



**Cardrona Alpine Resort**

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14 July 2021

Department of Conservation,  
Ōtepoti/Dunedin Office,  
PO Box 5244,  
Dunedin 9054.

✉ kibrown@doc.govt.nz

Attention: Kelvin Brown

Dear Kelvin

Re: FURTHER INFORMATION REQUEST FOR CONCESSION APPLICATION – TREBLE CONE SKIFIELD  
AND ACCESS ROAD (70749-SKI, 88877-AIR, 88876-GUI)

1. Beale Consultants *Treble Cone Ski Area Ecology Assessment* – please refer attached PDF. [With respect to the inclusion of a fire risk assessment for the ski field in Beale Consultants Ecology Assessment; fire risk assessment is not Simon Beale’s area of expertise. Accordingly, a fire risk assessment is not included in Simon’s report.](#)

[Section 5.1 Vegetation types: Simon Beale advises that it would be really difficult to digitise at the scale of the vegetation map. This exercise would require numerous plans at a scale which can meaningfully show any changes in extent over time. This is particularly the case, with the numerous wetlands and snowbanks in the ski area. Further intensive survey work would be required. Simon is happy to discuss this with Brian Rance if need be.](#)

2. Vegetation monitoring programme.  
[To be addressed through revision of ‘Site Restoration Protocol between Treble Cone and the Department of Conservation \(Docdm1598630\)’](#)
3. Establishment of a photo point network.  
[To be addressed through revision of ‘Site Restoration Protocol between Treble Cone and the Department of Conservation \(Docdm1598630\)’](#)
4. Assessment of climate change effects on the ski field – [refer Jim Salinger’s report \(Past, Present and Future of Seasonal Snow for Cardrona & Treble Cone Ski Areas\)](#)
5. Treble Cone (TC) Climate Change Plan – [refer TC Climate Change Plan](#)

6. Estimate of the human and structural carrying capacity of the Treble Cone ski field.
- A common industry measure is Comfortable Carrying Capacity (CCC). The CCC is a measure of the capacity determined by the numbers of clients able to utilise the ski field facilities at any one time. CCC incorporates a combination of:
- uphill hourly capacity of the lifts
  - downhill capacity of the appropriate terrain
  - total vertical rise of the lift system
  - total amount of time spent waiting in lift lines
  - clients time on lifts
  - clients time in downhill descent
  - common building space demand per skier (m<sup>2</sup>)
  - road travel speed and carpark space

The ski area provides 770 ha of terrain of which approximately 370 ha is skiable. In addition to this there are approximately 30 ha in Matukituki Bowl, all of which is skiable.

#	Infrastructure	Capacity
1.	Home Basin 6-Seater Express Chair Lift	2000 clients per hour
2.	Saddle Quad Chair Lift	1793 clients per hour
3.	Platter Lift	700 clients per hour
4.	Conveyor	550 clients per hour
5.	Base Building	WoF for 300 clients indoors
6.	Mountain car parks	640 parks
7.	Base car parks	200 parks
8.	Shuttle capacity	200 clients
	<b>Current comfortable capacity</b>	<b>1800 clients per day</b>
	<b>Current maximum ski field capacity</b>	<b>2500 clients per day</b>

Current constraints of ski field capability include car parking and uplift capacity and both factors are similar in terms of priority for the development of increasing the ski field's capacity. To increase the capacity at Treble Cone we need to develop a plan for:

- Further transport options, including ex Wanaka;
- Carpark expansion;
- Increasing uplift capacity; and
- Incentivised sales to spread visitation out over days open, i.e., even out peaks and troughs in the visitor flows.

However with the fall-out from COVID-19 causing international borders to close, and the current unreliable travel bubble with Australia, CARL has not experienced a 'normal' ski season at Treble Cone. Consequently we have not got a full understanding of the Treble Cone's operating limits and therefore the measures that might be required to address these constraints.

7. Removal of duplicate background information on each of the different application forms provided. All concession application forms (except land based guided activities) have been revised; the background information, EIA for each application have been separated out into appendices.
8. Removal of duplicate figures 1 to 17.  
Maps and diagrams have been spilt off into Appendix IV
9. (a) summary of the **summer** activities applying for:
  - Walking access to high country
  - Guided day walks, and hiking
  - Guided mountain biking (manual and electric bikes)
  - Guided climbing or independent climbing
  - Lift access for walking and biking (manual and electric bikes)
  - Summer events for example but not limited to: mountain running, mountain biking and competitions.
  - Education activities for example; school group visits to learn about conservation, alpine terrain, flora and fauna
  - Film shoots and photography
  - Provision of food and beverage
  - Event venue for activities such as but not limited to: conferences, weddings, parties, and music concerts
  - Ski field maintenance activities including heli use
  - Pest control activities which may include heli use
  - Drone use
- (b) summary of **winter** activities applying for:
  - Lift access for skiing and snowboarding
  - Training and coaching for snow related activities: ski and snowboarding, mountain skills etc.
  - Touring access to the high country
  - Heli skiing / snow boarding – including heli landings
  - Drone use
  - Guided Snow Kiting
  - Guided Back Country Ski Touring
  - Guided Snow Mobile tours
  - Guided Climbing or independent climbing
  - Winter events related to skiing and snowboarding competitions
  - Film shoots and photography
  - Provision of food and beverage
  - Retail and equipment hire
  - Day care

- Medical facilities
- Event venue for activities for example but not limited to: conferences, weddings, parties, music concerts etc;
- Ski field grooming activities
- Avalanche control
- Ski Patrol
- Maintenance activities including heli use
- Heli access

10. (a) summary of the **existing summer** activities applying for:

- Lift access for walking and biking (manual and electric bikes)
- Walking access to high country
- Ski field maintenance activities including heli use
- Pest control activities which may include heli use

(b) summary of the **existing winter** activities applying for:

- Lift access for skiing and snowboarding
- Training and coaching for snow related activities: ski and snowboarding, mountain skills etc.
- Touring access to the high country
- Heli skiing / snow boarding – including heli landings
- Winter events related to skiing and snowboarding competitions
- Film shoots and photography
- Provision of Food and beverage
- Retail and equipment hire
- Daycare
- Medical facilities
- Ski field grooming activities
- Avalanche control
- Ski Patrol
- Maintenance activities
- Aircraft access / drone use under TC concession

(c) summary of **new summer** activities applying for:

- Guided day walks, and hiking
- Guided mountain biking (manual and electric bikes)
- Guided climbing
- Summer events for example but not limited to: mountain running, mountain biking and competitions.
- Education activities for example; school group visits to learn about conservation, alpine terrain, flora and fauna
- Film shoots and photography
- Provision of Food and beverage
- Event venue for activities such as but not limited to: conferences, weddings, parties, and music concerts
- Aircraft access / drone use under a TC concession

(d) summary of **new winter** activities applying for:

- Guided Snow Kiting
- Guided Back Country Ski Touring
- Guided Snow Mobile tours
- Guided Climbing
- Event venue for activities for example but not limited to: conferences, weddings, parties, music concerts etc.
- Aircraft access / drone use under a TC concession

11. Detailed information regarding Gondola proposal – refer the publicly notified resource consent application RM060587 in Queenstown Lake District Council eDocs <https://edocs.qldc.govt.nz/>. However due to the impacts of COVID-19 it is unlikely the Gondola Proposal will be pursued in the near future.

Over the 2020-21 summer the old lift tow shed (Saddle) has been converted into a toilet block replacing the portaloos used at this site.

12. Completion of the landscape and visual assessment. Page 3 of the Landscape and Visual Assessment, under *4.0 Description of the Site* includes incomplete information, which is highlighted yellow at present, as does page 12 under *6.2 Visual Assessment*. Refer attached completed assessment.

13. Detailed mapping which shows where existing infrastructure is, along with the locations for proposed new activities. The three drawings MDP-004A, 012A and 013 are all the TC infrastructure drawings we have available at present.

14. Clear mapping showing the existing ski areas, and proposed extensions to the current ski area. The three drawings MDP-004A, 012A and 013 are all the TC infrastructure drawings we have available at present.

15. Complete list of infrastructure for the lease, licence and easement applications.

Revised lists to include:

- The bus shelter at the mountain base;
- Bridge on access road;
- 4WD service tracks across the mountain; and
- Reference to culverts under access road and 4WD service tracks across the mountain  
NB: The Hydro plant TC utilises is not in the TC lease area nor is it owned by TC. TC merely use the power it produces.

16. (a) How the three activities will fit together, given the ski field application **70749-SKI** (being the lease, licence, and easement application to allow operation of the ski field) is a joint application between TCIL Limited (TCIL) and Cardrona Alpine Resort Limited (CARL), while

the aircraft application **88877-AIR** and guiding application **88876-GUI** are solely from CARL.

The CARL's Treble Cone business acquisition agreement with TCIL requires that the concession applications be made jointly. However once (or if) the concessions are granted, then TCIL is required to immediately assign its interest in the concessions to CARL, so that CARL becomes the sole concession holder. This was part of 'legal manoeuvring' that TCIL required as part of the acquisition deal. Nonetheless in a practical sense, when the time comes, we are hoping agreement will be reached to simply issue the concessions in CARL's name only. That is, there is no intent for Treble Cone to be operated by both entities (CARL and TCIL).

Consequently, because TCIL existing lease effectively provides for the lease, licence, and easement activities (under the Conservation Act) the new activities not provided for in the TCIL lease were applied for in the name of CARL only.

- (b) Is it possible that a customer may purchase a single "pass" that enables them to engage in activities undertaken by the three concessions, with one pass/ticket price?

The aircraft passenger activity **88877-AIR** and guiding activities **88876-GUI** will be 'add-ons' to the standard day pass or season pass for Treble Cone. An aircraft transfer or guiding activities will be additional costs.

- (c) An explanation as to how the two entities (TCIL and CARL) propose to work together in the operation of your concessions (if granted).

As outlined above there is no intent for Treble Cone to be operated by both entities (CARL and TCIL).

- (d) The operation of Treble Cone and Cardrona Ski Fields.

The two areas will not operate independently; resources and staff will be shared across both sites and customers will be able to purchase a joint pass, however there will be some Cardrona only passes. Generally, day passes are only used at one mountain although they can be used at both on one day.

Both ski fields lifts', are equipped with smart gates, that are furnished with radio-frequency identification (RFID) technology that serve as access points to the mountain. RFID allows a ticket or season pass to be scanned. That is, all passes are redeemed by scanning through gates at the lift entrances. This technology identifies where the pass is used and use of each ski field is reconciled from this. Season passes are reconciled at the end of the season and the usage of each pass is split by a percentage based on redemption.

- (e) Business plan for Treble Cone.

Refer attached PDF – Treble Cone Business Plan 2019-20

(f) A copy of TC financial years trading accounts.

[Redacted text]



16. Fire Risk Assessment

Under our current operating structure with no commercial summer activities, the most likely source of fire would be from the Workshop or isolated maintenance tasks on the field, predominately around the 2 chair lift lines. The source of fire is most likely to be from hot works welding, grinding, sparks, generator/engine exhaust on grass or tussock.

The workshop is well equipped with fire blankets, extinguishers and is fire detection protected. Any hot works that are carried out in the field are done so under strict SOPs which include stand over fire watch and extinguishers on hand at all times for such an event.

If and when Treble Cone adds summer activities to its operation, the source or risks of fire will be extended to people being in the high country for walking and tramping. This risk would be no different to what currently exists on Mount Roy, Matukituki Valley, North Motatapu Conservation Area, Mount Aurum Recreation Reserve and Shotover Conservation Area. The operation or running of chairlift(s) would only slightly increase this risk but not by a great deal.

Fire Risk Mitigation at TC is provided by the extensive snow making system installed on the mountain. Without notice, the 15 permanently fixed snow guns would provide protection to 50% of the home basin and most importantly the Base Building. With 6-12 hrs notice a further 10 mobile snow guns could be operational, in a focused firefighting situation. If necessary, appropriate staff could be flown on to the ski field to deploy the snow making system to fight any fire.

If for maintenance, or reasons related to the fire itself, we find the snow making system is inoperable, our simplest and quickest mode of firefighting would be through helicopter slung monsoon buckets. Aspiring Heli are based less than two minutes transit time to the ski area and our onsite reservoirs that hold in excess of 7million litres.

In terms of response time, via Helicopter and resources on site, Treble Cone would be one of the more well-equipped sites in the region purely due to the abundant availability of water at high altitude and the close proximity to Wanaka based Helicopter operators. All these measures are and can be independent of NZ Fire Service resources. Although in the event of a fire a call to 111 would most certainly be made.

In addition to the above, all buildings, including satellite Patrol and auxiliary buildings are fire detection protected and are provided with Fire Extinguishers. These detection systems are tested monthly and audited annually, including extinguisher inventory.

Please do not hesitate to contact us if you require further clarification.

Yours Sincerely

A handwritten signature in black ink, appearing to read 'Fiona Black', written in a cursive style.

Fiona Black

(Real Journeys Manager Concessions & Consents)