extensions for Treble Cone and Soho I consider the spatial restrictions of buildings and lifts as they relate to the potential passenger lift corridor and associated buildings appropriate in order to ensure change is contained to be within visually disturbed corridors and where the landscape values of the wider SASZ areas are able to be managed through an appropriate consent process.
- 17 Overall, I consider the SASZ extension proposed for the Treble Cone and Soho ski areas in combination with the two additionally proposed overlays (passenger lift corridor and ski area facilities) and associated rules to be appropriate.

## **Existing Environment Description**

- 18 The section below provides a comprehensive assessment of the existing landscape contexts of both Treble Cone and Soho ski fields. The landscape character and values description includes the wider context of surrounding valleys and mountains, the existing ski fields and proposed extension areas. I acknowledge that Dr Read provided brief summaries (e.g. par 6.4 for Treble Cone) in her evidence, but she does not address the existing environment in detail. My graphic attachment contains over view maps that show locations and relevant features (see Figures 1 and 2 for Soho, Figures 10 and 11 for Treble

Cone). For both areas a number of photo graphs included in the attachment illustrate the environment and visibility from a variety of views.

#### TREBLE CONE LANDSCAPE CONTEXT

- 19 Treble Cone ski field is located on the steep east facing slopes of the Harris Mountain Range (see Figures 10-11). Over time rivers and creeks draining the eastern part of the range have deeply incised steep channels on predominantly steeply dipping schist and greenschist. Extensive rock outcrops and bluffs occur on the slopes at all altitudes. Treble Cone (2058m), End Peak (2100m) and Roys Peak (1578m) form prominent features along the eastern ridge of the range, visible from the open areas to the east around Lake Wanaka and Wanaka Township. These peaks and ridges form a visual boundary to the Matukituki and Motatapu Valley landscape.
- 20 The east facing flanks of the Harris Mountains above the Matukituki and Motatapu Valleys exhibit, like other parts of the mountains range, steep dipping schist with very rugged rock outcrops and bluffs. The mountain faces are characterised by the ice plucked downward creeping slopes and incised gorges. Twin Falls south of Treble Cone Ski Field road is a prominent feature, as the water plummets 100 metres down a steep bluff.
- 21 South of Treble Cone Ski Field the terrain is generally more moderate with alpine basins reaching the crest of the Harris Mountains. While the upper mountain slopes support snow and alpine grassland and scree, the areas below 1100 metres are more modified with, predominately, fernland and pasture cover. Beech and regenerating shrubland can only be found on some lower areas and in some gorges and gullies.
- 22 The ski field overlooks the wider landscape around Lake Wanaka and mountain ranges surrounding the basin. Features viewed from Treble Cone Ski Field include the distinctive isolated mountains (roches moutonnees), which add variability of scale to the landscape. Views also extend into parts of the lower Matukituki Valley with its braided river bed and into Hospital Flat (see Figures 10-11).
- 23 The Treble Cone Ski Field road is a visible feature of this landscape and its presence impacts on the visual intactness of the slopes. Treble Cone ski field is located on Cattle Flat Station with access via a steep, winding gravel road. The Wanaka- Mount Aspiring Road, which also serves as an access route along the Matukituki Valley to Mount Aspiring National Park, provides access to the unsealed ski field access road. The base of the existing ski field road is located approximately 21km northwest of Wanaka township along Wanaka-Mount Aspiring Road.

- 24 While most of the lower flat areas are formed from material deposited by the Matukituki and Motatapu Rivers, a series of small, active fans have formed where streams enter the valley from the mountain slopes to the west. Due to the coarser material deposited on the fans, this landscape unit is better drained than the river flats. These active fans, often with extensive matagouri, are a feature near the ski field road. Below End Peak is a series of low terraces and sloping fans, which have not been cultivated. A mix of native and exotic vegetation occurs, including short tussock, matagouri, briar and pasture grasses. The fans along the base of the eastern flanks of the Harris Mountains provide a more unkempt landscape character than the Motatapu Valley flats below. Above the fans the rocky Harris Mountain flanks rise steeply and streams have cut deep gullies into the tussock covered slopes.
- 25 The base of the ski access road lies within a farmed part of the Motatapu Valley (see Figure 15), which is set between the impressive slopes of the Harris Mountain Range to the west and a prominent roche moutonnee to the east. These vertical landscape elements visually contain the valley and provide an impressive backdrop to views from Cattle Flat in an easterly direction. The meandering Motatapu River, which flows along the base of the roche moutonnee, is lined by willows, and mature exotic trees near Cattle Flat Homestead, are the only plants of notable height on the valley floor. The landscape character of the valley floor is generally open, while containing typical rural elements, such as stock fences, improved pasture, and farm sheds (see Figure 14). A node of development with farm buildings, infrastructure, machinery and clusters of exotic trees is located around Cattle Flat homestead. These two developments in the valley, (the ski field road and Cattle Flat station) are obvious signs of human use and modification, and form an integral part of the existing environment.

#### Treble Cone/ Harris Mountains Landscape and Visual Amenity Values

- 26 Outside the operational ski field and access road corridor higher naturalness is evident on the upper mountain slopes (above 1100 m) of the Harris Mountains. Agricultural land use potential is generally very limited due to its steep slopes. In terms of wider landscape values associated with the eastern part of the Harris Mountain range, aesthetic values of this legible landscape are high. The Range forms a coherent backdrop for the entire Glendhu Bay area and a visual boundary along the entrance road to Mount Aspiring National Park. The wider landscape demonstrates transient values to a significant extent. Dramatic aesthetic effects result from changing light and weather conditions throughout the day and year. When peaks, such as Treble Cone and End Peak, are covered in snow, tussock slopes and deep gullies provide spectacular contrasts to the amenity landscapes in the foreground. The entire Harris Mountain Range

has been identified as an Outstanding Natural Landscape, including its slopes and Treble Cone ski field.

- 27 Close to the buildings at Cattle Flat Station there are coniferous plantations, amenity plantings and a row of poplars. The paddocks are managed for agricultural use, the rivers have been straightened and embanked, there are deer sheds, races and fencing, linear shelter plantings and other exotic plantings and trees, particularly along the water courses. In itself the valley landscape is substantially modified and, apart from its foreground spaciousness, lacks the natural characteristics normally associated with the outstanding natural landscapes of the district. If it were not for the surrounding mountains this would be considered an unexceptional agricultural landscape. However, it is an important foreground when viewed from the Wanaka - Mount Aspiring Road.

#### Treble Cone Ski Field Description

- 28 Recreation values of the mountain range are very high, as Treble Cone Ski Field is one of the major tourist attractions in the Wanaka area. While user levels are highest in winter, the ski field road is also frequently utilized in summer by hikers, mountain bikers and paragliders to access the area.
- 29 The existing ski field extends approximately between 1250masl and 2000masl in elevation, with the base buildings and car parks located the lower contours. There are several chair lifts on the east facing slopes of the main basin, as well as in the south facing Saddle Basin. The earthworks and grading of tracks and ski slopes is fairly obvious within the scree during summer time and less distinctive during winter when covered in snow.
- 30 Apart from the existing ski field development above 1250m, a gondola was consented in 2008 (see Figure 12). The gondola would provide access to the ski field from the Motatapu Valley floor, potentially reducing the pressure on the unsealed road as a means of accessing the ski field. The consented base station for the gondola is on a site adjacent to the ski field road, which provides landscape characteristics that give it a higher potential to absorb change within the relatively open valley floor context. The low-lying, relatively flat area is nestled against the mountain slopes and is viewed together with the existing ski field development. The landscape in this area is characterised by existing modification, some visual containment and relatively flat ground. The base station and carpark as consented will be located in a low-lying area and will only be visible from viewpoints within a confined visual catchment around Cattle Flat. Screen planting and bunding will be implemented as part of the consent conditions to further minimise visibility of the development from viewpoints along Wanaka - Mount Aspiring Road. A careful choice of colours and

materials, also specified in the consent conditions, will help to visually integrate the proposed structures into the landscape.

- 31 The consented gondola cableway follows the disturbance corridor of the ski field road (see Figure 15), providing an obvious visual relationship between the ski field entrance, the gondola and the access road. The cable way will follow the base of the slopes and will not adversely affect the open space values of Cattle Flat. I consider the visual effect of the consented gondola proposal within a corridor on the mountainside, which has already been substantially modified by an existing ski field road, low, when viewed both from nearby view points in the Motatapu Valley and in particular when viewed from further away (e.g. Lake Wanaka and parts of Wanaka Township). The base buildings and associated car park area were designed in a location and to an extent that the development will, in my opinion, not appear visually prominent within the valley floor (see Figure 13). The consented base station and carpark will be perceived in the context of the existing ski field road and the cableway will follow this disturbance corridor (see Figure 15).
- 32 The top station and upper third of the consented cableway (above the 950m contour) are within a broad basin below Treble Cone Peak. The Treble Cone basin is visually dominated by the ski field with its buildings, earthworks, structures, tracks and so on. Much of the lower part of the basin within the SASZ extension is not visible from the Motatapu valley (see Figure 15). The ski field is a node of development within an impressive mountain setting with panoramic views from the ski field out to Lake Wanaka and the surrounding mountains.
- 33 In summary, what characterises the existing environment of the Treble Cone ski field is a varied; it has a dramatic and natural broader landscape context, but with a significant level of nearby modification resulting from both agricultural intensification and the presence of the Mt Aspiring Road and existing ski field access roads, and the consented gondola development.

#### SOHO SKI FIELD AND CARDRONA VALLEY LANDSCAPE CONTEXT

- 34 Soho ski field is located within the mountainous landscape of the Cardrona Valley (see Figures 1-2). The Cardrona Valley is one of a number of valleys located between the Wakatipu Basin to the south and the Wanaka Basin to the north. The valley is contained by the jagged peaks and ridges of the Crown Range and Harris Mountains to the west and the Pisa/ Criffel Range to the east. Further westwards are the Motatapu and Soho Valleys, further eastwards are Lake Dunstan and the Dunstan Mountains.
- 35 The Cardrona River, central to the Cardrona Valley, flows in a north-north-easterly direction, 32 km down the Cardrona Valley. Its headwaters originate at



Mount Scott on the Crown Range, draining the western flanks of the Criffel Range, and from the eastern side of the Crown Range north to Mount Alpha. The snow covered landscape is an integral part of the landscape's visual character as is the ephemeral agricultural occupation of the landscape.

- 36 Access to the Cardrona Valley is provided by the Crown Range Road, which connects the Wakatipu Basin with Wanaka. Central to the valley is the small settlement of Cardrona, with its historic hotel and pub/restaurant. Residential development is also present within the valley, notably around the Cardrona settlement, and also further northwards towards Wanaka, where farmsteads and isolated lifestyle properties are evident. Two ski areas are also contained within this valley landscape. The Cardrona ski field is located around Mt. Cardrona on the western side of the valley, with access currently provided by a ski field road which switch-backs up the eastern facing Mt. Cardrona slopes. Almost directly opposite is Snow Park, a ski-field and snow-activity area, with access via a track which switchbacks up the westerly slopes of the Criffel Range. Access to both ski areas is located off the Crown Range Road close to the settlement of Cardrona.

#### Wider Cardrona Valley Landscape Character

- 37 The Upper Cardrona Valley, where the Crown Range Road gradually descends towards the Cardrona Township, is contained by the surrounding mountain ranges. The steepness of terrain in this part of the valley means that the valley floor is very limited in size, often the width of only the river and road. The sinuosity of the road also provides for close up views, with each turn revealing different vistas. In these views, long distance views are almost impossible within the incised valley. There is very little, if any modification associated with this part of the valley, with the road and its associated infrastructure (bridges and culverts) being the only significant man-made structure.
- 38 The central part of the Cardrona Valley is located below Mt. Cardrona to the west and the western-facing slopes of the Pisa Range to the east. The slopes are steep, to very steep at higher elevations and appearing less steep close to the valley floor. The valley floor itself is, in places wide (i.e. 400 m), where reasonably flat alluvial plains and terraces support a range of grazing and other rural structures. Central to the valley is the Cardrona River and the Cardrona Valley Road. The small settlement of Cardrona is located within this character area, as are the two ski-field areas of Cardrona to the west and Snow Park to the east. A track currently extends from the valley bottom to both ski fields immediately north of the settlement of Cardrona. The central valley is more open in character than the upper valley, and contains much modification. Alongside the Cardrona Hotel are residences, tracks, power lines, carparks, an airstrip, grazing areas, tracks and agricultural structures. The Cardrona

Township extends along approximately 2km the road with several clusters of outlying development.

- 39 The valley floor and lowland terraces of the Cardrona Valley display a predominantly agricultural character, whilst the landscape is typified by open views to the mountain peaks with wide vistas displaying high country tussocklands (see Figure 7). At higher altitude there has been minimal change during human colonisation, less so than lower areas where beech forest has been historically replaced by tussockland and pasture. The introduction of grazing animals to the alpine landscape has had some degree of change with adaptation and modification of plant species. Cultivation and burning practices have modified the landscape to what it is today. In and around the Cardrona Township the visual experience is more modified with the close presence of exotic vegetation, existing buildings and landform to the west of the road with intermittent views of the surrounding high country landscape to the eastern side of the valley (see eg Figure 9).
- 40 The valley floor of the northern Lower Cardrona Valley retains a consistent width as it extends northwards towards Wanaka. Contained by the slopes associated by the Criffel Range to the east and by the rugged, much higher peaks, ridges and easterly facing slopes of Mt. Alpha and Middle Peak to the west, this northern part of the valley is broader than the upper and central sections. There are numerous old gold working relics in the area, including those associated with the Criffel Range and around Harveys Gully.

#### Soho/ Cardrona Valley and Mountains Landscape and Visual Amenity Values

- 41 The Cardrona Valley is identified as an outstanding natural landscape within the QLDC District Plan. It encompasses the entire valley catchment, along with many of the parallel valleys. This landscape, defined by its catchment, therefore retains very high landscape values.
- 42 The valley clearly displays its formative processes, where glacially carved smooth-crested lines of the Pisa and Criffel Ranges contrast with the jagged mountains of the eastern Harris Range (including Mt. Cardrona). The steep slopes and deep cut valley are resultant of tectonic, glacial and alluvial forces and are typical of this part of the country. Biotically, the valley supports a range of flora and fauna. The valley retains high scenic and aesthetic values, principally due to its dramatic natural setting and limited modifications. Although much of the valley is experienced from the Crown Range Road, other opportunities such as the ski-field roads as well as aerial-related activities provide an elevated view of the valley. The Cardrona Valley has a rich history, being principally established during the 1860s during the gold rush. The Cardrona Hotel, along with the Cardrona Hall and Church are notable historic

buildings, along with many of the old gold mining sites that are peppered throughout this valley. The valley also retains a strong association with skiing, due to the presence of the Cardrona ski field and the Snow Park/ Snow Farm ski areas. Based on these identified values, I agree with the QLDC District Plan maps that identify the existing Soho ski area and proposed SASZ extension located within a broader ONL.

- 43 The Cardrona Valley is primarily accessed via the Crown Range Road, which extends along the entire valley bottom ultimately connecting Queenstown in the south with Wanaka in the north. The sinuosity of the road, as it navigates various bluffs and slope protrusions, provides for numerous valley experiences, notably within the upper Cardrona area. Occasional glimpses down the valley to the peaks and ridges in the distance as one travels through this landscape add further to the natural scenic values. Central to this valley is the historic hotel at Cardrona. The small settlement which now surrounds this hotel provides more of a destination, as well as the two ski fields (Cardrona and Snow Farm). Based on this, it is considered that the Cardrona Valley also holds strong visual amenity values.

#### Soho Ski Field Description

- 44 The proposed extension to the Soho Ski Area are located within the mid Cardrona Valley on the east-facing slopes of Mt. Cardrona, between the watercourse gullies of Little Meg to the north and Callaghans Creek to the south (see Figure 2). The existing SASZ also includes the west facing slopes above Soho Creek in the Arrow catchment and the south-facing Willow Basin. The Soho/ Blackmans Creek ski area is steep to very steep on its upper elevations, however retains a moderate level of steepness close to the valley floor. Exposed rocky bluffs are evident throughout the area, notably more so on more elevated land. Land use is grazing, with the upper parts used for skiing.
- 45 The vegetation communities within the Soho/ Blackmans Creek ski area are part of a wider continuous system within the catchment. The Blackmans Creek and Soho Ski Area contain land managed as part of a grazing lease that extends throughout the wider Cardrona Valley. Historically the entire property to the ridgeline was oversown with exotic pasture grass species and frequently fertilised as grazed land. As a result there is an underlying pasture cover which becomes more predominant at a lower altitude. An operational fence line at approximately 1000masl controls stock between high country and lower year round grazing. At this point there is a marked change in tussock cover due to the frequency and intensity of grazing. Extensive grazing occurs below the fenceline that roughly follows the 1000m contour.

46 Immediately to the north of the Soho ski area is the existing access road to the Cardrona ski field and the extensive earthworks and structures/ buildings associated with the operational ski area (see Figures 7 and 9). A further track extends from the Crown Range Road, through the proposed SASZ extension, terminating at the site of the existing groomer shed. The upgraded Soho access track has recently undergone widening with associated earthworks that are visible from parts of the valley floor. The construction was undertaken in a sensitive manner, where existing tussocks were placed on batter slopes to assist with the visual integration of the earthworks. A small, relatively level lower slope of Mt. Cardrona, towards the lower elevated part of the SASZ extension contains a small airstrip.

### **SASZ EXTENSIONS – LANDSCAPE CAPACITY TO ABSORB CHANGE**

47 In the following section of my evidence I will provide an assessment of the landscape's ability to absorb change within the SASZ extension areas for Soho and Treble Cone ski fields as promoted by submitters Soho Ski Area Limited and Blackmans Creek No. 1 LP (#610) and Treble Cone Investments Limited (#613). As part of this assessment I will highlight any areas of disagreement with Dr Read's assessment accompanying the S 42a report.

48 It should be noted that the above named submitters have amended the relief sought to now promote specific corridors that allow for passenger lift systems as controlled activities within the SASZ extensions and Ski Area Facilities Overlays where potential base buildings could be located as controlled activities. Mr Ferguson in his evidence describes the amended relief in detail and provides an associated amended rule framework and section 32 analysis to support this. I will specifically comment on the suitability of these areas with proposed overlays to absorb these specific activities/ modifications.

49 Landscape capacity refers to the degree to which a particular landscape character type or area is able to accommodate change without significant effects on its underlying values, or overall change of landscape character type. Capacity is likely to vary according to the type and nature of change being proposed. The basis for the capacity assessment in my evidence is the landscape character and sensitivity analyses outlined in the existing environment description. The landscape's sensitivity relates directly to its capacity to accommodate further ski area related development, such as lifts and base buildings and earthworks associated with tracks.

### **TREBLE CONE SASZ EXTENSION – LANDSCAPE'S CHANGE ABSORPTION CAPABILITY**

50 The currently consented gondola and base station location is described in detail in the previous section of my evidence. In summary, the alignment of the

gondola follows the disturbance corridor of the existing ski field road and the base station buildings are located in the vicinity of the road, set in proximity to the base of the slopes. A gondola and associated base buildings and car park were considered an acceptable landscape outcome in this location in the Environment Court decision for the consent application (RM060587). The recent amendments to the relief sought in the submission show the proposed area for Ski Area Facilities where the base station and car park were consented and the corridor for a passenger lift system is aligned with the consented gondola cableway. Since the landscape's ability to absorb this type of change has been established for this area through the granted consent application, I consider that the identified areas for development are appropriate, particularly given the refined relief to provide for a specifically located lift corridor and base building location.

- 51 The remainder of the SASZ extension for Treble Cone falls almost entirely below the 1100m contour line. The proposed extension area extends roughly between the two incised steep waterways that define the northern and southern extent of the existing ski field road. In its lower reaches the proposed extension reaches the Wanaka-Mount Aspiring Road and encompasses some of the buildings associated with Cattle Flat Station Homestead. Dr Read outlines a description of the proposed SASZ extension in para 6.4, which I consider reasonably accurate.
- 52 The visibility of the lower slopes and the fans to the north of the existing ski field access road is high along an approximately 2km long section of the Wanaka-Mount Aspiring Road, as this part of the valley is quite open without substantial trees between Cattle Flat homestead area and Twin Falls Stream. Around Cattle Flat Station mature exotic trees and a cluster of buildings visually confine the views across the valley to the north. In the south a large roche moutonnee separates the area between Cattle Flat and Hospital Flat visually and physically. While the ski field within the existing SASZ is visible from a range of long distance viewpoints, such as Beacon Point in Wanaka Township (approx 20km away), the lower part of the existing ski field access road, where the proposed SASZ extension is proposed, is mostly obscured by the roche moutonnee to the south from areas outside Cattle Flat with generally only the top two bends of the existing ski field road visible.
- 53 In paras 6.5 to 6.8 Dr Read draws attention to the fact that earthworks could have adverse visual effects on the slopes within the SASZ extension. I agree that the effect of earthworks could be adverse if they occur outside the already visually disturbed corridor of the access road. Nevertheless, I consider that the existing access road has already modified this part of the slopes to an extent that further earthworks within this corridor would be perceived as a part of the existing ski field development without significant additional visual effects (see

Figure 15). Under the proposed rules package only limited activities requiring earthworks, such as recreational trail formation, could occur within the SASZ extension below 1,100m outside the identified corridor/ overlay. In addition, I recommend, the inclusion of a matter of control in relation to rehabilitation to ensure that the effects of earthworks can be minimised following construction within the lift corridor.

54 Dr Read also raises concerns in relation to the visual and landscape character effects of buildings on the valley floor (paras 6.5 and 6.7). I share these concerns for buildings on the open valley floor, close to the Wanaka- Mount Aspiring Road, where the openness of the landscape could be adversely affected by larger-scale built structures. The proposed Ski Area Facilities overlay, which would allow for buildings as a Controlled activity, was identified near the modifications of the access road, where it would be viewed against the backdrop of the Treble Cone slopes (see Figures 13-15). At this location the landscape's change absorption capability is significantly higher than on the open flats adjacent to the Wanaka- Mount Aspiring Road. I consider that buildings and a carpark in this location could be successfully integrated into the landscape without high adverse effects, subject to matters of control in relation to landscape effects (requiring eg appropriate screening of the carpark area and limits in terms of size / scale). The extent of the controlled activity building form would be similar to the consented activities, and I therefore consider that such development would be appropriate based on findings in my previous evidence in relation to the project, subject to matters of control as outlined in Mr Ferguson's evidence, which includes:

- *Location, external appearance and size, colour, visual dominance.*
- *Associated earthworks, access and landscaping.*
- *Provision of water supply, sewage treatment and disposal, electricity and communication services (where necessary).*
- *Lighting*
- *Landscape and amenity values*
- *Natural conservation values*

55 The last two matters of control listed above are proposed to be added and would enable rehabilitation to be considered in respect to both effects on landscape and conservation values. In my view, it would be appropriate to include these assessment matters, as rehabilitation of areas where earthworks occurred during construction is important to ensure that long-term landscape and ecological effects can be avoided.

56 Overall, I consider the SASZ extension proposed on the east facing slopes below Treble Cone in combination with the two additionally proposed overlays (passenger lift corridor and ski area facility) and associated rules outlined in Appendix 5 to Mr Ferguson's evidence (see amended relief) to be appropriate.

## SOHO SASZ EXTENSION – LANDSCAPE'S CHANGE ABSORPTION CAPABILITY

- 57 The proposed extension to the Soho SASZ boundary is located in an area around the northern head of Blackmans Creek in its upper reaches and extending downslope between Callaghans Creek and the southern side of Little Meg. In its lowest reaches it includes both sides of Callaghans Creek and includes a distinctive plateau area at the base of the spur to the south of Little Meg (see Figure 9). Within this extended area is an established access track leading from the Cardrona Valley Road to the Soho ski area.
- 58 In paragraph 5.28 Dr Read describes the proposed ski area extension to Soho ski field, which is a relatively slim area to the south of Cardrona Township. Dr Read states that the extension is located within the Cardrona visual catchment, which is correct. However, the proposed extension only extends downslope well below the ridgeline above the Cardona River catchment and does not include the Arrow River or Wakatipu Basin visual catchment (see Figure 2) as stated in Dr Read's report (para 5.28). It should be noted though that the existing SASZ covers the slopes extending to the base of the Arrow catchment and this extent of the SASZ is not sought to be altered.
- 59 The proposed ski area extension could in part serve a passenger lift alignment in the future as a controlled activity under the originally requested relief. As part of the amended relief (see evidence Mr Ferguson) an area for a new Passenger Lift Corridor overlay has been identified, in order to further confine the area where this could be undertaken as a controlled activity. I have investigated the potential landscape and visual effects of a possible passenger lift alignment in this area and will outline my conclusions in relation to its visibility in the following paragraphs.
- 60 I concur with Dr Read's view that the topography of the SASZ extension is complex and that the area has some ability to absorb development because of that (para 5.29). As she states correctly, a large flat area at the base of the spur has the potential to absorb buildings without visibility from the valley floor, as the high-lying area is located on top of a steeply rising terrace (see Figure 4). The relief sought has been further refined to identify an area with a Ski Area Facilities Overlay in this part of the SASZ extension, where potential base buildings for a gondola and associated car parking could be absorbed into the landscape without visual effects from the Cardrona Valley Road, Township or nearby areas.
- 61 The primary visual catchment for a potential passenger lift alignment and a base station within the facilities overlay lies within the central Cardrona Valley (see Figures 6-7). This includes the short sections along the transport route of the Crown Range Road south of the Cardrona township and the Cardrona

Valley Road to the north of the township; as well as the outskirts of Cardrona township and the elevated private and public land on the eastern side of Cardrona Valley (the west facing slopes of the Pisa/ Criffel Range, see Figure 8).

- 62 Dr Read raises particular concerns about the visibility of a potential passenger lift from the Crown Range Road to the south (para 5.30). The upper part of the proposed passenger lift corridor along the spur between Callaghans Creek and Little Meg falls within the existing SASZ (above the 1000m contour). For road users travelling on the Crown Range / Cardrona Valley Road the views to a potential passenger lift are intermittent and partially blocked by landform (ridge to the south of Callaghan's Creek) and/ or vegetation (see Figure 3). A passenger lift in its totality can be aligned so that it cannot be seen from any one point due to topographical variation and vegetation curtailing views along the Crown Range Road. Where views of larger portions of a lift could be obtained, these are generally at distances of over 3km, where topography and view sightlines open up along the valley. The lower part of a passenger lift, which would fall within the SASZ extension, would only be visible around Callaghan's Creek (see Figure 4). Only the very top (maximum four or five towers, which are located within the existing SASZ) would break the skyline when viewed from the south, although viewing distances towards these would be in excess of 2km (see Figure 3). Buildings and passenger lift systems are controlled within the existing SASZ. Change within the landscape to include ski area activities can therefore be considered an anticipated part of the receiving environment.
- 63 Travelling south along the Crown Range Road a potential passenger lift alignment would be intermittently visible at a distances of over 3km along two stretches of road, screened at various points by vegetation. A passenger lift alignment contained within both the existing SASZ and proposed extension would be intermittently visible along these stretches of road to the north of Cardrona Township by motorists, while the base and top stations would be screened by landform. It is likely that the residential dwellings along Pringle Creek Road (see Figure 6) and adjacent roads would be able to gain some views of part of the passenger lift alignment. The vast majority of the proposal, if seen, would be evident against a land backdrop, which further reduces visual prominence (see Figures 5-7). From the centre of the Cardrona Township, it is considered that no part of a potential passenger lift would be visible due to intervening landform that curtails views in the south westerly direction.
- 64 Dr Read highlights in para 5.31 and 5.32 that the proposed SASZ extension would allow development to spread to the southern side of Little Meg Creek, compromising the natural containment of the landform and raising concerns about adverse cumulative effects on the landscape as further sprawl around the



town's southern boundary would be invited. In my view, this visual separation of the potential base station and potential passenger lift alignment is a positive aspect of the proposed SASZ extension to avoid adverse visual effects on residents and visitors of the township. I consider a ski lift and associated buildings to be a distinctively different development to residences, and therefore, I do not consider it to be sprawl. Furthermore, the valley narrows to the south of Callaghan's Creek which renders further residential development unlikely in this area. I note that the SASZ extension would not allow for residential development, and the limited uses located within defined areas of the overlays would not constitute sprawling development in relation to the township in my view.

65 In para 5.32 Dr Read addresses the potential of effects of earthworks in the upper reaches of the site, which in her view could be significant, resulting in the alteration of the natural landforms and the spread of effects into a new visual catchment. I disagree with her view, since the proposed SASZ extension is located within the lower slopes with the upper slopes being contained within the existing SASZ area. In addition, I also note that the SASZ extension already contains an access track that required earthworks, which would provide the visual context for further earthworks. I also consider it incorrect that visual effects would spread beyond the Cardrona visual catchment.

66 In terms of cumulative effects Dr Read states in para 5.32 of her evidence that a gondola constructed on proposed SASZ extension land would be visible in conjunction with that consented by RM070610 (Snow Farm)<sup>1</sup> causing an adverse cumulative effect on the landscape of the broader valley. I reviewed the consented plans and the landscape evidence prepared by Mr Espie for the Snow Farm gondola hearing to assess the potential combined visibility. I concluded that the bottom and top stations of the Snow Farm gondola would not be viewed together with the stations of a potential Soho lift, apart from selected elevated viewpoints. The lift cableway alignment could potentially be seen together when in proximity to either one of the base stations (ie just south of Callaghan's Creek and around Boundary Creek). When approaching from the south the Snow Farm gondola only moves into view as the valley opens up when arriving near Callaghan's Creek, with the majority of the views confined to the north when approaching Cardrona Township. When travelling from the north there may be some short sections of highway where parts of both lift cableway alignments are visible in the same view extent (see Figure 7). However, the

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<sup>1</sup> See Dr Read para 5.7: Consent also exists for a gondola to extend from the valley floor to the north of the township, providing access to the Snow Farm property on the Pisa Range (RM070610 which expires in May 2018). This consent includes a base building and extensive car parking, both below the level of the Cardrona Valley Road.

viewing distance for the Soho SASZ lift alignment would be more than 5.5km (approx distance between the two base stations). In my view, the significance of these potential cumulative effects relating to the two potential lift developments are over stated in Dr Read's evidence, given the separation distance and the limited visual relationship within the Cardrona Valley.

67 Based on my visibility analysis I conclude that in terms of broad scale visual amenity effects of a passenger lift system within the identified overlay, gondola towers and the gondolas would be visible from long distance viewpoints only, with the majority of views to the existing SASZ, rather than the proposed extension. The overlay for base buildings is located within a visually discrete part of the landscape, nestled on an area of relatively flat land, elevated above the road below.

68 In summary, I do not concur with Dr Read's view that development within the SASZ extension has the potential to compromise the visual amenity provided within a wide visual catchment (para 5.30). My investigations concluded that the viewing audiences are largely restricted to intermittent sections of the Crown Range/ Cardrona Road, with the majority of views gained from long distances. In terms of landscape character, the proposal would be located within a landscape that already contains ski and recreational-style development, and existing tracks and earthworks, and is therefore not a totally unanticipated form of development within this valley.

## **STATUTORY CONSIDERATIONS**

### **Proposed Queenstown Lakes District Plan**

69 The provisions within the SASZs are to be assessed as to whether they give effect to relevant objectives of the plan<sup>2</sup>. The provisions that have relevance to Ski Area Activities undertaken within the SASZs in relation to landscape matters include those from Chapter 6 (Landscape) and Chapter 21 (Rural).

### **Chapter 6 Landscape**

70 The objectives and policies from Chapter 6 Landscape recognise and provide for the management of landscape values as a significant resource for the District. Appendix 1 of my evidence contains the relevant provisions under Chapter 6.

71 Chapter 6 deals with Landscapes, where recognition is made of the significant value the district's landscapes play in people's lives. The Chapter outlines that

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<sup>2</sup> s.32(1), Resource Management Act 1991

the district's landscapes have been categorised into three classifications within the Rural Zone. These are Outstanding Natural Landscapes (ONLs) and Outstanding Natural Features (ONFs) with the remaining bulk of the district being Rural Landscapes Classifications (RLC). The latter retains varying landscape characteristics and amenity values. Ski Area Sub Zones are located predominantly within areas of ONLs.

72 The notified version of Chapter 6 incorporated Rule 6.4.1.3<sup>3</sup>:

*The landscape categories do not apply to the following within the Rural Zones:*

*a. Ski Area Activities within the Ski Area Sub Zones.*

73 I consider that ski fields within the district have changed the visual and landscape character around Queenstown, Cardrona and Wanaka. This means that the landscape characteristics for the mountainous ONLs in the district now include ski activities, which have modified the natural elements found in the wider mountain landscape. In my view, the presence of existing distinctive nodes of intensive development within the SASZs needs to be acknowledged in the context of the wider ONLs of the district, which are largely free of man-made structures. While the wider mountain ONLs generally provide outstanding landscape attributes and display relatively high naturalness, the existing ski fields within the current SASZ areas contain substantial visible modification to the modified landform (tracks) and structures. I consider that the intensification of recreation/ ski related use within the SASZs and proposed expansions to these areas are acceptable, as they are visually related to existing modifications of a similar kind within these existing nodes and corridors of development. The potential modifications in the proposed extensions would in my view be located in appropriate locations where they would be visually associated with the existing ski activity.

74 In my view, the proposed SASZ extensions for Treble Cone and Soho represent a logical extension to the existing ski fields, where development under the amended relief sought (as described in my and Mr Ferguson's evidence) could take place without compromising the landscape values and visual intactness/ coherence of the wider ONLs. The proposed modifications, such as buildings and lifts would be contained within areas that have already undergone substantial change in the form of the formation of access roads, where further change is anticipated by approved consents (for Treble Cone), and where further change could be successfully absorbed into the landscape.

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<sup>3</sup> Note that Rule 6.4.1.3 of the revised proposal contained within the Council's right of reply on the Stream 01B hearing, modifies this position to instead exempt the ski area activities within the SASZs from the landscape assessment matters, enabling a wider assessment to be undertaken of landscape values through the identified categories and related objectives and policies.

## Chapter 21 Rural Zone (Stream 02)

- 75 I presented evidence for Soho and Treble Cone on the hearing for Chapter 21 Rural, on 21 April 2016. As part of that hearing I addressed proposed plan provisions that are relevant to the SASZs in the district. In the following section I will provide a summary of my conclusions in relation to the SASZ provisions as they apply to the proposed SASZ extension.
- 76 Objective 21.2.6 states: *‘Encourage the future growth, development and consolidation of existing Ski Areas within identified Sub Zones, while avoiding, remedying or mitigating adverse effects on the environment’*. Policy 21.2.6.2 states *‘Control the visual impact of roads, buildings and infrastructure associated with Ski Area Activities’*.
- 77 Typically, the majority of built form associated with existing ski areas is located close to, or on top of a ridge due to operational and functional requirements. They are located on large, bold landforms, within a mountainous context. Physically they are small, but intensive areas of development within a large landscape. Visually, it is often the earthworks and cuts associated with the access road and other tracks that are the most evident element, depending on the seasons/ snow cover. Buildings can occasionally be evident when viewed from outside the ski fields, however, it is generally difficult to detect buildings from long-distance viewpoints on the valley floor several kilometres away. I consider that continued use and development of activities in SASZs is expected and appropriate and that development of these discrete areas will not erode or degrade the broader landscape values that underpin the wider ONL overlay.
- 78 As highlighted in Mr Ferguson’s evidence the relief sought seeks in Rule 21.5.27 (Buildings) to provide for any building associated within a Ski Area Activity below 1,100 masl as a controlled activity within the Ski Area Facilities Overlay and as a restricted discretionary activity outside of the Ski Area Facilities Overlay<sup>4</sup>. I consider these restrictions on built development to be important in the context of the existing SASZs and proposed extensions for Treble Cone and Soho, in order to ensure that the landscape values of these areas are able to be appropriately managed through a consent process.
- 79 Since buildings outside of the Ski Area Facility Overlay and Passenger Lifts outside of the Passenger Lift Corridor are Restricted Discretionary activities under new Rules 21.5.27.1 and Rule 21.5.28.2 and as a Controlled under Rules 21.5.27.1 and Rule 21.28.1, with both of the rules referring to external appearance of buildings and visual prominence/ dominance, landscape

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<sup>4</sup> See Appendix 5 from the Statement of Evidence of Mr Ferguson for this hearing

outcomes are, in my opinion, likely to be similar under those rules in terms of building design. In my view, buildings of a substantial size are an expected landscape element within a ski area and their design and appearance is often of a utilitarian nature, relating to their use. While the use of visually recessive colours and materials helps to avoid visual prominence/ dominance, including visibility from long distance viewpoints, I consider the clear definition of the lift corridor and facilities overlay sufficient and appropriate to control these activities.

- 80 In the context of the SASZ extensions for Treble Cone and Soho I consider it important to restrict the buildings to the Ski Area Facilities Overlay as a controlled activity, since the identified areas have the ability to absorb the type of change proposed as part of lift base buildings and associated car parks.
- 81 I note for completeness that subdivision was a matter also addressed in earlier hearings relating to the SASZs. I do not have any concerns on subdivision per se from a visual effects or amenity/character perspective and note the evidence on subdivision from Mr McCrostie and Mr Ferguson.

#### LANDSCAPE AND ECOLOGICAL BENEFITS IN THE SASZ

- 82 Landscape and ecological benefits could be required in order to mitigate or offset potential landscape effects of developments. This can include medium to long term management of the surroundings of buildings to ensure that specific positive landscape outcomes can be achieved. Combining such measures to help address potential landscape effects relating to developments, including accommodation facilities within SASZ above 1,100m, could also include maintenance of landscape for specific purposes and to achieve particular benefits. These benefits can relate to a range of landscape characteristics such as maintenance of openness, landscape remediation or ecological protection and enhancement.
- 83 Through the resource consent process, conditions to achieve these benefits can be applied to ensure that important landscape features, such as prominent rock outcrops or ridgelines within SASZs are identified and their landscape sensitivity taken into account as part of any development proposal. One way of giving effect to consent conditions is through the preparation of Landscape and Ecological Management Plans. As part of these management plans suitable areas for built development can be identified and the layout determined to minimise landscape and visual effects of development. The management plans are a comprehensive instrument that are useful in addressing inter-related benefits of proposed measures, for example native planting that can serve as a landscape mitigation measure combined with ecological enhancement effects.

- 84 The protection of the openness of visually sensitive parts of a SASZ forms an important part of the landscape management, as well as the opportunity to remedy visually adverse landscape effects related to past ski area activities. I consider that most visitors to commercial ski fields would expect the presence of a range of buildings that are visually and operationally linked to the activities present in the SASZs. As such, it is likely that most viewers would consider them to be appropriate man-made elements in this modified landscape context. This would, in my view, also apply to base buildings located within the identified Ski Area Facilities Overlays for the Treble Cone and Soho SASZ extensions.
- 85 Ecological management (also defined through resource consent conditions) could include identification of streams, wetlands, bogs and any habitats of any significant flora and fauna. This could include outlining of measures to enhance degraded habitats and protect any other significant ecological habitats to achieve appropriate ecological and natural character outcomes. While not entirely within my area of expertise, I see the potential benefits of strategic management mechanisms to achieve positive environmental outcomes and a planning framework that enables them.

### **Conclusion**

- 86 I have undertaken a detailed assessment of the existing environment of the existing ski fields at Treble Cone and Soho, as well as the broader landscape context within the Motatapu and Cardrona Valleys. For Treble Cone an existing access road and a consented gondola alignment, including an identified base station area, has to be taken into account as part of the existing environment within the SASZ extension. In the Soho SASZ extension a recently constructed access track exists on the slopes and the area proposed for the location of base station facilities is screened from most view points within the Cardrona Valley. In my view, the presence of existing distinctive nodes of intensive development within the SASZs needs to be acknowledged in the context of the wider ONLs of the district, which are otherwise largely free of man-made structures.
- 87 Based on the existing level of modification within the proposed SASZ extensions, I conclude that both areas have a relatively high potential to absorb landscape change. The proposed modifications, such as buildings and lifts within the identified passenger lift corridor/ facilities overlay would be contained within areas that have already undergone substantial change in the form of the formation of access roads, where further change is anticipated by approved consents (for Treble Cone), and where further change could be successfully absorbed into the landscape.
- 88 In the context of the SASZ extensions for Treble Cone and Soho I consider it appropriate to restrict the buildings to the Ski Area Facilities Overlay as a

controlled activity, since the identified areas have the ability to absorb the type of change proposed as part of lift base buildings and associated car parks. I also consider that the restrictions on passenger lifts to be contained within a Passenger Lift Corridor, as outlined in Mr Ferguson's evidence, to be important in order to ensure change is contained to be within visually disturbed corridors and where the landscape values of the wider SASZ areas are able to be managed through an appropriate consent process.

- 89 Overall, I consider the SASZ extension proposed for the Treble Cone and Soho ski areas in combination with the two additionally proposed overlays (passenger lift corridor and ski area facilities) and associated rules outlined in Appendix 5 to Mr Ferguson's evidence (see amended relief) to be appropriate.

**Yvonne Pfluger**

## APPENDIX 1 Relevant Objectives and Policies from the PDP

### Chapter 3 Strategic Directions

**3.2.5.1 Objective – Protection of the natural character quality of the Outstanding Natural Features and Landscapes and Outstanding Natural Features from inappropriate subdivision, use and development.** (QLDC Right of Reply, 07/04/16)

### Chapter 6 Landscapes

**6.3.1 Objective - The District contains and values Outstanding Natural Features, Outstanding Natural Landscapes, and Rural Landscapes that require protection from inappropriate subdivision and development Landscapes are managed and protected from the adverse effects of subdivision, use and development.** (QLDC Right of Reply, 07/04/16)

**6.3.2 Objective - Avoid adverse cumulative effects on landscape character and amenity values caused by incremental subdivision and development Landscapes are protected from the adverse cumulative effects of subdivision, use and development.** (QLDC Right of Reply, 07/04/16)

**Objective 6.3.3– The Protection, maintenance or enhancement of the District’s Outstanding Natural Features and Landscapes (ONF/ONL) from the adverse effects of inappropriate development.** (QLDC Right of Reply, 07/04/16)

**Policy 6.3.3.2** *Ensure that subdivision and development in the Outstanding Natural Landscapes and Rural Landscapes adjacent to Outstanding Natural Features would not degrade the landscape quality, character and visual amenity of Outstanding Natural Features. (notified version)*

**Policy 6.3.4.13.3** *Avoid subdivision and development that would degrade the important qualities of the landscape character and amenity, particularly where there is no or little capacity to absorb change. (QLDC Right of Reply, 07/04/16)*

**Policy 6.3.4.23.4** *Recognise that large parts of the District’s Outstanding Natural Landscapes include working farms and accept that viable farming involves activities which may modify the landscape, providing the quality and character of the Outstanding Natural Landscape is not adversely affected. (QLDC Right of Reply, 07/04/16)*

**6.3.4.33.5** *Have regard to adverse effects on landscape character, and visual amenity values as viewed from public places, with emphasis on views from formed roads. (QLDC Right of Reply, 07/04/16)*

**6.3.8 Objective - Recognise the dependence of tourism on the District’s landscapes.** (notified version)



**Policy 6.3.8.1** *Acknowledge the contribution tourism infrastructure makes to the economic and recreational values of the District. (notified version)*

**Policy 6.3.8.2** *Recognise that commercial recreation and tourism related activities locating within the rural zones may be appropriate where these activities enhance the appreciation of landscapes, and on the basis they would protect, maintain or enhance landscape quality, character and visual amenity values. (notified version)*

**Policy 6.3.8.3** *Exclude identified Ski Area Sub Zones from the landscape categories and full assessment of the landscape provisions while controlling the impact of the ski field structures and activities on the wider environment. (notified version)*

# Ski Area Sub Zones Extension

## QLDC DPR Hearing Topic 11 mapping

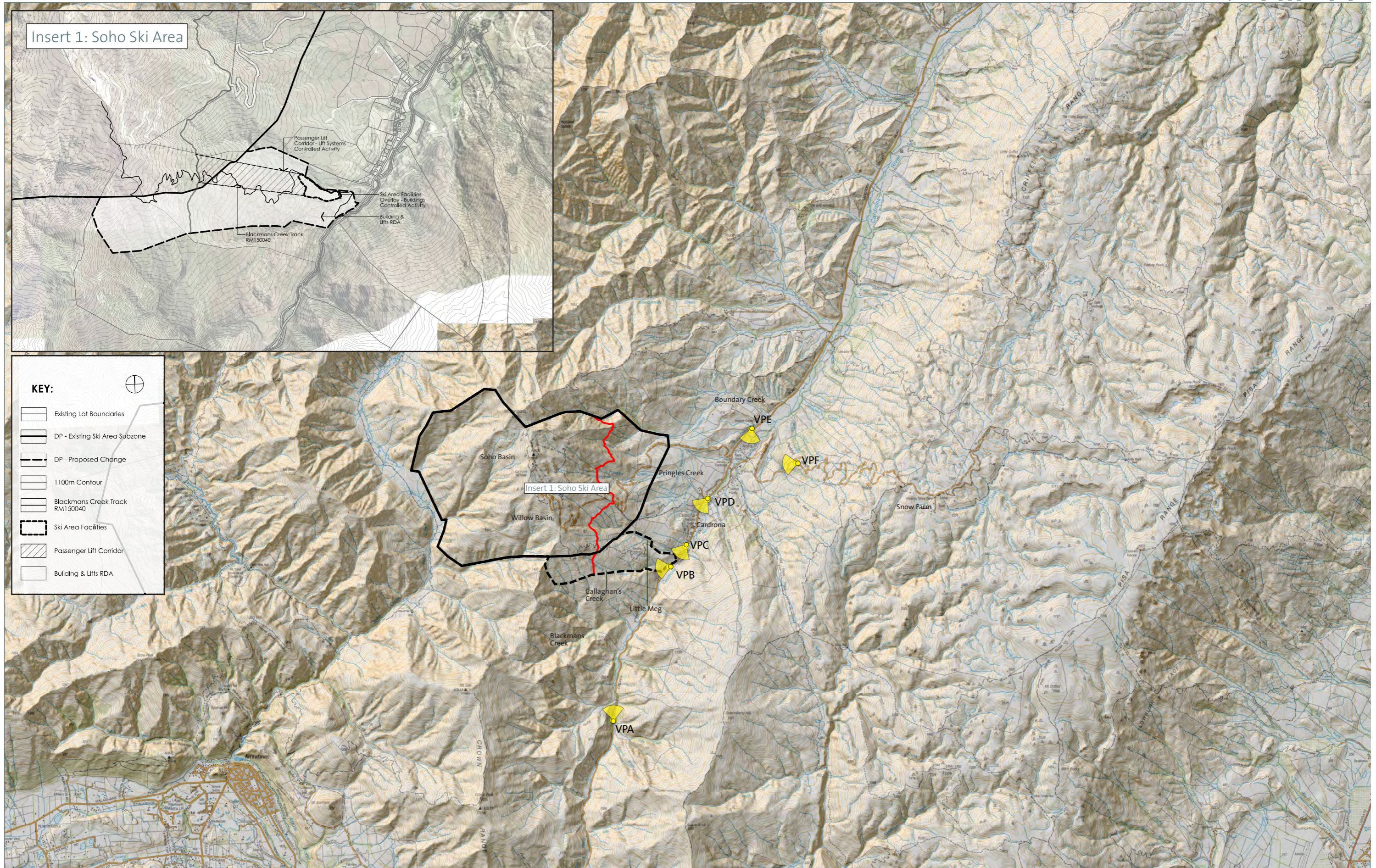
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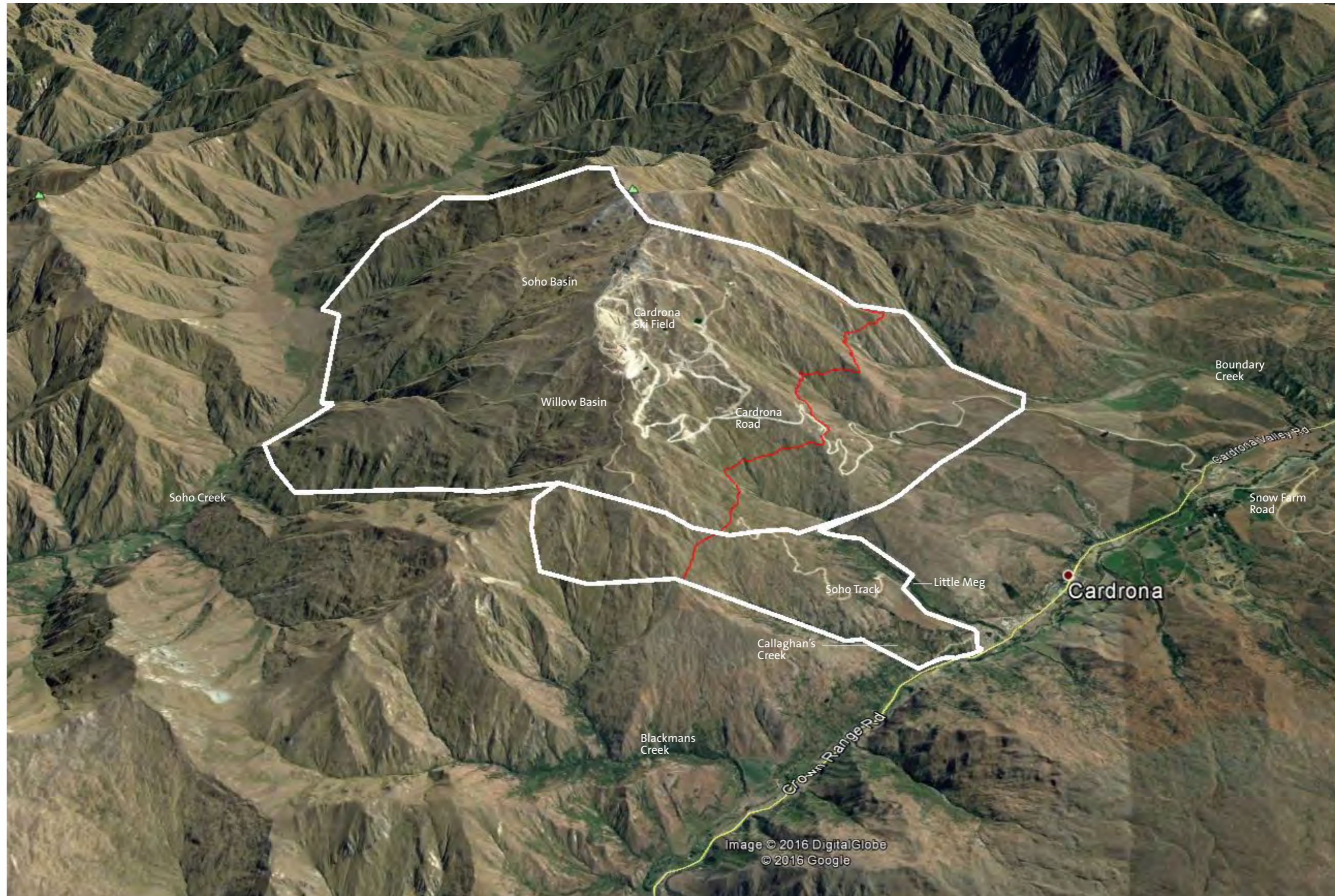
Landscape Assessment Graphic Attachment Yvonne Pfluger on behalf of  
Soho Ski Area Limited and Blackmans Creek No. 1 LP (#610)  
Treble Cone Investments Limited (#613)  
March 2017



Boffa Miskell







Google Earth screen shot shows existing SASZ and proposed extension with white outline. The 1,100m contour line is shown in red.

Tops of few lift towers may appear within existing SASZ

Crown Range Road

Cardrona River



View Point A: Looking north on Crown Range Road towards Wanaka. Cardrona River can be seen at the right of the Road. The top of the gondola alignment may just be visible on the top of the ridgeline to the left. The ridge in the foreground would obscure the proposed extension of the SASZ, including the identified Passenger Lift Corridor.

Cardrona Ski Field

Crown Range Road

Overlay for base station and car park on plateau



View Point B: Looking west towards Cardrona Ski Field from Crown Range Road. The area identified with a Ski Area Facility overlay for base station and car park within the proposed SASZ extension would be located on the flat plateau out of view.



View Point C: Looking southwest at the intersection of Crown Range Road and private driveways to residences at Miners Rise subdivision south of Cardrona township. The ridge in the foreground obscures the majority of the SASZ extension below the 1,100m contour.



View Point D: View from Cardrona Valley Road looking south at the Pringles Creek Road turn-off. Private residences can be seen on the right. Part of the proposed SASZ extension is visible from this view point, as the Passenger Lift corridor follows the ridgeline above the Ski Area Facilities Overlay (along visible access track). The base building area would be located out of view behind the foreground ridge.





Overlay for base station and car park on plateau

Overlay on ridge for Passenger Lift Corridor

Cardrona Valley Road

Cardrona Ski Field

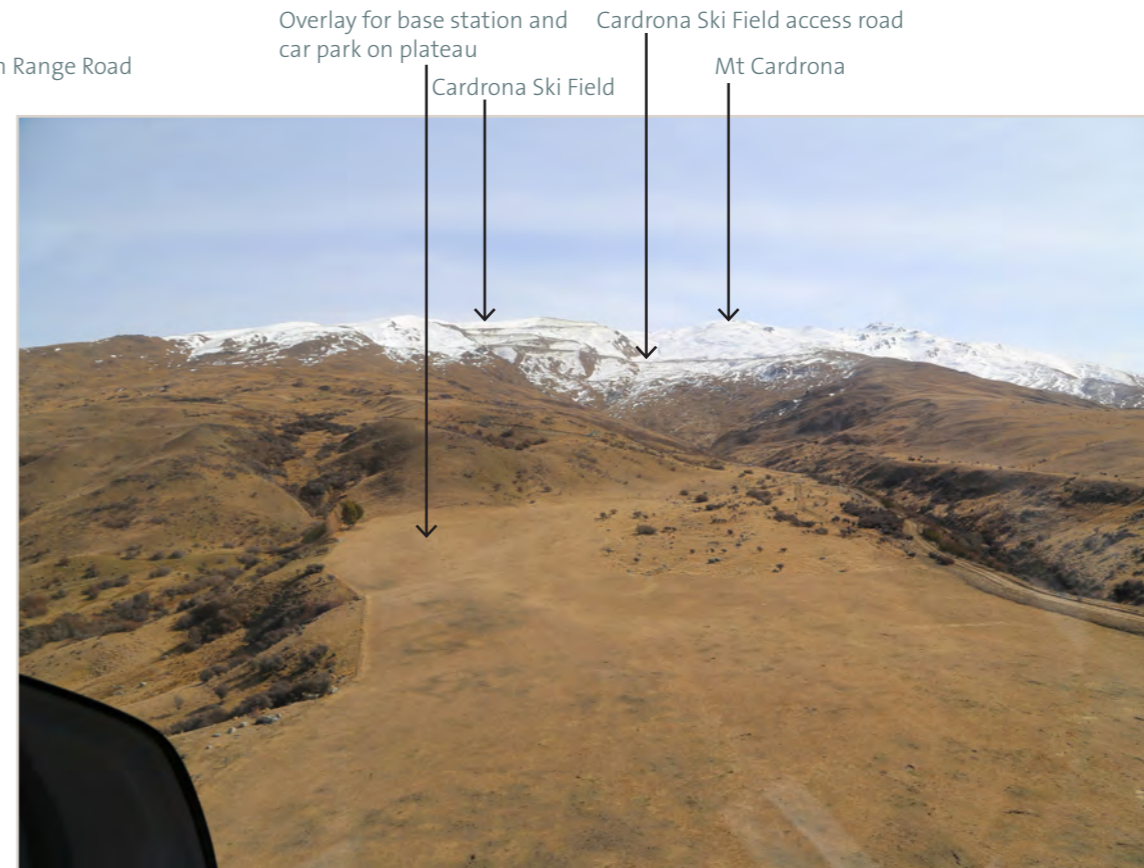
View Point E: Looking south towards the SASZ extension from the Cardrona Valley Road near Branch Burn. The potential base building area is out of view with the lift corridor following the ridge with the visible track. At closer distances landform and vegetation adjacent to the road on the right blocks views.



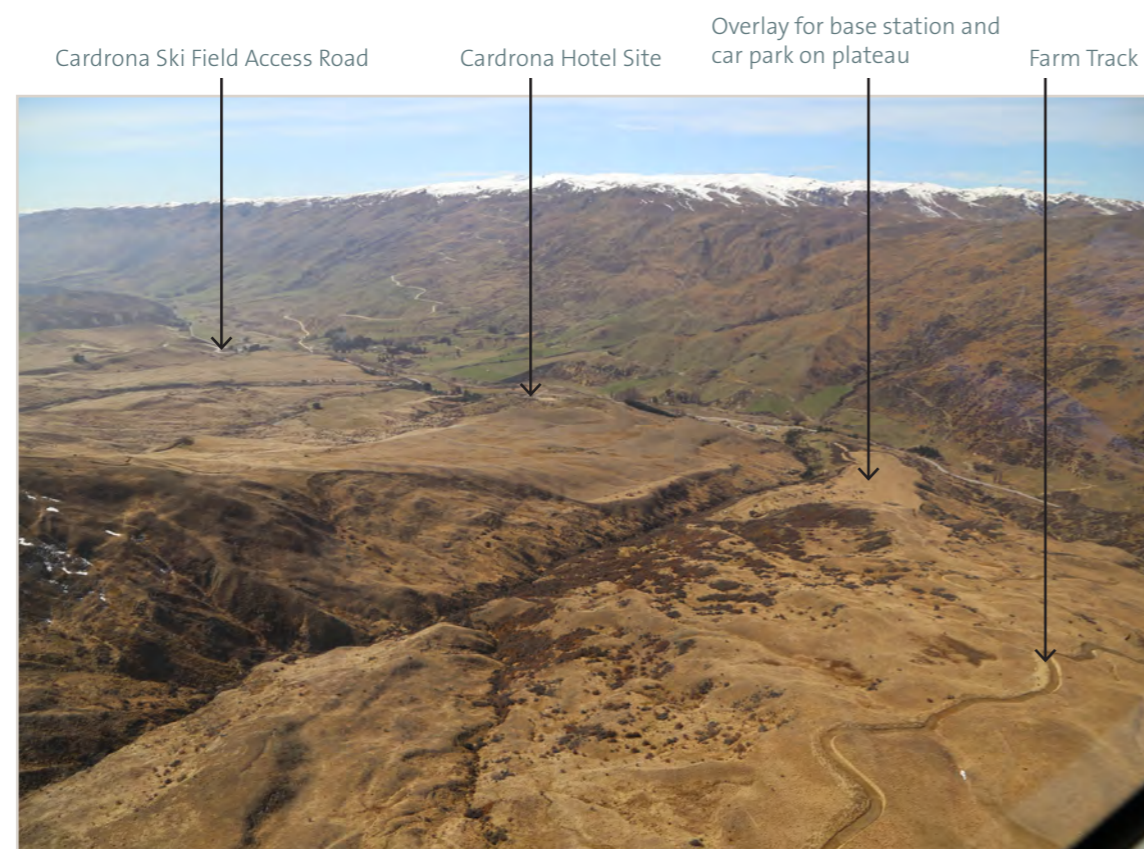
View Point F: View west towards the proposed SASZ extension from Snow Farm access road on the west-facing slopes of the Criffel Range on the opposite side of the Cardrona Valley.



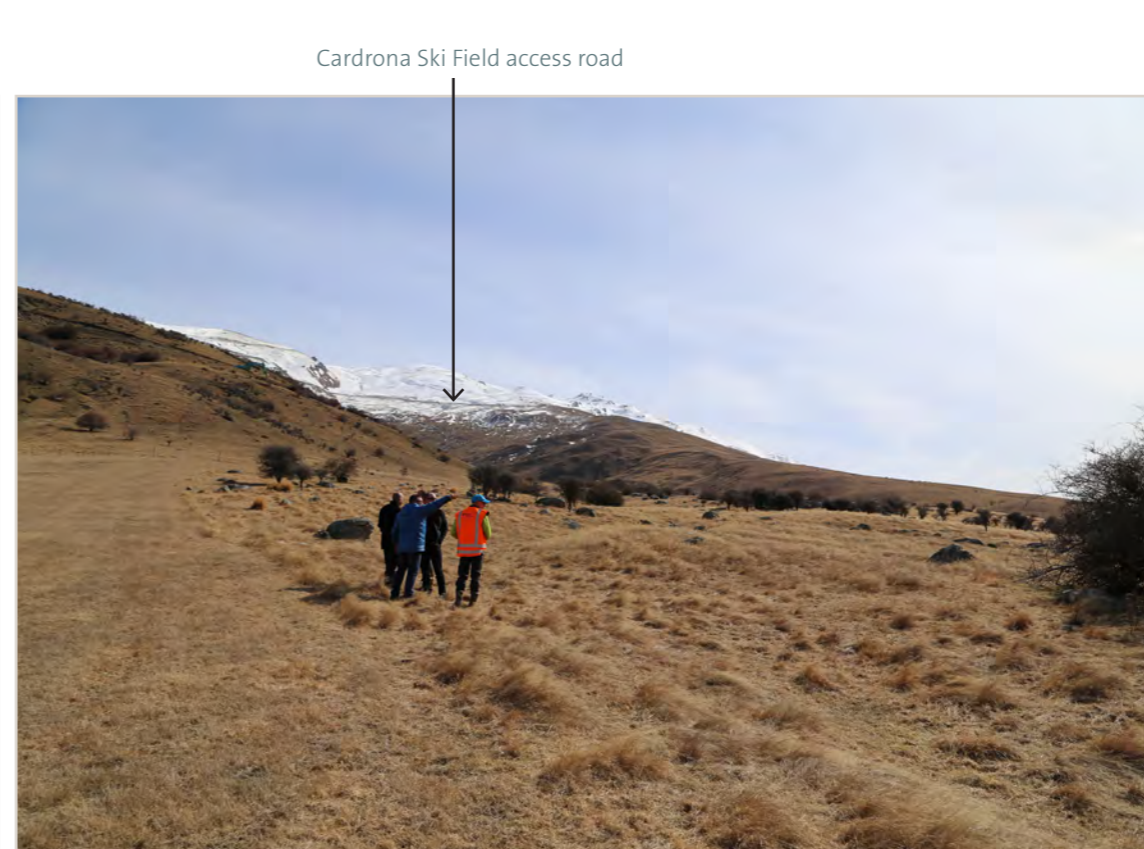
Oblique Aerial 1: View looking northeast down the Cardrona Valley across flat site with Ski Area Facility Overlay on the left.



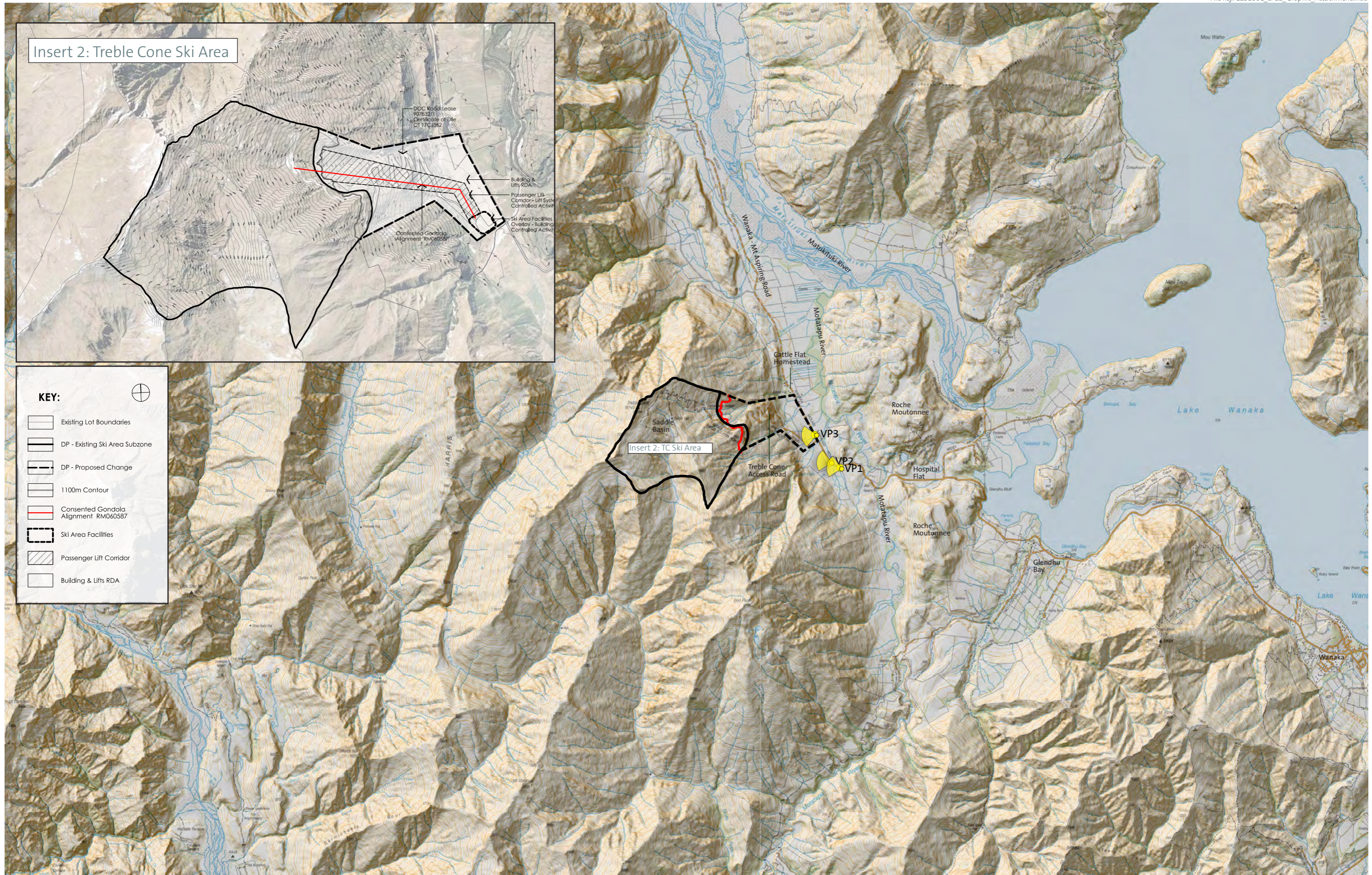
Oblique Aerial 2: Looking westward across flat site with Ski Area Facility Overlay towards the Cardrona Ski Field (right). The Passenger Lift System Corridor follows the track visible on the central spur.

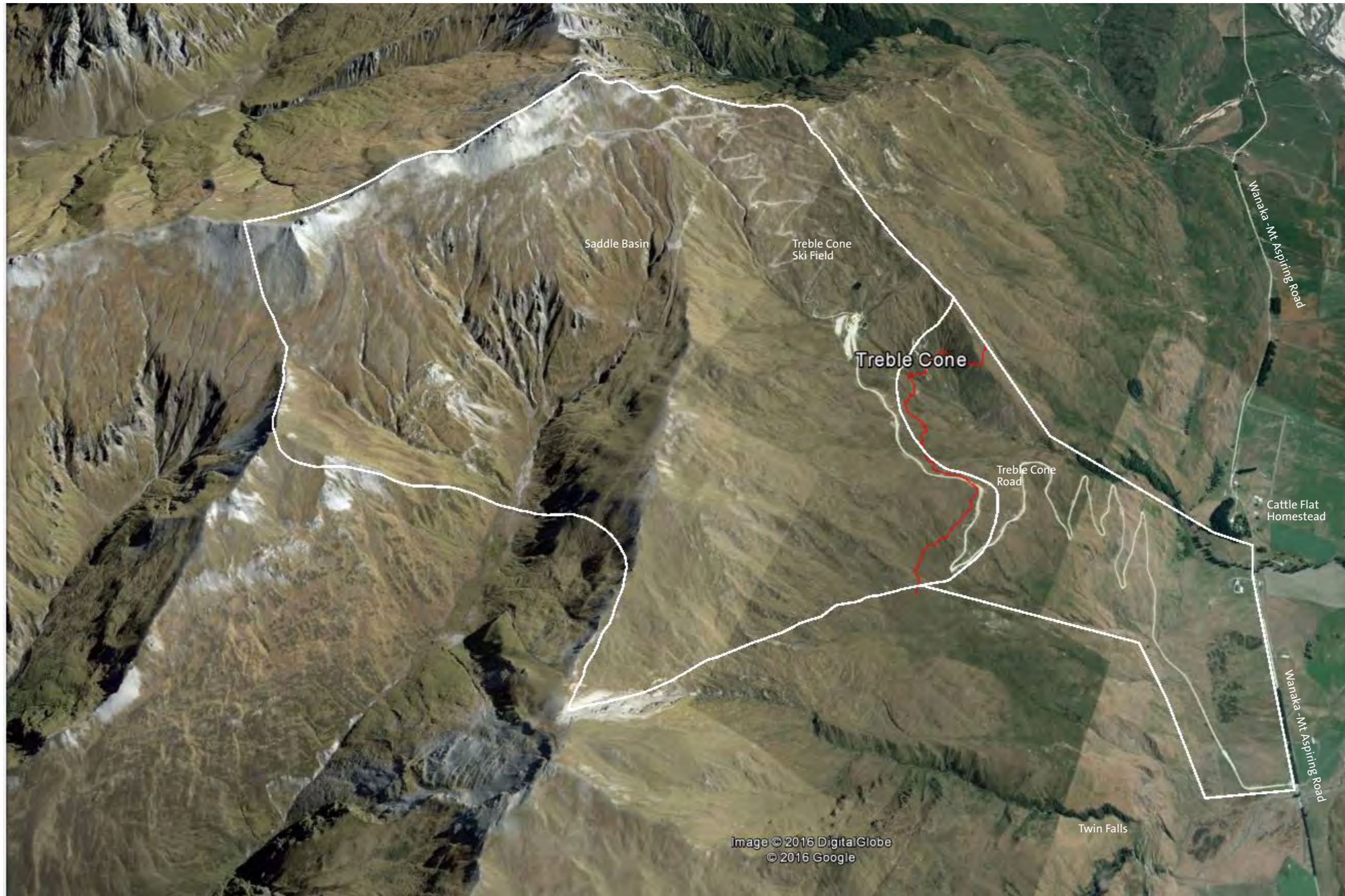


Oblique Aerial 3: View towards the northeast across Cardrona Valley with SASZ extension area in foreground below the incised stream (Little Meg). The farm track in the image has been upgraded as an access road to Soho ski field.

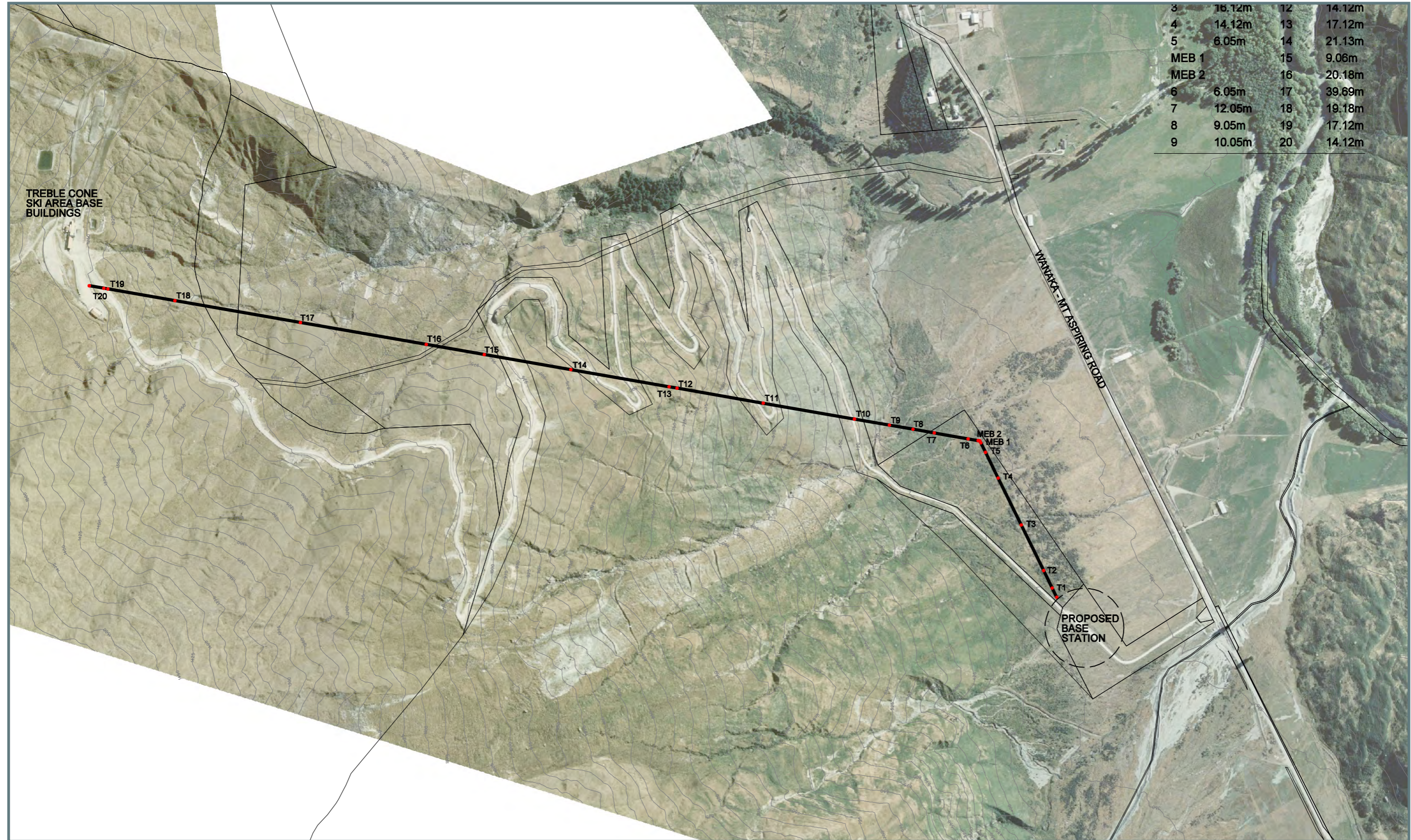


Oblique Aerial 4: View across flat site with Ski Area Facility Overlay towards the northern ridge of Mt Cardrona.





Google Earth screen shot shows existing SASZ and proposed extension with white outline. The 1,100m contour line is shown in red.



Location plan of consented gondola proposal at Treble Cone ski field with the cableway following the access road and the base station located adjacent to the lower slopes. Plan provided by Darby Partners

Consented Base Building Site



View Point 1: Photograph showing consented base building site (staked). Taken from viewpoint on Wanaka Aspiring Road at a distance of approximately 1.3 km.

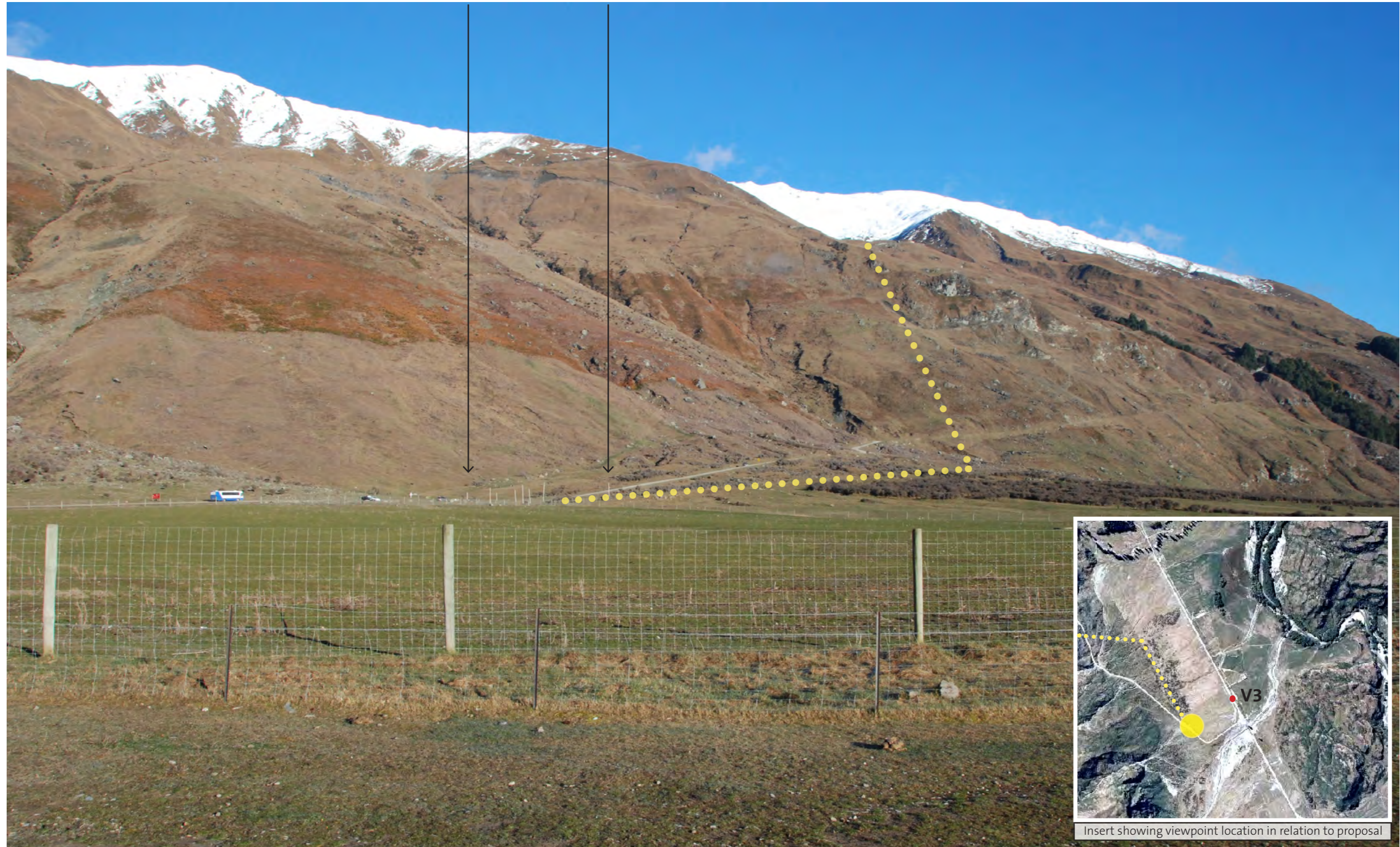
Consented Base Building Site



View Point 2: Photograph showing base building site in context of wider Motatapu Valley. Taken from viewpoint on Wanaka Aspiring Road at a distance of approximately 1 km.



Consented Base Building Site



View Point 3: Photograph showing base building site between fans from viewpoint to the east. The approximate cableway alignment along the lower slopes of the Harris Mountains is indicated by the yellow line.