



# Consultation Summary Report

Ridgeburn Mixed Use Development

23 May 2025

**B&A**  
Urban & Environmental

Prepared for:  
Ridgeburn Development Limited

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## 1.0 Attachments

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Attachment A	QLDC Correspondence
Attachment B	ORC Correspondence
Attachment C	Iwi Correspondence
Attachment D	Department of Conservation Correspondence
Attachment E	HNZPT Correspondence
Attachment F	MfE Correspondence
Attachment G	Presentation

## 2.0 Introduction

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This Consultation Summary Report is provided in support of the Ridgeburn Mixed Use Development Referral Application (the Application) submitted by Ridgeburn Limited (the Applicant) to the Environmental Protection Authority (EPA) for the referral of the Ridgeburn Development at 122 Morven Ferry Road, Queenstown, under the Fast-track Approvals Act 2024 (FTAA).

The Applicant has undertaken pre-application consultation and engagement with Queenstown Lakes District Council, Otago Regional Council, Aukaha, Te Ao Mārama, Te Tapu o Tāne Limited (on behalf of Ngāi Tahu and seven Papatipu Rūnaka), the Department of Conservation, Heritage New Zealand Pouhere Taonga, and the Ministry for the Environment in accordance with section 11 of the FTAA. This consultation has informed the design of the development, servicing strategy, and the scope of supporting technical assessments.

This Consultation Summary Report provides an overview and record of relevant consultation to date and outlines how the consultation has informed the development.

The Applicant will continue to work with stakeholders as the project progresses.

## 3.0 Local and Territorial Authorities

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### 3.1 Queenstown Lakes District Council (QLDC)

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The Ridgeburn proposal was introduced and presented to QLDC as follows:

1. A letter dated 11 April 2025 (refer to **Attachment A**) was sent to Fiona Blight, Council's Planning and Development Manager providing an initial summary of the development and requesting a meeting to discuss the proposal. A formal application for 'Consultation in Relation to the Fast Track Approvals Act 2024' was also submitted in accordance with QLDC's process;<sup>1</sup>
2. QLDC responded to the request to meet on 2 May 2025. Additional responses were received from QLDC on 5 May 2025 and 7 May 2025 in relation to the arrangement of a meeting;
3. A meeting was held on 9 May 2025, and was attended by several QLDC staff members, including Liz Simpson (Strategic Planner), Peter Harris (Economic Development), Richard Powell (Infrastructure), Mike Wardill (Engineering), Alison Hutton (Planning Policy), Neil Harken (Consent Planning), and Jeremy Martin (Network Engineer). A presentation was delivered by the Applicant during the meeting and is attached at **Attachment G**.

Key feedback from this meeting is enclosed in the minutes (refer **Attachment A**) and summarised as follows:

1. Morven Ferry Road upgrades will be required;
2. Ensure the cycle trail network can coexist with the increased traffic generated by the development, maintaining safety and accessibility for all users;

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<sup>1</sup> <https://www.qldc.govt.nz/your-council/fast-track-approvals-act/>

3. Address transport matters, particularly given the traffic constraints around Lake Hayes Estate, which this development is larger than;
4. Look into opportunities for potential alternative transport options;
5. Interest was expressed in shared workspaces, meaning residents don't have to travel across the region for work;
6. The potential to integrate solar energy solutions and improve energy resilience within the development should be explored;
7. Take into consideration the avoid objectives and policies around urban development outside of urban growth boundaries and balance these with significant positives;
8. Landscape matters are a key consideration in this area. QLDC will likely want to peer review any landscape assessment once the application progresses to that stage.

**How this consultation has informed this project:**

- The development provides a business hub, which can be used for flexible, co-working spaces within the commercial precinct;
- The integration of solar energy and other resilient energy systems within the site are being explored;
- A Transport Assessment (refer **Appendix 10** of the Assessment of Environmental Effects (AEE)) has been undertaken to ensure that any necessary upgrades to the roading network have been considered and are feasible;
- Active transport modes have been prioritised, whereby the development will integrate with existing cycle trails;
- A Landscape Memorandum (refer **Appendix 4** of the AEE) has been completed, demonstrating that the development will be integrated into the surrounding environment and provides mitigation for visual effects.

### 3.2 Otago Regional Council (ORC)

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Consultation with ORC has been undertaken as follows:

- The Applicant contacted ORC on 11 April 2025 to arrange a meeting regarding the Application (refer **Attachment B**), a response was received on 17 April 2025, indicating ORC's availability for a meeting in May.
- A meeting was held on 8 May 2025 with ORC staff, including, Mat Bell (Team Leader Consents); Martina Courtier (Fast-track Consents Planner); Melanie Heather (Principal Compliance Specialist); Chris McSweeney (Team Leader Compliance); Ben Mackey (Manager of Science); and Grace Longson (Transport Planner). A presentation was shared with ORC (refer **Attachment F**). The minutes from this meeting are attached at **Attachment B**.

Initial feedback from ORC on 12 May 2025 encouraged the applicant to reconsider their plan to lodge the referral application without any further consultation. The Applicant took this feedback onboard and extended the lodgement date by a further two weeks. ORC responded that they would provide comment on the proposal by 19 May 2025.

A pre-application letter was provided by ORC on 20 May 2025 (refer **Appendix B**), which outlines a summary of their advice based on the information presented at the meeting held on 8 May 2025 and information provided in an email dated 12 May 2025. This advice has helped to shape the application; however, it is noted that many of the items relate to matters that can be resolved through the more detailed assessment required for the substantive application. The Applicant is committed to continue engagement with ORC throughout this.

**How pre-application advice has informed this referral application:**

For ease of reference, the subtitles below align with those used in the Pre-Application Meeting Follow-Up document prepared by ORC (refer **Attachment B**)

**Transport**

The Pre-Application Meeting Follow-Up document outlines that *“ORC and QLDC currently do not have plans to implement a public transport service on State Highway 6 east of Lake Hayes or on McDonnell Road, where the Ridgeburn Strategic Plan map currently displays a 'proposed orbital bus route.’”*<sup>2</sup>

The Strategic Plan Layout (see **Appendix 3** of the AEE) has been updated to more clearly depict the current and proposed bus routes near the site, in alignment with the Queenstown Spatial Plan.

A Transport Assessment (refer **Appendix 10** of the AEE) has been prepared to demonstrate the feasibility of the development within the transport network and provides comment on alternative transport modes. The comment relating to the *‘...potential for an effective park-and-ride connection would requiring greater study...’*<sup>3</sup> is noted and will be provided in the substantive application.

As recommended by ORC an Integrated Transport Assessment (ITA), will be undertaken for the substantive application.

**Resource Consents and Compliance**

The likely approvals and requirements for water testing, earthworks, a detailed site investigation, stormwater discharge, air discharge, defences against water and diversion of water are noted, and will be addressed as part of the more comprehensive assessment provided at the substantive application stage. Wastewater disposal feasibility has been included in this application (refer **Appendix 9** of the AEE), while the remaining details will be addressed at the substantive application stage.

The applicant intends to continue engaging with iwi/hapū to assess and address the cultural impacts of the proposal, throughout this fast-track process, and the advancement of the development.

An Ecological Assessment has been prepared (refer **Appendix 7** of the AEE), and provides assessment of the proposal against the National Policy Statement for Freshwater Management 2020 (NES-F). The wetlands onsite are not proposed to be altered by way of this application, therefore, no resource consent under the NES-F has been identified as being required at this stage.

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<sup>2</sup> Pre-Application Meeting Follow up, prepared by Otago Regional Council (Page 2) (refer **Attachment B**)

<sup>3</sup> Pre-Application Meeting Follow up, prepared by Otago Regional Council (Page 4) (refer **Attachment B**)

### Natural Hazards

A Geotechnical Assessment has been completed (refer **Appendix 12** of the AEE), addressing natural hazards and slope stability.

### Science Comments

The points listed under the ‘science comments’ of Pre-application Meeting Follow-up, are noted and are addressed by the Ecological Assessment (**Appendix 8**), the Geotechnical Assessment (**Appendix 12**) and the Infrastructure Assessment (**Appendix 9**) appended to the AEE. It is acknowledged that further detailed assessment will be provided as part of the substantive application.

### Planning and Policy Comments

The AEE provides detail on how the proposed development will integrate with existing urban areas, as well as the potential effects on water quality, given the site’s proximity to Lake Hayes, the Kawarau River, and the underlying Wakatipu Basin Aquifer. Relevant matters of the Regional Policy Statement are also considered within the AEE.

## 4.0 Iwi/ hapū

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The Applicant has initiated engagement with all mana whenua that have a registered interest over land included in the Application area on the dates detailed in the table below. An overview of proposal (refer **Attachment C**) was sent to Te Rūnanga O Ngāi Tahu (TRONT), Aukaha, and Te Ao Mārama Inc on 10 April 2025. The Applicant requested an initial hui with TAMI, Aukaha and TRONT in April 2025.

The applicant will continue to engage and consult with mana whenua throughout the application and development process.

The status of consultation with Iwi is outlined as follows:

### 4.1.1.1 Te Rūnanga O Ngāi Tahu

Te Tapu o Tāne responded to the letter provided to Te Rūnanga O Ngāi Tahu, on behalf of Te Rūnanga o Moeraki Incorporated, Kāti Huirapa ki Puketeraki Incorporated, Te Rūnanga o Ōtākou Incorporated, Hokonui Rūnanga Incorporated, Waihōpai Rūnaka Incorporated, Te Rūnaka o Awarua Charitable Trust, and Ōraka Aparima Rūnaka Incorporated.

A hui was held with TToT on 29 April 2025, and information relating to the proposal was sent on 28 April 2025 (refer **Attachment C**). A process agreement was discussed and signed by the applicant. The seven Ngā Rūnaka parties have not yet signed the process agreement. The applicant has been providing TToT with updates on the application as it progresses, is in the process of setting up a site visit with TToT, and is committed to continued engagement with TToT.

### 4.1.1.2 Aukaha

Following the letter of engagement, Aukaha responded on 30 April 2025, requesting additional material to assist in determining appropriate attendees for a hui. On the same day, the applicant replied, inviting Aukaha to attend a site visit and providing further details about the proposal (refer **Attachment C**).

A follow-up email was sent to Aukaha on 13 May 2025, reiterating the request for a hui, confirming the lodgement date, and supplying further information on the proposal.

The applicant is currently awaiting a response from Aukaha regarding a suitable date for the hui and is committed to continued engagement with Aukaha.

#### 4.1.1.3 Te Ao Mārama Inc (TAMI)

TAMI responded to the letter of engagement on 16 April 2025, outlining proposed terms for a hui. The Applicant accepted these terms on 22 April 2025. TAMI subsequently confirmed a suitable date for the hui on 2 May 2025.

Information requested by TAMI was sent prior to the hui, which was held on 7 May 2025, with the minutes attached at **Attachment C**. Additional information has been sent to TAMI as it has become available on 13 May 2025.

Prior to lodgement we have circulated the full application to TAMI, and intend to continue to consult with them throughout this fast-track process.

## 5.0 Heritage New Zealand Pouhere Taonga (HNZPT)

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A meeting was held with HNZPT on 22 May 2025, and was attended by Cam Hodgson (Applicant's Project Manager), Russell Cook (Applicant's Archaeologist), Olivia Stirling (Applicant's Planner) James Sutherland (NZPT Planner), Rebecca Benham (HNZPT Archaeologist) and Jasmine Weston (HNZPT Archaeologist). Prior to this meeting the Archaeological Assessment (refer **Appendix 13** of the AEE), the development Master Plan and the Presentation (**Attachment G**) was sent to HNZPT.

Following the meeting, HNZPT have confirmed that consultation was carried out in accordance with Section 11 of the Fast-track Approvals Act 2024 and provided minutes refer **Attachment D**.

#### How this consultation has informed this project:

- HNZPT identified that a pedestrian survey would be required prior to the submission of the substantive application, this is acknowledged by the Applicant, and will be considered prior to the lodgement of the substantive application;
- An archaeological risk zones map will be included in the assessment for the substantive application, following the survey.

## 6.0 Department of Conservation (DOC)

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A request to meet with DOC was made on 14 May 2025, and the Ecological Assessment (refer **Appendix 8** of the AEE) was sent prior to the meeting on the 20 May 2025. A meeting was subsequently held on 21 May 2025 with the meeting notes outlined in **Attachment E**.

#### How this consultation has informed this project:

The feedback received during consultation has been carefully considered including:

- Providing information and assessment particularly in the substantive application that wastewater runoff will not impact on the conservation land;

- Ensuring that a planting plan is provided with the substantive application.

## 7.0 Ministry for the Environment (MfE)

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A request to complete the Section 11 consultation requirements with MfE was sent on 28 April 2025 (see **Attachment F**). MfE responded on 30 April 2025, acknowledging receipt of the request and provided an information letter (refer **Attachment F**).

11 April 2025

Queenstown Lakes District Council  
Manager Resource Consents  
Attn: Fiona Blight  
Via email: s 9(2)(a)

Kia ora,

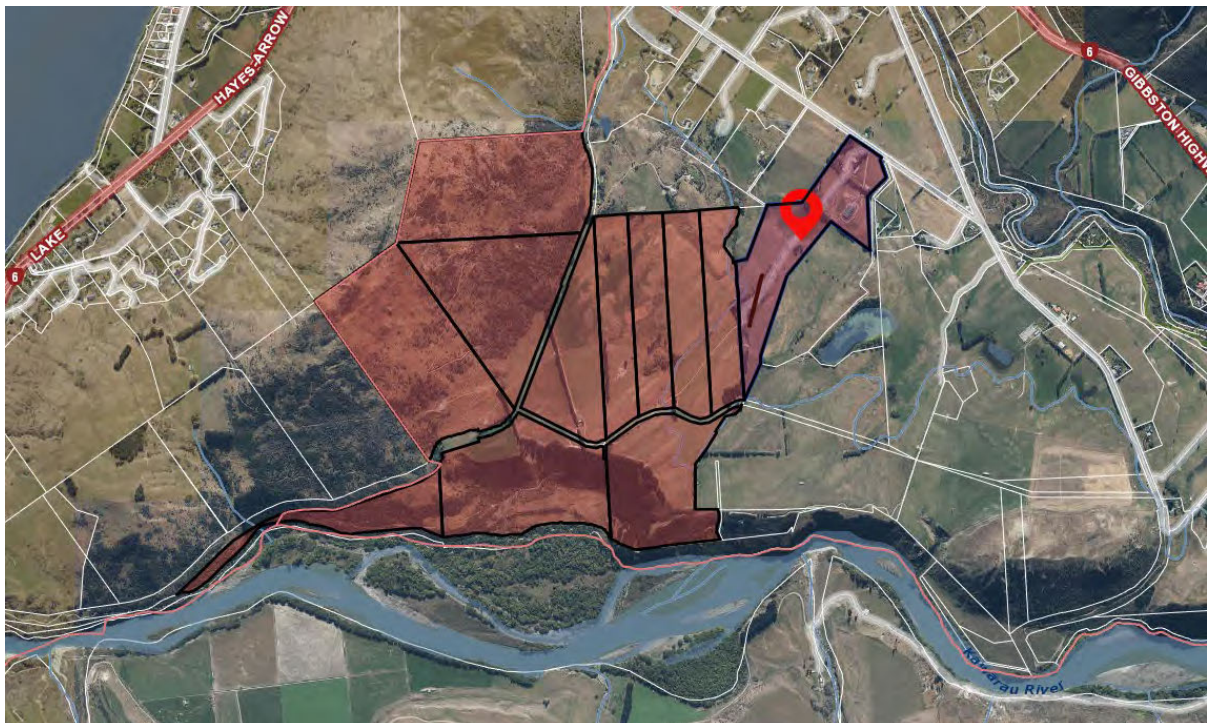
This letter is to initiate early engagement with Queenstown Lakes District Council regarding a proposed project at 122 Morven Ferry Road, Queenstown. The project is intended to proceed under the **Fast-Track Approvals Act 2025** process.

We are still in the early stages of planning, with the master plan currently being developed. The proposal however is intended to include a mix of housing and commercial activities. At this stage, we're looking to lodge a referral application under the Fast-Track Approvals Act 2025, rather than a plan change or resource consent.

Below details key details of the application site and its location depicted in Figure 1 below.

**Project summary:**

- Location: 122 Morven Ferry Road, Queenstown
- Applicant: Gibbons Co
- Scope: Housing and Commercial



**Figure 1:** Site locality highlighted in red

**Barker & Associates**  
**Wānaka**

PO Box 158, Queenstown 9348  
Level 1, 36 Shotover Street, Queenstown 9300



We would appreciate the opportunity to meet with Council to outline the proposal, hear any initial feedback, and talk through any potential planning matters at this early stage.

We're aiming to circulate draft material ahead of a meeting during the week of 28 April 2025. Please let me know if that timing works, or if you'd prefer to provide feedback in writing.

Please note that all details regarding the proposed project at Morven Ferry Road, including its scope, planning process, and any related discussions, are strictly confidential at this stage.

Feel free to get in touch if you have any questions or would like to discuss further.

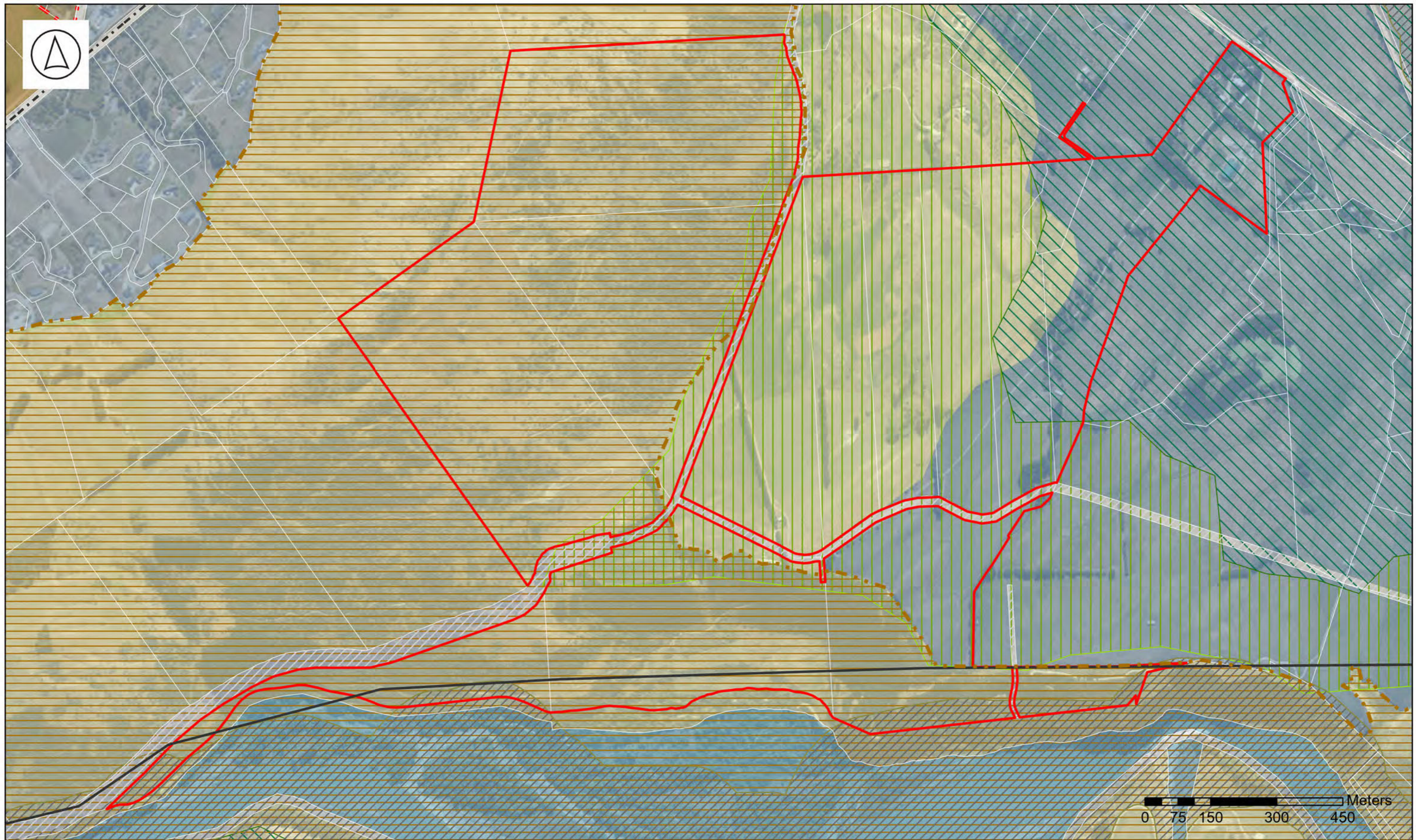
Ngā mihi,

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

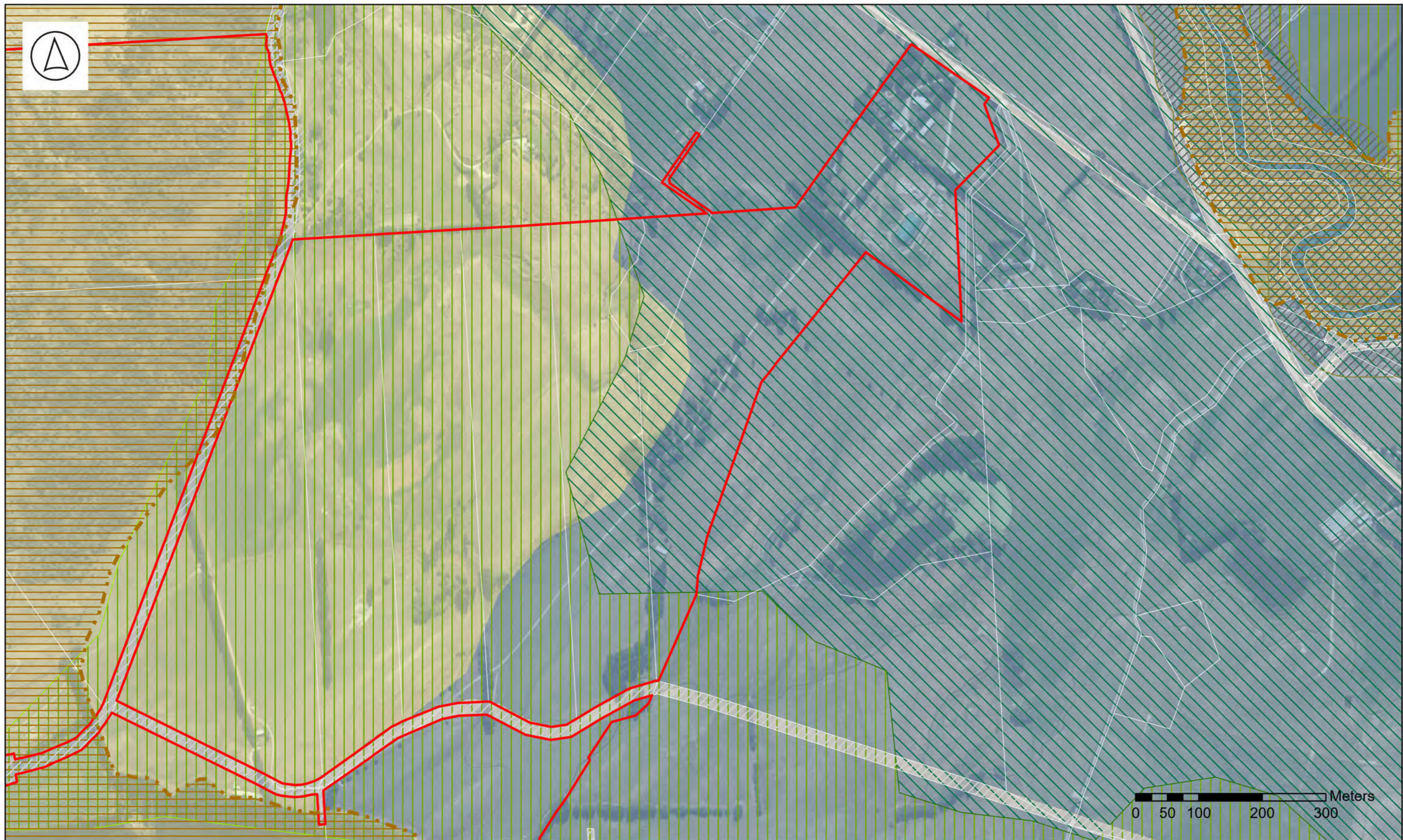
**Simone Williams**

Planner | Barker & Associates

s 9(2)(a)



- |   |  |   |  |  |
|---|--|---|--|--|
| <span style="border: 2px solid red; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site_Boundary | <span style="border-bottom: 2px dashed brown; width: 20px; margin-right: 5px;"></span> State Highways                | <span style="border: 1px solid green; width: 15px; height: 10px; margin-right: 5px;"></span> LUC2                                 | <span style="background-color: #d4e075; width: 15px; height: 10px; margin-right: 5px;"></span> Community Purposes                | <span style="background-color: #add8e6; width: 15px; height: 10px; margin-right: 5px;"></span> Water (zone Rural unless otherwise shown) |
| <span style="border-bottom: 2px dashed brown; width: 20px; margin-right: 5px;"></span> Landscape Classification                 | <span style="border-bottom: 2px solid brown; width: 20px; margin-right: 5px;"></span> Landscape Classification Label | <span style="border: 1px solid lightgreen; width: 15px; height: 10px; margin-right: 5px;"></span> LUC3                            | <span style="background-color: #f5deb3; width: 15px; height: 10px; margin-right: 5px;"></span> Informal Recreation               |  |
| <span style="border-bottom: 2px solid black; width: 20px; margin-right: 5px;"></span> National Grid Transmission Line           | <span style="border: 1px solid brown; width: 15px; height: 10px; margin-right: 5px;"></span> Wāhi Tūpuna             | <span style="background-color: #f5deb3; width: 15px; height: 10px; margin-right: 5px;"></span> Lower Density Suburban Residential | <span style="background-color: #add8e6; width: 15px; height: 10px; margin-right: 5px;"></span> Wakatipu Basin Rural Amenity Zone |  |
| <span style="border-bottom: 2px solid grey; width: 20px; margin-right: 5px;"></span> Aurora Distribution Lines                  | <span style="border: 2px dashed red; width: 15px; height: 10px; margin-right: 5px;"></span> Urban Growth Boundary    | <span style="background-color: #ffffcc; width: 15px; height: 10px; margin-right: 5px;"></span> Rural                              | <span style="border: 1px solid white; width: 15px; height: 10px; margin-right: 5px;"></span> Road                                |  |
|   | <span style="border: 1px solid grey; width: 15px; height: 10px; margin-right: 5px;"></span> Unformed Road            | <span style="background-color: #d4e075; width: 15px; height: 10px; margin-right: 5px;"></span> Rural Residential                  |  |  |



- |  |   |  |  |
|--|---|--|--|
| <span style="border: 2px solid red; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> Site_Boundary                           | <span style="border-bottom: 1px dashed gray; display: inline-block; width: 20px; vertical-align: middle;"></span> Unformed Road | <span style="background-color: #4682B4; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> Wakatipu Basin Lifestyle Precinct   | <span style="background-color: #ADD8E6; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> Water (zone Rural unless otherwise shown) |
| <span style="border-bottom: 2px dashed brown; display: inline-block; width: 20px; vertical-align: middle;"></span> Landscape Classification                    | <span style="border: 1px solid green; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> LUC2   | <span style="background-color: #B0C4DE; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> Wakatipu Basin Rural Amenities Zone |  |
| <span style="border-bottom: 1px solid brown; display: inline-block; width: 20px; vertical-align: middle;"></span> Landscape Classification Label               | <span style="border: 1px solid green; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> LUC3   | <span style="border: 1px solid gray; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> Road                                   |  |
| <span style="background-color: yellow; border: 1px solid green; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> Rural       | <span style="background-color: yellow; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> Rural |  |  |
| <span style="background-color: yellow; border: 1px solid green; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> Wāhi Tūpuna |   |  |  |

**From:** s 9(2)(a)  
**To:**  
**Cc:**  
**Subject:** QLDC presentation minutes  
**Date:** Monday, 12 May 2025 3:58:40 pm

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Hi Neil

Thank you and the QLDC team for meeting with us last week.

We've compiled a few key notes from the discussion below and look forward to continuing our engagement with QLDC as the project progresses. Please see a link below for the presentation providing an overview of the proposal, which includes the renders that were shared during the meeting:

[122 Morven Ferry Road](#)

Please note that this material is strictly confidential.

### **Introduction**

This meeting marks the beginning of ongoing engagement with QLDC regarding the proposed Ridgeburn development. The intention was to introduce the project at a high level, gather initial feedback, and establish a starting point for continued collaboration. The applicant appreciates QLDC's willingness to engage early and ensure relevant considerations are appropriately addressed through the fast-track process.

### **Attendees:**

1. Liz Simpson - Strategic Planner;
2. Peter Harris - Economic Development;
3. Richard Powell - Infrastructure
4. Mike Wardill – Engineering
5. Alison Hutton – Planning Policy;
6. Neil Harken – Planning
7. Jeremy Martin - Network engineer

### **Proposal Overview**

Key elements of the proposal outlined in the meeting included:

- Strategic positioning of the site in relation to nearby urban centres;
- A significant increase in residential capacity, with approximately 1,242 new dwellings proposed
- Greater diversity in housing typology and price point, including the committed delivery of 180 dwellings priced between \$599,000 and \$999,000;
- Significant ecological enhancement including restoration of Morven Hill and adjacent escarpment, involving the planting of approximately 150,000 natives over 58.8 ha, plus 38.5 ha of targeted weed and pest control to enhance skink populations;
- A mixed-use commercial precinct located on Morven Ferry Road to provide essential services, including a community hub, supermarket, daycare, and retail offerings;
- Provision of a private wastewater treatment plant, with potential for sustainable

technologies (e.g. water recycling or reclamation systems). The design also allows for future public connections (e.g. from Ladies Mile or Arrowtown) to help relieve regional network pressure.

### **QLDC Feedback:**

#### Neil Harken - Planning

1. Take into consideration the avoid objectives and policies around urban development outside of urban growth boundaries and balance these with significant positives;
2. Landscape matters are a key consideration in this area. QLDC will likely want to peer review any landscape assessment once the process has progressed to that stage.

#### Peter Harris - Economic Development Manager

1. From an economic viewpoint, the construction sector is already active in Queenstown;
2. Interested in shared workspaces, meaning residents don't have to travel across the region for work;
3. Interested in solar energy and energy resilience being provided for by the development.

#### Mike Wardill – Engineering

1. Morven Ferry is currently unsealed, this will require roading upgrades;
2. Ensure the cycle trail network can coexist with the increased traffic generated by the development, maintaining safety and accessibility for all users;
3. Detailed plans have not been provided to provide detailed feedback at this stage.

#### Transport

1. Address transport matters, particularly given the traffic constraints around Lake Hayes Estate, which this development is larger than;
2. Opportunities with potential alternative transport options i.e. the Remarkables Park Gondola;

#### Richard Powell – Infrastructure

1. The current QLDC wastewater strategy is to centralise wastewater.
2. While it doesn't appear the development needs QLDC to construct the wastewater treatment plant, this could be mutually beneficial for the applicant and QLDC in relation to existing wastewater constraints;

#### Liz Simpson - Strategic Planning

1. Enquired into whether conversations had been had with Otago Regional Council around extending the orbital bus route to the site;

### **Action items:**

1. Applicant to engage with ORC regarding the extension of the bus service to improve public transport accessibility;
2. Applicant to look into alternative transport solutions and roading upgrades required for

the development;

3. It is intended that QLDC be consulted with throughout this fast-track process, where the applicant team would be appreciative and will take on board any feedback along the way. The applicant will circulate more detailed information of the proposal as it becomes available.

Please let us know if you have any additional comments or feedback you would like to share.

The Applicant has chosen to delay lodgement to allow time for feedback. If there are any further comments QLDC would like to share, we would welcome receiving these within the next 5 working days (Monday 19th May).

Thanks

Simone

Ngā mihi | Kind regards,

---

SIMONE WILLIAMS

Associate

s 9(2)(a)

Suite 5, 47 Alpha St,  
Cambridge 3434

[barker.co.nz](http://barker.co.nz)



B&A Logo



Kerikeri | Whangārei | Warkworth |  
Auckland | Hamilton | Cambridge |  
Tauranga | Havelock North | Wellington |  
Christchurch | Wānaka & Queenstown

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11 April 2025

Otago Regional Council  
Consents Manager  
Attn: Mat Bell

Via email: s 9(2)(a)

Dear Mat

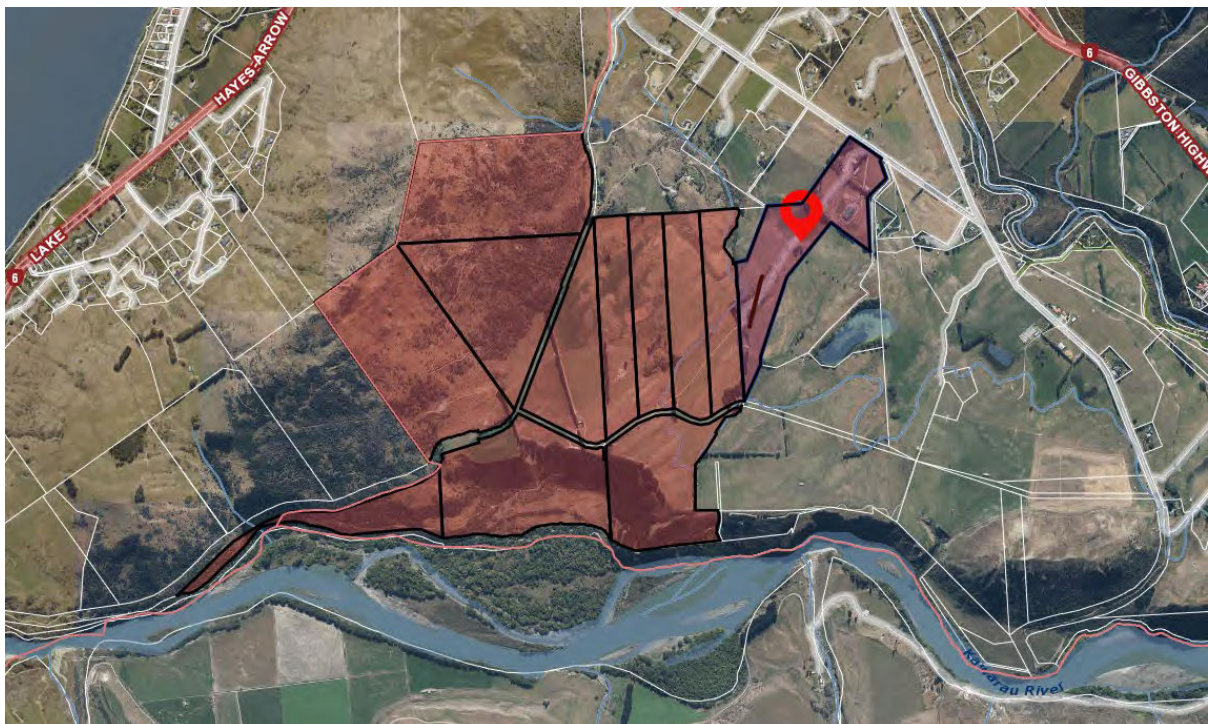
This letter is to initiate early engagement with Otago Regional Council regarding a proposed project at 122 Morven Ferry Road, Queenstown. The project is intended to proceed under the **Fast-Track Approvals Act 2025** process.

We are still in the early stages of planning, with the master plan currently being developed. The proposal however is intended to include a mix of housing and commercial activities. At this stage, we're looking to lodge a referral application under the Fast-Track Approvals Act 2025, rather than a plan change or resource consent.

Below details key details of the application site and its location depicted in Figure 1 below.

**Project summary:**

- Location: 122 Morven Ferry Road, Queenstown
- Applicant: Gibbons Co
- Scope: Housing and Commercial



**Figure 1:** Site locality highlighted in red

**Barker & Associates**  
**Wānaka**

PO Box 158, Queenstown 9348  
Level 1, 36 Shotover Street, Queenstown 9300



We would appreciate the opportunity to meet with Council to outline the proposal, hear any initial feedback, and talk through any potential planning matters at this early stage.

We're aiming to circulate draft material ahead of a meeting during the week of 28 April 2025. Please let me know if that timing works, or if you'd prefer to provide feedback in writing.

Please note that all details regarding the proposed project at Morven Ferry Road, including its scope, planning process, and any related discussions, are strictly confidential at this stage.

Feel free to get in touch if you have any questions or would like to discuss further.

Ngā mihi,

A handwritten signature in black ink, appearing to read 'Simone Williams', written over a light gray rectangular background.

**Simone Williams**

Planner | Barker & Associates  
s 9(2)(a)

**From:** s 9(2)(a)  
**To:**  
**Cc:**  
**Subject:** ORC presentation minutes  
**Date:** Monday, 12 May 2025 7:41:53 pm

---

Hi Mat

Thank you and the ORC team for meeting with us last week.

We've compiled a few key notes from the meeting below and look forward to continuing our engagement with ORC as the project progresses. Please see a link below for the presentation providing an overview of the proposal, which includes the renders that were shared during the meeting:

#### **Out of Scope**

Please note that this material is strictly confidential.

**Applicant attendees:** Kurt Gibbons (Gibbons Co), Cameron Hodgson (Gibbons Co), Olivia Stirling (Planning – B&A), Simone Williams (Planning – B&A), Rob Stewart (Engineer) and James Kitchen (Engineer)

#### **Introduction**

This meeting marks the beginning of ongoing engagement with ORC regarding the proposed Ridgeburn development. The intention was to introduce the project at a high level, gather initial feedback, and set the foundation for continued collaboration. The applicant appreciates ORC's willingness to engage early and ensure relevant environmental considerations are appropriately addressed through the fast-track process.

#### **Proposal Overview**

Key elements of the proposal outlined in the meeting included:

- A significant increase in residential capacity, with approximately 1,242 new dwellings proposed
- Greater diversity in housing typology and price point, including the committed delivery of 180 dwellings priced between \$599,000 and \$999,000;
- Significant ecological enhancement including restoration of Morven Hill and adjacent escarpment, involving the planting of approximately 150,000 natives over 58.8 ha, plus 38.5 ha of targeted weed and pest control to enhance skink populations;
- Strategic positioning of the site in relation to nearby urban centres;
- A mixed-use commercial precinct located on Morven Ferry Road to provide essential services, including a community hub, supermarket, daycare, and retail offerings;
- Provision of a private wastewater treatment plant, with potential for sustainable technologies (e.g. water recycling or reclamation systems). The design also allows for future public connections (e.g. from Ladies Mile or Arrowtown) to help relieve regional network pressure.

#### **Initial Discussion Topics Raised by ORC:**

- Whether any land contamination investigations had been undertaken, particularly in relation to arsenic – the Applicant advised that initial geotechnical investigations have been undertaken, which did not identify any obvious indicators of contamination. A detailed contamination assessment will be completed as part of the substantive application, should the project proceed beyond the referral stage.
- The proposed location and setback of the wastewater treatment plant in relation to the Kawarau River – the Applicant confirmed that treated effluent will be discharged to land via a disposal field situated on the flat terrace adjacent to the river. The field is located

approximately 15 metres vertically and 150 metres horizontally from the Kowarau River.

- Whether any wetlands had been identified on site, and if so, whether any modifications were proposed to them – the Applicant confirmed that three natural inland wetlands have been identified on site by the project ecologist. The development has been deliberately designed to avoid any reclamation or modification of these wetlands.
- A query regarding the Air Plan and what heating sources are proposed for future dwellings – the Applicant confirmed that heat pumps are proposed as the primary heating source. In addition, the potential for affordable solar panels to be offered as an optional add-on for future homeowners is proposed.
- The bus route on the movement plan was queried – the Applicant advised that this will be investigated into.
- In relation to wastewater, ORC was supportive of the proposal to include capacity for Arrowtown within the wastewater treatment system.
- ORC acknowledged that the site selected for the development is one of the better suited sites they have seen to accommodate a development like this, noting its capacity to accommodate growth without directly impacting sensitive receiving environments.

As this proposal was prepared as a referral application under the Fast-track Approvals Act, it was understood that a higher-level approach to engagement and technical detail was appropriate at this stage, with more detailed consultation to follow as part of the substantive application.

### Next Steps

During the meeting, ORC indicated they are happy to be involved as the project progresses and expressed interest in reviewing the expert reports once available.

Further in light of Council's recent email that there hadn't been sufficient time to fully review the proposal ahead of the meeting, the Applicant has chosen to delay lodgement to allow time for feedback. If there are any further comments ORC would like to share, we would welcome receiving these within the next **5 working days** (Monday 19th May).

A follow-up meeting will be arranged after the referral application has been lodged to discuss technical matters in more detail, with the relevant experts in attendance.

Thanks again and we look forward to receiving feedback from ORC.

Simone

Ngā mihi | Kind regards,

---

SIMONE WILLIAMS

Associate

s 9(2)(a)

Suite 5, 47 Alpha St,  
Cambridge 3434

[barker.co.nz](http://barker.co.nz)



B&A Logo



Kerikeri | Whangārei | Warkworth |  
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This email and any attachments are confidential. They may contain privileged information or copyright material. If you are not an intended recipient, please do not read, copy, use or disclose the contents without authorisation and we request you delete it and contact us at once by

File: RM25.188

Date: 20 May 2025

Sent via email: s 9(2)(a)

Dear Simone,

### **Pre-Application Meeting Follow up**

Thank you for attending a pre-application meeting with the following Otago Regional Council (ORC) staff:

Mat Bell - Team Leader Consents

Martina Courtier – Fast-track Consents Planner

Melanie Heather - Principal Compliance Specialist

Chris McSweeney - Team Leader Compliance

Ben Mackey - Manager of Science

Grace Longson - Transport Planner

This letter summarises our advice based on the information presented by you at the meeting held on 8 May 2025 and information provided in an email from you dated 12 May 2025 (after ORC requested further proposal information). As communicated to you, the information provided about the proposal has been limited and although we have provided as much useful feedback as possible, it is reflective of the available information.

### **Background**

From documentation and discussions, we understand the key aspects of the project are as follows:

- Gibbons Co shortly intend to submit a referral application to the EPA for their Ridgeburn project.
- This development would comprise of:
  - Up to 1,242 new dwellings, 180 of which will be priced between \$599,000 and \$999,000.
  - Restoration of Morven Hill and adjacent escarpment, involving the planting of approximately 150,000 natives over 58.8 ha, plus 38.5 ha of targeted weed and pest control to enhance skink populations.
  - Mixed-use commercial precinct located on Morven Ferry Road with a community hub, supermarket, daycare and retail.
  - Private wastewater treatment plant, with potential for water recycling or reclamation systems. Design also allows for future public connections. Treated effluent will be discharged to land via a disposal field situated on the flat terrace

adjacent to the river. The field is located approximately 15 metres vertically and 150 metres horizontally from the Kawarau River.

- Three natural inland wetlands have been identified on site by the project ecologist. The applicant plans to avoid any reclamation or modification of these wetlands.
- Initial geotechnical investigations have been undertaken. During this work no obvious indicators of contamination were discovered. A detailed contamination assessment will be completed as part of the substantive application.
- Heat pumps have been confirmed as the primary heating source.
- Affordable solar panels to be offered as an optional add-on for future homeowners.

## Otago Regional Council Comments and Feedback

### Transport

#### Current and planned public transport routes

The ORC and QLDC currently do not have plans to implement a public transport service on State Highway 6 east of Lake Hayes or on McDonnell Road, where the Ridgeburn Strategic Plan map currently displays a 'proposed orbital bus route'. All current and planned public transport services east of Lake Hayes use Arrowtown-Lake Hayes Road or Malaghans Road. Due to there being no current or planned public transport using State Highway 6 at Morven Ferry Road, the proposed development site would not be as proximate to current or planned public transport routes as potentially assumed. Please consult the latest current and planned network maps in the below documents:

- Current Queenstown public transport routes [orbus-queenstown-total-routes-map-september-2023.pdf](#).
- QLDC Spatial Plan's future public transport network map: [the-spatial-plan a4-booklet jul21-final-web-for-desktop.pdf](#) (p. 88).
- Proposed Queenstown public transport network aspirations: [pt-rptp-report-document-a4-mar-2025-web-2.pdf](#) (p. 63-64).

#### Urban form

We have concern about the private vehicle-reliant design of the proposed Ridgeburn development. The non-linear street networks, low-density development, and significant travel distance to most employment, educational, medical and shopping opportunities would not incentivise active or public transport use. As a result, Ridgeburn residents without access to private vehicles would be challenged to meet their transport needs.

Due to the urban form not being conducive to active transport, particularly for trips outside the development, the connectivity to the Twin Rivers and Arrow River Bridges Trails could be undermined.

#### Potential for public transport service provision

This proposed design does not meet ORC's proposed urban form and transport design criteria of high proximity, linearity, connectivity and density required to "provide public transport services sufficient to enable well-functioning urban environments" as per the draft Regional Public Transport Plan 2025-2035 (p. 46). In alignment with the plan, we would not commit to servicing Ridgeburn with public transport.

The potential for an effective park-and-ride connection would require greater study. Due to the closest public transport service to the development site being located at the SH6/Arrowtown-Lake Hayes Road intersection, over 3km away, it may not experience the desired uptake by Ridgeburn residents.

#### Impact on road network

As a result of the above factors, Ridgeburn residents could be expected to generate a significant number of private vehicle trips. We consider that few of these trips would be catered for by existing or planned public transport. This would have adverse impacts on the Whakatipu Basin's traffic congestion and greenhouse gas emissions.

***Prior to lodging a substantive application, we would strongly advise that an integrated transport assessment is undertaken to determine the proposed development's overall viability within the Queenstown transport network.***

#### **Resource Consents and Compliance**

The following comments outline key issues to address, prior to lodgement with the EPA and some other important observations.

#### Bore / Groundwater Water Take

- It is likely that a land use consent and water permit for this activity is required.
- Water supply for the development is to come from bores sourcing groundwater onsite. There are rules in the Regional Plan: Water for Otago (RPW) with regard to constructing bores and also abstracting groundwater.
- If the water is planned to be abstracted from an existing bore, we recommend confirming whether the bore has an ORC land use consent and provide the bore/well number in the application. If there is no existing consented bore, a land use consent will be required.
- If the taking of water from the bore cannot meet the permitted activity rules of the RPW, a resource consent is needed for abstracting the water.
- Arsenic in groundwater is a known issue in the Wakatipu Basin. The applicant should plan to regularly test proposed drinking water bores through different seasons to assess potential arsenic levels and risk.
- Please also ensure the bore head design includes suitable sealing and backflow prevention.

#### Contaminated land

- A Detailed Site Investigation (DSI) may be required due to historic rural land use.
- If contamination is identified, consent may be required under The Regional Plan: Waste for Otago (RPWa) and the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 for disturbance or remediation.
- The disturbance of a contaminated suite requires consent under the Regional Plan Waste (RPWa). A contaminated site is defined under the RPWa as “a site at which hazardous substances occur at concentrations above background levels **and** where assessment indicates it poses, or is likely to pose an immediate or long term hazard to human health or the environment.”  
Both parts of this definition must be satisfied in order for the definition to apply. There are some sites in Otago with naturally occurring levels of substances which may exceed

soil guideline values (indicating a hazard to human health or the environment), but these will not meet the contaminated site definition because the substance does not also occur at concentrations about background levels.

- There is no permitted activity rule for the disturbance of a contaminated site and so any disturbance that is beyond de minimus will require a consent as a discretionary activity in accordance with Rule 5.6.1 of the RPWa. In general, very small-scale disturbance through activities such as sampling surface soils and hand auger sampling would be considered de minimus, whereas larger scale works such as excavation and earthworks will require a consent.

#### Wastewater

- The RPW has rules with regard to the discharge of treated wastewater to land. You noted that wastewater is likely to be treated and discharge to land on a site adjacent the Kawarau River. A discharge permit for this activity will likely be required with a maintenance and monitoring plan, and regular assessments by a Suitably Qualified and Experienced Person (SQEP).
- Please provide the following information in your application:
  - Details on the design and capacity of the wastewater system, including whether reserve land has been allocated for future expansion.
  - Specify the disposal method (e.g., cut and carry, land treatment, disposal field), supported by soil and permeability testing.
  - Clearly define the location of discharge, and assess:
    - Feasibility
    - Groundwater interaction
    - Proximity to water bodies, buildings, and property boundaries
    - Cumulative effects (e.g., nearby septic systems)
    - Confirm whether wastewater reuse is proposed.
  - Outline proposed discharge limits, with consideration to performance during cold weather.

#### Residential earthworks

- There are rules in the RPW that apply to earthworks for residential development. The provisions have been developed to manage the discharge of sediment from earthworks resulting in adverse effects on water quality. Rules 14.5.1.1 and 14.5.2.1 set out the specific requirements for earthworks. You will need a resource consent if you cannot meet all the below criteria:
  - The area of exposed earth is no larger than 2,500m<sup>2</sup> per landholding in any consecutive 12-month period;
  - Works are not within ten metres of a water body (such as a river, stream, wetland or lake), drain, water race or the coast;
  - Exposed earth is stabilised when works are completed;
  - Works are not on (potentially) contaminated land;
  - Soils and debris are not placed where sediment can enter waterways or the coastal marine area;
  - Works will not result in flooding, erosion, land instability, subsidence or property damage; and
  - Discharge of sediment to water will not result in, e.g. any conspicuous change in the colour or visual clarity, objectionable odour, making water not suitable for farm animals, or cause significant adverse effects on aquatic life.

- If you cannot meet one or more of these criteria, you will need both a land use consent and a discharge permit.
- The following Guide provides context to ORC residential earthworks provisions, consent information and on-going consent compliance requirements. This includes content required for any Environmental Management Plans (EMPs) and Erosion and Sediment Control Plans (ESCPs) which are necessary for the majority of consents granted by the ORC: <https://www.orc.govt.nz/media/14398/residential-earthworks-in-otago-3-2023.pdf>
- An Environmental Management Plan (EMP) and Erosion and Sediment Control Plan (ESCP) (prepared by a SQEP) should demonstrate robust mitigation of construction-phase risks, including consideration to GD05 and protection of wetlands on site.

#### Wetlands

- You advised that there are natural wetlands on site. The National Policy Statement for Freshwater Management 2020 defines a natural wetland as:  
**natural wetland** means a wetland (as defined in the Act) that is not:  
(a) a wetland constructed by artificial means (unless it was constructed to offset impacts on, or restore, an existing or former natural wetland); or  
(b) a geothermal wetland; or  
(c) any area of improved pasture that, at the commencement date, is dominated by (that is more than 50% of) exotic pasture species and is subject to temporary rain-derived water pooling.
- A wetland as defined in the Resource Management Act 1991:  
**wetland** includes permanently or intermittently wet areas, shallow water, and land water margins that support a natural ecosystem of plants and animals that are adapted to wet conditions
- Resource consents maybe required under the Resource Management (National Environmental Standards for Freshwater) Regulations 2020. Should applications be required, all wetlands on site must be delineated and assessment must included potential impacts on wetland hydrology during and after construction.

#### Discharge of Stormwater

- The RPW contains rules which relate to the discharge of stormwater. The proposal could potentially meet permitted activity rules; however, ORC would expect good management practice in the treatment of stormwater before discharge, especially given the recent national direction on water quality.
- The application should:
  - confirm whether stormwater will be managed on-site or via a reticulated system. Identify discharge points and assess whether permitted activity rules are met, or if consent is required.
  - Provide detail on overland flow management and proposed stormwater retention.
  - Detail erosion and sediment control measures for the construction phase.
  - Include an environmental assessment that address stormwater discharge effects.

#### Mana whenua and cultural values

- In the application, should outline any engagement with mana whenua.

- Please identify any sites of significance, and whether a Cultural Impact Assessment (CIA) has been undertaken or is planned.
- Please also assess if the proposal aligns with iwi values and consider including a Cultural Impact Assessment.

#### Air Discharges

- The Regional Plan: Air for Otago (**RPA**) contains rules which may be relevant during the construction phase of the development, such as dust related to construction activities.
- Rule 16.3.13.1 of the RPA provides the permitted activity criteria for discharges from building and construction activities, including road construction and maintenance, but excluding the remediation of asphalt surfaces (seal burning). These discharges are permitted under the RPA, providing any discharge of smoke, odour, particulate matter or gas is not noxious, dangerous, offensive or objectionable at or beyond the boundary of the property. If this rule cannot be met, consent is required.
- A copy of the RPA can be found here: <https://www.orc.govt.nz/media/1412/regional-plan-air-for-otago.pdf>

#### Defense against water

- The proposal involves the construction of a defense against water. This requires a land use consent for the erection of the structure as well as a diversion permit for the associated redirecting of floodwater. Please note that the RPW also includes objectives and policies to avoid the exacerbation of any natural hazards or creation of hazards associated with lakes and rivers.

#### Diversion of water

- If the development of the site will involve the damming or diversion of water, then there are permitted activity rules under rules in the RPW that may apply. If the criteria given in these rules cannot be met resource consent would be required under Chapter 12.3 of the RPW

#### Conditions of Consent

- Council has a range of standard conditions that are typically applied to the consents outlined above. A copy of these standard conditions are available upon request and will be provided to the Fast-track Panel in due course.

#### **Natural Hazards Comments**

- The proposal will need to consider the possible landslide/rockfall hazard from the slopes of Morven Hill immediately to the west, and also an appropriate setback from the steep terrace face down the Kawarau River given possible slope stability or erosion issues.

#### **Science Comments**

- Caution is needed around groundwater for the proposed water supply given Arsenic issues in groundwater in that area. Note that arsenic concentrations can fluctuate over time. Also there are likely to be limited groundwater quantities at the development site unless down in the Kawarau River floodplain type area.
- It was indicated that the location for the proposed disposal field was on a terrace adjacent to the Kawarau River. There needs to be sufficient separation between any groundwater takes and the disposal field. There are potential issues with failure of a

ground-based disposal field so close to the river. In addition, there is a flood risk from the Kawarau to any infrastructure adjacent to the river.

- There are potential wetlands in the undulating topography in the development area.
- There is a potential rockfall risk from outcrops on the hill adjacent to the development.
- Unmapped mine workings could be present near the development. Historic underground mining activity is usually found at the schist bedrock/gravel interface.
- If solid wood burners are installed, this could create air quality issues in the area.
- An expectation is a full ecological assessment would be completed by a suitably qualified expert on the species and ecosystems in the area before the proposed project commences. Given its location, threatened or at-risk plants and animals, as well as rare ecosystems, could be impacted by the proposed project. Likely high ecosystem values on the hill - plans indicate this will not be developed.

### **Planning and Policy Comments**

Policy comments below are focused on issues and provisions that we consider should be addressed in the application.

For context, ORC has responsibilities together with QLDC for urban development matters under the NPS-UD 2020. ORC and QLDC are also members of an Urban Growth Partnership overseeing Queenstown's Spatial Plan.

Generally, we suggest the application should focus in more detail on how the proposed development will integrate with existing urban areas, and any impacts on water quality given the proximity of the site to Lake Hayes and the Kawarau River, and the underlying Wakatipu Basin Aquifer. There are likely to be links between Policy's comments on relevant Spatial Plan matters, and Transport's comments on any impacts on the wider transport network and any challenges of providing a viable public transport network to the site.

More specifically, the below key elements of the Queenstown Spatial Plan are suggested for more detailed consideration in the application:

- The proposed mix of typologies including 1, 2 and 3 bedroom dwellings, and the proposed affordable housing component, are acknowledged as likely to contribute to achieving greater housing choice and therefore contribute towards achieving Outcome 1 of the Queenstown Spatial Plan.
- However, as the site is not a priority development area or a future urban area in the Spatial Plan (the closest priority development area being Ladies Mile) more consideration should be given to how the proposal will contribute to achieving consolidated growth, which is also part of Outcome 1 of the Spatial Plan.
- Outcome 2 of the Spatial Plan envisages that public transport, walking and cycling is the preferred option for daily travel. While the connectivity aspects of the proposal are acknowledged, more assessment should be undertaken of how people will undertake daily travel to places of employment, and to primary and secondary schools.

Further, there are a number of relevant Regional Policy Statement provisions (operative RPS 2019 and proposed RPS 2021) that the application should consider:

- RPS19 and pORPS – Freshwater provisions/chapter: further consideration of any impacts on water quality (including groundwater) and how the policy framework is met.
- RPS19 and pORPS – Natural Features and Landscapes provisions/chapter: further consideration of how the proposal will protect the Outstanding Natural Landscape (ONL).

- RPS19 and pORPS – Hazards and Risks provisions/chapter: detailed consideration of any natural hazard risks and how the policy framework is met.
- pORPS – Urban Form and Development chapter: further consideration of how the proposal will integrate effectively with surrounding urban areas and rural areas, and support climate change adaptation and mitigation.
- RPS19 and pORPS – Ecosystems and Indigenous Biodiversity provisions/chapter: further consideration of how the proposal will meet the chapter objectives and other provisions, including in particular how mana whenua will exercise their role.

In regard to the above, Policy notes that the following pORPS provisions are particularly relevant and should be considered in more detail in the substantive application:

#### UFD-O1 – Development of urban areas

This objective envisages that development and change of urban areas occurs in a strategic and coordinated way, which (among other things):

- integrates effectively with surrounding urban areas and rural areas.
- results in a consolidated, well-connected and well-designed urban form which is integrated with infrastructure.

#### UFD-P4 – Urban expansion

This policy provides that expansion of existing urban areas may occur where, at a minimum, the expansion (among other things):

- achieves consolidated, well designed and sustainable development in and around existing urban areas.
- is integrated efficiently and effectively with development infrastructure and additional infrastructure in a strategic, timely and co-ordinated way.

“Development infrastructure” is defined in the pORPS to include land transport controlled by a local authority. Any Transport comments about capacity on the existing public transport network and impacts on the wider transport network will also be relevant to consideration of the pORPS provisions relating to integration.

Finally, many provisions in the Natural Features and Landscapes (NFL), Hazards and Risks (HAZ) and Urban Form and Development (UFD) chapters in the pORPS are subject to appeal. This includes UFD-O1 and UFD-P4. Please be aware that the provisions may change as a result.

### **Conclusion**

It is noted that this information has been provided based on discussion of information provided by you about your proposal and therefore there may be other requirements identified once your application is lodged.

The costs related to this service include but are not limited to; administration, research, meeting time, taking minutes, distribution of meeting notes, and question follow ups. 30 minutes of work carried out by the Consents Officer is free of charge. The remaining work is charged at the relevant officer's hourly rate in accordance with the fees and charges schedule which can be found [here](#).

### **Next Steps**

If you believe any of this information is not relevant to your proposal, have any queries or require clarification on the information provided please contact me on 0800 474 082 or by emailing [martina.courtier@orc.govt.nz](mailto:martina.courtier@orc.govt.nz)

Yours sincerely



Alexandra King  
**Consents Manager**

Barker & Associates  
Wānaka

PO Box 158, Queenstown 9348  
Level 1, 36 Shotover Street, Queenstown 9300



10 April 2025

Aukaha

Via email: consents@aukaha.co.nz

Kia ora,

We are reaching out to engage with Aukaha regarding a proposed project at 122 Morven Ferry Road, Queenstown under the **Fast-Track Approvals Act 2025**. As part of the process, we are committed to ensuring meaningful consultation with mana whenua and seek your input on any matters of cultural significance, environmental concerns, or other considerations you may have.

We are still in the early planning stages, with the master plan currently being developed for this project. The intention is to lodge an application under the Fast-Track Referral process.

Project summary:

- **Location:** 122 Morven Ferry Road, Queenstown (Site context attached at **Appendix 1**)
- **Applicant:** Gibbons Co
- **Scope:** Housing and Commercial

We would appreciate the opportunity to meet with Aukaha to discuss the project, understand any concerns, and explore ways to incorporate iwi values and perspectives into the proposal. While the master plan is still being developed, we are aiming to circulate draft material in advance of a proposed hui during the week of 21 April 2025.

Please let us know if that week suits for a hui, or if you would prefer to provide written feedback instead.

We acknowledge the importance of working together and look forward to your guidance on this process. Please feel free to reach out with any questions.

Please note that all details regarding the proposed project at Morven Ferry Road, including its scope, planning process, and any related discussions, are strictly confidential at this stage.

Ngā mihi,

A handwritten signature in black ink, appearing to read 'Olivia Stirling', with a long, sweeping horizontal line extending to the right.

Olivia Stirling  
**Senior Planner**

Barker & Associates

s 9(2)(a)

10 April 2025

Te Ao Mārama  
Via email: office@tami.maori.nz

Kia ora,

We are reaching out to engage with Te Ao Mārama regarding a proposed project at 122 Morven Ferry Road, Queenstown under the **Fast-Track Approvals Act 2025**. As part of the process, we are committed to ensuring meaningful consultation with mana whenua and seek your input on any matters of cultural significance, environmental concerns, or other considerations you may have.

We are still in the early planning stages, with the master plan currently being developed for this project. The intention is to lodge an application under the Fast-Track Referral process.

Project summary:

- **Location:** 122 Morven Ferry Road, Queenstown (Site context attached at **Appendix 1**)
- **Applicant:** Gibbons Co
- **Scope:** Housing and Commercial

We would appreciate the opportunity to meet with Te Ao Mārama to discuss the project, understand any concerns, and explore ways to incorporate iwi values and perspectives into the proposal. While the master plan is still being developed, we are aiming to circulate draft material in advance of a proposed hui during the week of 21 April 2025.

Please let us know if that week suits for a hui, or if you would prefer to provide written feedback instead.

We acknowledge the importance of working together and look forward to your guidance on this process. Please feel free to reach out with any questions.

Please note that all details regarding the proposed project at Morven Ferry Road, including its scope, planning process, and any related discussions, are strictly confidential at this stage.

Ngā mihi,



Olivia Stirling  
**Senior Planner**

10 April 2025

Te Rūnanga o Ngāi Tahu  
Via email: [info@ngaitahu.iwi.nz](mailto:info@ngaitahu.iwi.nz)

Kia ora,

We are reaching out to engage with Te Rūnanga o Ngāi Tahu regarding a proposed project at 122 Morven Ferry Road, Queenstown under the **Fast-Track Approvals Act 2025**. As part of the process, we are committed to ensuring meaningful consultation with mana whenua and seek your input on any matters of cultural significance, environmental concerns, or other considerations you may have.

We are still in the early planning stages, with the master plan currently being developed for this project. The intention is to lodge an application under the Fast-Track Referral process.

Project summary:

- **Location:** 122 Morven Ferry Road, Queenstown (Site context attached at **Appendix 1**)
- **Applicant:** Gibbons Co
- **Scope:** Housing and Commercial

We would appreciate the opportunity to meet with Te Rūnanga o Ngāi Tahu to discuss the project, understand any concerns, and explore ways to incorporate iwi values and perspectives into the proposal. While the master plan is still being developed, we are aiming to circulate draft material in advance of a proposed hui during the week of 21 April 2025.

Please let us know if that week suits for a hui, or if you would prefer to provide written feedback instead.

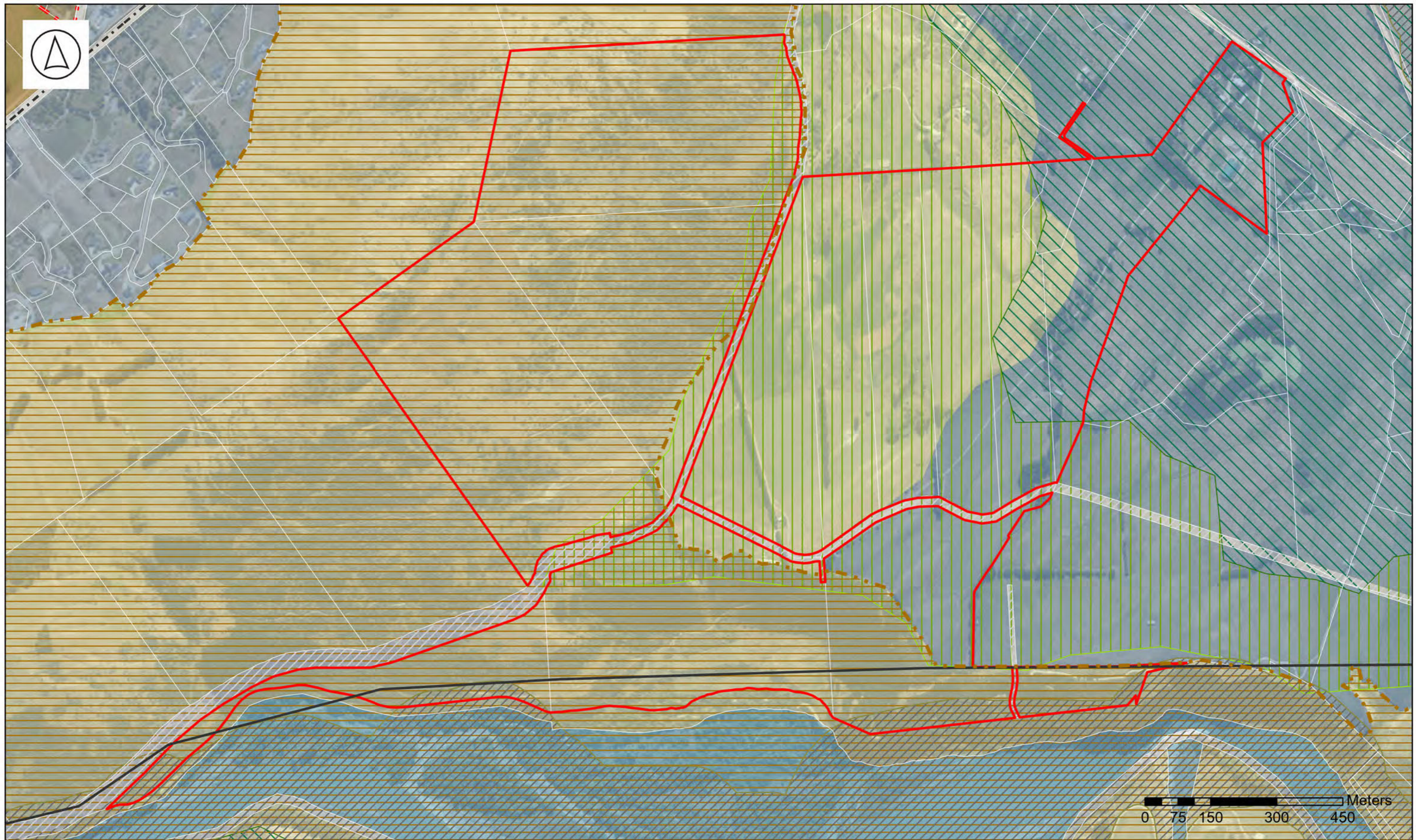
We acknowledge the importance of working together and look forward to your guidance on this process. Please feel free to reach out with any questions.

Please note that all details regarding the proposed project at Morven Ferry Road, including its scope, planning process, and any related discussions, are strictly confidential at this stage.

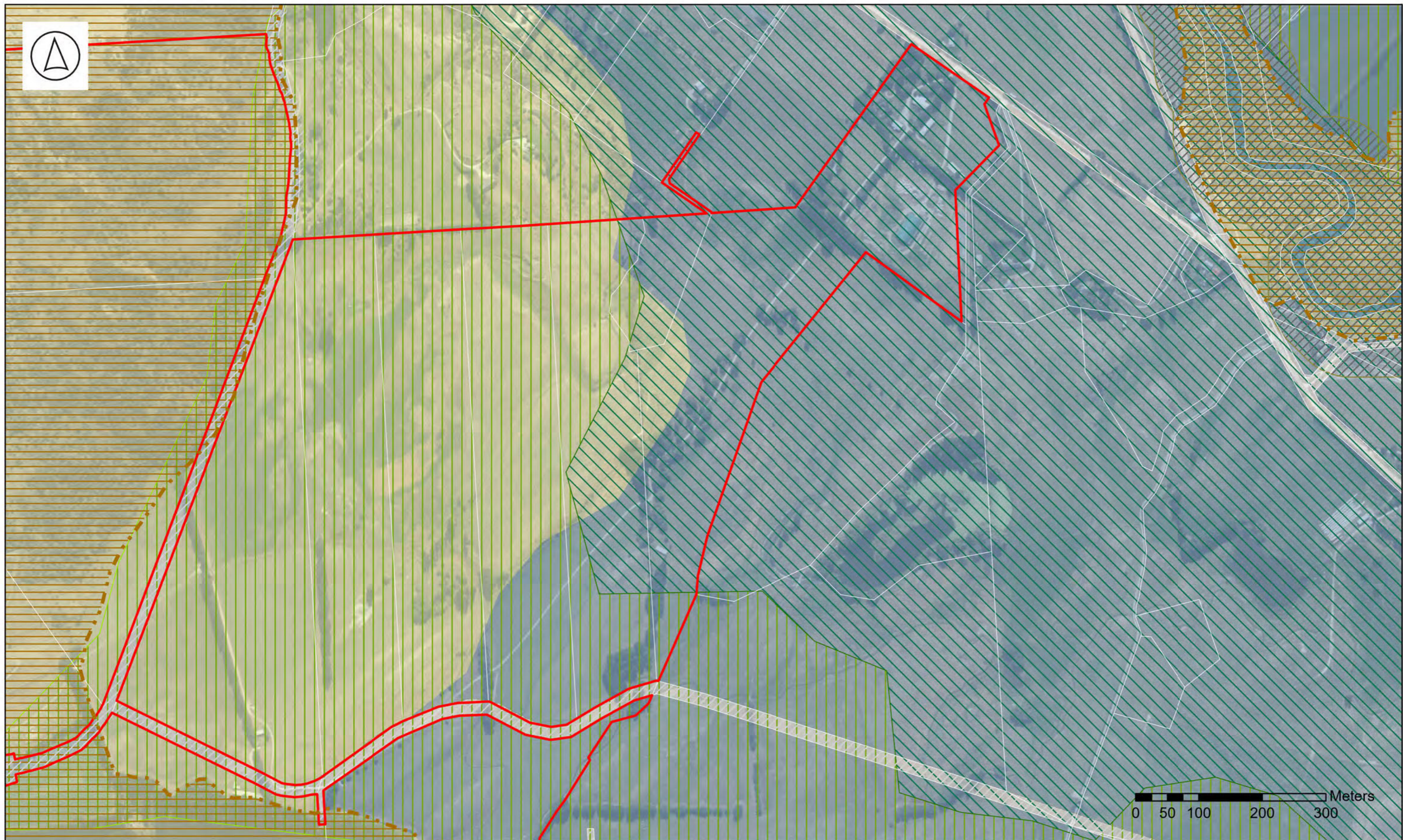
Ngā mihi,



Olivia Stirling  
**Senior Planner**



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|--|---|--|---|---|
| <span style="border: 2px solid red; display: inline-block; width: 20px; height: 10px;"></span> Site_Boundary | <span style="border-bottom: 2px dashed black; width: 20px;"></span> State Highways                | <span style="border: 1px solid green; width: 20px; height: 10px;"></span> LUC2                                 | <span style="background-color: #92d050; width: 20px; height: 10px;"></span> Community Purposes                | <span style="background-color: #add8e6; width: 20px; height: 10px;"></span> Water (zone Rural unless otherwise shown) |
| <span style="border-bottom: 2px dashed brown; width: 20px;"></span> Landscape Classification                 | <span style="border-bottom: 2px solid brown; width: 20px;"></span> Landscape Classification Label | <span style="border: 1px solid green; width: 20px; height: 10px;"></span> LUC3                                 | <span style="background-color: #f5deb3; width: 20px; height: 10px;"></span> Informal Recreation               |   |
| <span style="border-bottom: 2px solid black; width: 20px;"></span> National Grid                             | <span style="border-bottom: 2px solid black; width: 20px;"></span> Transmission Line              | <span style="background-color: #d2b48c; width: 20px; height: 10px;"></span> Lower Density Suburban Residential | <span style="background-color: #add8e6; width: 20px; height: 10px;"></span> Wakatipu Basin Rural Amenity Zone |   |
| <span style="border-bottom: 2px solid grey; width: 20px;"></span> Aurora Distribution Lines                  | <span style="border-bottom: 2px solid grey; width: 20px;"></span> Unformed Road                   | <span style="background-color: #ffff00; width: 20px; height: 10px;"></span> Rural                              | <span style="border: 1px solid black; width: 20px; height: 10px;"></span> Road                                |   |
|  | <span style="border: 2px solid red; width: 20px; height: 10px;"></span> Urban Growth Boundary     | <span style="background-color: #90ee90; width: 20px; height: 10px;"></span> Rural Residential                  |   |   |
|  | <span style="border: 2px solid grey; width: 20px; height: 10px;"></span> Wāhi Tūpuna              |  |   |   |



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|--|---|--|--|
| <span style="border: 2px solid red; display: inline-block; width: 15px; height: 10px;"></span> Site_Boundary   | <span style="border-bottom: 1px dashed gray; width: 20px; display: inline-block;"></span> Unformed Road   | <span style="background-color: #4682B4; width: 20px; height: 10px; display: inline-block;"></span> Wakatipu Basin Lifestyle Precinct   | <span style="background-color: #ADD8E6; width: 20px; height: 10px; display: inline-block;"></span> Water (zone Rural unless otherwise shown) |
| <span style="border-bottom: 2px dashed brown; width: 20px; display: inline-block;"></span> Landscape Classification  | <span style="background: repeating-linear-gradient(45deg, transparent, transparent 2px, green 2px, green 4px); width: 20px; height: 10px; display: inline-block;"></span> LUC2          | <span style="background-color: #B0C4DE; width: 20px; height: 10px; display: inline-block;"></span> Wakatipu Basin Rural Amenities Zone |  |
| <span style="border-bottom: 2px solid brown; width: 20px; display: inline-block;"></span> Landscape Classification Label   | <span style="background: repeating-linear-gradient(-45deg, transparent, transparent 2px, green 2px, green 4px); width: 20px; height: 10px; display: inline-block;"></span> LUC3         | <span style="border: 1px solid gray; width: 20px; height: 10px; display: inline-block;"></span> Road                                   |  |
| <span style="background: repeating-linear-gradient(-45deg, transparent, transparent 2px, yellow 2px, yellow 4px); width: 20px; height: 10px; display: inline-block;"></span> Rural | <span style="background: repeating-linear-gradient(45deg, transparent, transparent 2px, yellow 2px, yellow 4px); width: 20px; height: 10px; display: inline-block;"></span> Wāhi Tūpuna |  |  |

**From:** s 9(2)(a)  
**To:** [Aukaha Consents](#)  
**Cc:** s 9(2)(a)  
**Subject:** Re: [EXT] Fast Track Consultation - 122 Morven Ferry Road, Queenstown  
**Date:** Tuesday, 13 May 2025 8:57:28 am  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)

---

Mōrena Mereana,

We are following up on the below. Can you please confirm if Aukaha require any additional information for consideration. I have attached a presentation outlining the details of the development in the following link - [Out of Scope](#)

Additionally, please note that the lodgement date has been deferred by a week to provide the applicant with additional time for meaningful stakeholder engagement prior to lodgement.

We are keen to receive any feedback Aukaha may have on the information provided, prior to the submission of the referral application. Please advise when Aukaha are available within the next week for this hui?

Thank you for your assistance, and please let us know if you have any questions.

Ngā mihi | Kind regards,

---

Olivia Stirling  
Associate

s 9(2)(a)

B&A Logo



[barker.co.nz](http://barker.co.nz)



---

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---

**From:** Olivia Stirling s 9(2)(a)  
**Sent:** Wednesday, April 30, 2025 11:18 AM  
**To:** Aukaha Consents <[consents@aukaha.co.nz](mailto:consents@aukaha.co.nz)>  
**Cc:** Kurt Gibbons s 9(2)(a)  
**Subject:** Re: [EXT] Fast Track Consultation - 122 Morven Ferry Road, Queenstown

Kia ora Mereana,

We met with Te Tapu o Tāne yesterday, on behalf of seven Papatipu Rūnanga. The next step is to have a hui onsite with them in the next month, are Aukaha interested in attending this hui as well?

We are aiming to lodge the referral application on the 9th May, which is the first step of a long journey. We are intending to actively engage with iwi/ hapū throughout the journey of finalising the details of this proposal and through the formation of a substantive application.

Please find the draft plans in the following link  
Out of Scope

This proposal is still very much in draft form, whilst we finalise feedback from relative experts and iwi/ hapū. Expert involvement has been key to the design of the development to this point to ensure the outcome has significant positives for the environment and the region.

This development aims to directly address the housing challenges facing the Queenstown Area and the Otago Region by delivering a comprehensively designed, master-planned solution. The project aims to deliver 1,281 well-designed, affordable homes. To support the development of affordable housing, a mix of commercial, retail, recreational spaces and accommodation/ workers accommodation activities are proposed within the approximately 200ha site at Morven Ferry Road in the Queenstown Lakes District.

Integrated into the design of the development, the proposal will have the following positive outcomes:

1. Contribute to regional housing affordability by delivering a range of housing options;
2. Deliver significant economic benefits across the Queenstown Lakes and wider Otago region;
3. Enhance connectivity between Queenstown and Frankton and the site;
4. Support national climate goals through a reduction of greenhouse gas emissions through planting and potential solar opportunities;
5. Regionally significant ecological restoration and protection of an Outstanding Natural Feature (Morven Hill).

The development will be serviced with key infrastructure such as road networks, stormwater management, wastewater systems, and water supply, while adhering to sustainable design principles. An on-Site Wastewater Treatment Plant will be established, with treated effluent potentially used for irrigation purposes.

Please let me know if you have any questions and when Aukaha are available for a hui.

Ngā mihi | Kind regards,

---

Olivia Stirling  
Senior Planner  
s 9(2)(a)

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---

**From:** Aukaha Consents <consents@aukaha.co.nz>  
**Sent:** Wednesday, April 30, 2025 10:38 AM  
**To:** Olivia Stirling s 9(2)(a)  
**Subject:** RE: [EXT] Fast Track Consultation - 122 Morven Ferry Road, Queenstown

Kia ora Olivia,

Apologies for this late reply, I can unfortunately see that we have missed the proposed hui that was sought during the week of 21 April 2025.

Would you be able to update me what the status is of your client's proposal?  
Including any material that we can review to assist on determining whom to have in a hui, if still possible?

Kā mihi



**Mereana Goodman**

Kaimahi Whakaaetaka Taiao | Consents Officer | Mana Taiao  
Level 2, 266 Hanover Street, Dunedin 9016 | PO Box 446, Dunedin  
9054

**Tari:** 03 477 0071

[www.aukaha.co.nz](http://www.aukaha.co.nz)



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---

**From:** Olivia Stirling s 9(2)(a)  
**Sent:** Thursday, 10 April 2025 5:09 pm  
**To:** Aukaha Consents <consents@aukaha.co.nz>  
**Subject:** [EXT] Fast Track Consultation - 122 Morven Ferry Road, Queenstown

Kia ora,

Barker & Associates (B&A) are working with a client (Gibbons Co) to undertake a Fast Track Application in the Queenstown area.

The following link is a letter requesting the opportunity for a hui in relation to the project,

once the project details have been finalised.

## Out of Scope

Could you please forward this to the appropriate person, otherwise, please let me know where this request should be directed.

Any questions, please don't hesitate to get in touch.

Ngā mihi | Kind regards,  
Olivia

---

Olivia Stirling  
Senior Planner  
s 9(2)(a)

PO Box 158,  
Queenstown 9348  
28 Helwick St  
Wānaka Lakes  
[barker.co.nz](http://barker.co.nz)



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Christchurch, Queenstown, Wānaka

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**From:** s 9(2)(a)  
**To:**  
**Cc:**  
**Subject:** Re: Initial Hui - Gibbons Co  
**Date:** Monday, 28 April 2025 2:21:45 pm

---

Kia ora,

To provide summary prior to the hui, please find the draft plans in the following link.

We will bring these to the hui to talk through  
Out of Scope

As previously mentioned, this proposal is still very much in draft form, whilst we finalise feedback from relative experts and iwi/ hapū. Expert involvement has been key to the design of the development to this point to ensure the outcome has significant positives for the environment and the region.

This development aims to directly address the housing challenges facing the Queenstown Area and the Otago Region by delivering a comprehensively designed, master-planned solution. The project aims to deliver 1,281 well-designed, affordable homes. To support the development of affordable housing, a mix of commercial, retail, recreational spaces and accommodation/ workers accommodation activities are proposed within the approximately 200ha site at Morven Ferry Road in the Queenstown Lakes District.

Integrated into the design of the development, the proposal will have the following positive outcomes:

1. Contribute to regional housing affordability by delivering a range of housing options;
2. Deliver significant economic benefits across the Queenstown Lakes and wider Otago region;
3. Enhance connectivity between Queenstown and Frankton and the site;
4. Support national climate goals through a reduction of greenhouse gas emissions through planting and potential solar opportunities;
5. Regionally significant ecological restoration and protection of an Outstanding Natural Feature (Morven Hill).

The development will be serviced with key infrastructure such as road networks, stormwater management, wastewater systems, and water supply, while adhering to sustainable design principles. An on-Site Wastewater Treatment Plant will be established, with treated effluent potentially used for irrigation purposes.

We are looking forward to the hui tomorrow and discussing this further with you.

Ngā mihi | Kind regards,

---

Olivia Stirling

Senior Planner  
s 9(2)(a)

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**From:**

**Sent:** Tuesday, April 15, 2025 12:32 PM

**Subject:** Initial Hui - Gibbons Co

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Morven Ferry Road

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For organizers: [Meeting options](#)

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**From:** Olivia Stirling s 9(2)(a)  
**Sent:** Wednesday, 7 May 2025 1:54 p.m.  
**To:** Riria Hakiwai s 9(2)(a) Margaret Ferguson  
s 9(2)(a)  
**Cc:** Te Ao Marama Office <office@tami.maori.nz>; Simone Williams s 9(2)(a)  
Kurt Gibbons s 9(2)(a) >; Nick Roberts s 9(2)(a)  
**Subject:** Re: Morven Road Qtown FTAA Initial meeting with Applicant

**Caution:** This is an EXTERNAL email. Please consider safe cyber security practices.

Kia ora,

Thank you for meeting with us today. We have compiled a few key notes from the hui below. We look forward to continuing our engagement on this project.

Please find the following link to the renders which were shared in the hui **Out of Scope**  
**Out of Scope** We are now intending to lodge next week, and will keep you updated on this progress/timeframe.

**Applicant - Kurt Gibbons (Gibbons Co), Olivia Stirling (Planning - B&A) Simone Williams (Planning - B&A)**

#### Introduction

This is the beginning of an ongoing journey of consultation with Te Ao Mārama (TAMI). The intention of the hui is to introduce the proposal, gather initial feedback, and set the foundation for effective engagement. The applicant values the opportunity to engage to ensure that cultural values are integrated into the development as the development progresses through the fast-track process.

It was noted that the referral application only requires a high level of detail in comparison to the substantive application, as the outcome of this process will determine if an application can be made under the FTAA.

#### Proposal

The proposal was introduced with the following points outlined.

- The proposal will result in an increase in the supply of housing with a significant increase in residential capacity of 1,281 dwellings to the region;
- Increased and diversified choice of housing location and price point;
- The committed delivery of 180 homes priced between \$599,000 and

\$999,000 represents a significant and urgently needed contribution to the district's constrained supply of more affordable housing;

- The restoration of Morven Hill and escarpment adjacent to the Kawarau River is expected to involve the planting of approximately 150,000 native plants 58.8-hectare area designated for planting and ecological management, alongside a 38.5-hectare area for targeted weed and pest control;
- The strategic context of the site was talked through, and the site's location in relation to other urban centres;
- The commercial precinct, located adjacent to Morven Ferry Road, is designed to serve as the heart of the community, offering a central hub for essential services and daily conveniences. This vibrant area will provide residents with access to a range of local amenities, including a community building, a business centre, a supermarket, a daycare facility, and retail within the farm house and shearing shed buildings;
- A wastewater treatment plant is proposed. Several different systems could be utilised including water recycling/reclamation systems to integrate sustainable practices. This will be further explored as the project progresses;
- Given the major infrastructure constraints in Queenstown, provision has been made to allow for a future public connection to this treatment plant from potentially Ladies Mile.

### **Te Ao Mārama (TAMI) – Margaret Ferguson and Riria Hakiwai**

- Provided feedback that more specific detail and expert reports would be helpful for TAMI to provide comment and effective engagement. At this stage the level of detail is insufficient for them to make comment;
- Further detail on ecological matters in terms of Mahinga kai, water discharges and wastewater disposal are required;
- A site visit will be helpful;
- **Highlighted that** Kāi Tahu outcomes **and values** ~~were considered and~~ are outlined in the Queenstown Spatial Plan **and provide guidance on what mana whenua are seeking in the area**. These include **for example** affordable housing ~~and cultural connections to the wider area, which are consistent with this project.~~

### **Next Steps**

- The Applicant to circulate all expert reports this week once they are made available;
- A further meeting to be set up once all reports are received and reviewed by TAMI. TAMI to advise which experts would be beneficial to attend this meeting (i.e. infrastructure and ecology);
- TAMI to advise a date that is suitable for a site visit.

Any questions, please let us know.

Ngā mihi | Kind regards,

---

Olivia Stirling  
Senior Planner  
s 9(2)(a)

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**From:**

**Sent:** Tuesday, May 6, 2025 2:37 PM

**Subject:** Morven Road Qtown FTAA Initial meeting with Applicant

As per previous correspondence with the Te Ao Marama office.

TAMI team please see attached email for requested information on the application.

---

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Video ID: 135 470 623 4

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---

**From:** s 9(2)(a)  
**To:** s 9(2)(a)  
**Cc:** [Te Ao Marama Office](#)  
**Subject:** FW: Fast Track Consultation - 122 Morven Ferry Road, Queenstown  
**Date:** Wednesday, 16 April 2025 4:25:05 pm  
**Attachments:** [image001.png](#)

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Kia ora Olivia,

Thank you for your email enquiry regarding the above proposal.

We offer an initial enquiry hui for preliminary fast track application based on a hourly charge out rate. An initial hui will involve a set charge for 1.5hr of relevant kaimahi time, administration fee and will be via teams.

Information required prior to the hui in writing: (some of which has been provided via your consultation letter)

- A brief scope of the proposal including maps, site plans, visualisations.
- Identification of any relevant Ngāi Tahu considerations related to the site – known by the applicant
- Identification of any engagement with Ngāi Tahu entities undertaken to date with regard to this proposal.
- Identification of what part of the FTAA process the proposal is under – Referral or substantive
- Likely list of approvals / schedules impacted by the proposal under the FTAA
- Anticipated dates of lodgement of application.

Please advise via the [office@tami.maori.nz](mailto:office@tami.maori.nz) email address:

- Your acceptance of these terms
- If you require a quote of the fee

On that basis we will be able to organise a relevant time for initial engagement.

Please ensure all correspondence is directed to the Te Ao Marama Inc office in the first instance.

Kia tū tō mana,

**Rebecca Blyth**

KAIKAWA MAHERE A IWI

P.  
E.

s 9(2)(a)



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**From:** Olivia Stirling s 9(2)(a)

**Sent:** Thursday, 10 April 2025 5:24 p.m.

**To:** Te Ao Marama Office <[office@tami.maori.nz](mailto:office@tami.maori.nz)>

**Subject:** Fast Track Consultation - 122 Morven Ferry Road, Queenstown

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Kia ora,

Barker & Associates (B&A) are working with a client (Gibbons Co)) to undertake a Fast Track Application in the Queenstown area.

The following link is a letter requesting the opportunity for a hui in relation to the project, once the project details have been finalised.

Out of Scope

Could you please send this to the appropriate person, otherwise, please let me know where this request should be directed.

Any questions, please don't hesitate to get in touch.

Ngā mihi | Kind regards,

Olivia

---

Olivia Stirling  
Senior Planner

s 9(2)(a)

PO Box 158,  
Queenstown 9348  
28 Helwick St  
Wānaka Lakes

[barker.co.nz](http://barker.co.nz)



B&A Logo



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Auckland, Hamilton, Cambridge,  
Tauranga, Napier, Wellington,  
Christchurch, Queenstown, Wānaka

# Attachment D

**From:** s 9(2)(a)  
**To:**  
**Cc:**  
**Subject:** Re: Ridgeburn Development DOC presentation - 122 Morven Ferry Road, Queenstown  
**Date:** Thursday, 22 May 2025 5:36:55 pm

---

Kia ora all,

Thank you for taking the time to meet with us yesterday.

I have provided a few notes on the key discussion points for your record:

**DOC:** How would plants be maintained in restoration areas, given the likely dry terrain in this area?

**Response:**

- A long-term planting programme will be implemented;
- Expectation is that every year plants will be replaced for approximately the first five years;
- Allow for an approximately 10% increase in plants to allow for die-off;
- Planting plans will be provided as part of substantive application.

**DOC:** Ensure you have a lizard release site.

**Response:**

- The ecological planting enhancement areas will provide a suitable release site;

**DOC:** There is conservation area adjacent to the Kowarau River, is there risk of wastewater breaching or coming down below?

**Response:**

- Wastewater will be treated to a very high level and will be largely evaporated, the proposed planting and potential bund will also help to intercept treated discharge;
- Further detail on the wastewater system and associated disposal will be worked through in the substantive application stage.

Please let us know if you have any questions, otherwise we look forward to continued engagement with you through this fast-track process.

Ngā mihi | Kind regards,

# Attachment E

**From:** s 9(2)(a)  
**To:** s 9(2)(a)  
**Subject:** Re: Fast Track Ridgeburn - Pre App Meeting with HNZPT  
**Date:** Thursday, 22 May 2025 12:01:44 pm

---

Kia Ora Olivia,

Thank you for going over the proposed Ridgeburn Development with HNZPT this morning. This email is to confirm that you have undertaken as per Section 11 of The Fast-track Approvals Act 2024.

Feel free to attach this correspondence to your application for the EPA.

I have also attached the HNZPT Fast Track policy which outlines cost recovery process.

If you have any further questions or queries, please feel free to get in touch

Out of Scope

Kā mihi nui,

**James Sutherland** | Planner, Kaiwakamāhere, Otago/Southland | Heritage New Zealand Pouhere Taonga | PO Box 5467, Dunedin 9054, New Zealand | Ph: +s 9(2)(a) | Mobile: s 9(2)(a)  
s 9(2)(a) Visit [www.heritage.org.nz][www.heritage.org.nz](http://www.heritage.org.nz) and learn more about New Zealand's heritage places

*Tairangahia a tua whakarere; Tātakihia ngā reanga o āmuri ake nei – Honouring the past; Inspiring the future*

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**From:** Olivia Stirling s 9(2)(a)  
**Sent:** Tuesday, May 20, 2025 12:46 PM  
**To:** James Sutherland s 9(2)(a); Rebecca Benham s 9(2)(a); s 9(2)(a) z>; DUD Toitu Room <DUDToituRoom@heritage.org.nz>; Sarah Gallagher s 9(2)(a)  
Simone Williams s 9(2)(a) s 9(2)(a)  
s 9(2)(a)  
**Subject:** Re: Fast Track Ridgeburn - Pre App Meeting with HNZPT

Hi all,

In preparation for our meeting on Thursday, please find the archaeological assessment in the following link  
Out of Scope

I have also attached the most recent master plan. Please let me know if any additional information would be helpful for this meeting.

Ngā mihi | Kind regards,

---

Olivia Stirling  
Associate

s 9(2)(a)

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---

**From:** James Sutherland s 9(2)(a)

**Sent:** Friday, May 16, 2025 3:03 PM

**To:** Rebecca Benham s 9(2)(a)

s 9(2)(a)

s 9(2)(a); DUD Toitu Room <DUDToituRoom@heritage.org.nz>;

s 9(2)(a) Olivia Stirling s 9(2)(a); Sarah

Gallagher s 9(2)(a) Simone Williams s 9(2)(a)

**Subject:** Fast Track Ridgeburn - Pre App Meeting with HNZPT

**When:** Thursday, May 22, 2025 11:00 AM-12:00 PM.

**Where:** Microsoft Teams Meeting

s 9(2)(a) his message don't often get email from  
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Teams invite for the proposed Ridgeburn Fast Track Project. This is pre-application consultation with Heritage New Zealand Pouhere Taonga.

---

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## Ridgeburn, Arrowtown Junction

Consultation meeting with Heritage New Zealand Pouhere Taonga (HNZPT)

22 May 2025

### Present:

- Oliva Stirling, Planner, Barker & Associates
- Russell Cook, Archaeologist, Origin Heritage
- Cameron Hodgson, Project Manager, Gibbons & Co.
- Jasmine Weston, Regional Archaeologist, HNZPT
- Rebecca Benham, Regional Archaeologist, HNZPT
- James Sutherland, Planner, HNZPT

### Brief Project Description

- A high-quality designed development looking to promote the existing heritage, approximately 1,281 new dwellings.
- Commercial area near front of development which will incorporate existing heritage buildings (recorded archaeological site F41/62).

### Archaeology:

- Recorded archaeological site F41/62 is located in the project area – building will be maintained and adaptively reused.
- Archaeological Authority will be for earthworks.
- Pedestrian survey will be required by archaeologist prior to substantial application being lodged.
- Unrecorded goldmining sites likely in area, likely near the Kawarau River - survey will be required to find the extents of unrecorded sites.

### Archaeological assessment:

- Potential archaeological risk zones identified by origin – map showing these to be included in assessment.
- Need more specificity for proposed works e.g. levelling, landscaping, service installation.
- Plantings are considered earthworks and will need to be assessed for impact on archaeology.
- Te Ao Mārama and Aukaha (iwi representatives) are being consulted on project.

### Actions:

- Pedestrian survey to be undertaken.
- Maps included within assessment showing archaeological risk zones.
- Plantings will be assessed for impact on archaeology.
- James will send through note stating that meeting met condition 14 of the Fact Track Approvals Act 2024.
- Copy to application to be sent to HNZPT prior to submission.

# Attachment F

**From:** [Admin Agency FTAA](#)  
**To:** s 9(2)(a)  
**Cc:** s 9(2)(a)  
**Subject:** RE: Referral Application for Morven Ferry Road, Queenstown - Section 11 Consultation Requirement  
**Date:** Wednesday, 30 April 2025 3:01:39 pm  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[Section 11 letter - Morven Ferry Road.pdf](#)

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Kia ora,

Thank you for your email.

Please find attached our response to your request for consultation with the Ministry for the Environment as the administering agency of the Resource Management Act 1991.

Ngā mihi,

**System Oversight Team**

Ministry for the Environment | Manatū Mō Te Taiao

**Administering Agency under the Fast Track Approvals Act 2024**

[AdminAgencyFTAA@mfe.govt.nz](mailto:AdminAgencyFTAA@mfe.govt.nz) | [environment.govt.nz](https://environment.govt.nz)



**From:** Olivia Stirling s 9(2)(a)  
**Sent:** Monday, 28 April 2025 4:40 pm  
**To:** Admin Agency FTAA <[AdminAgencyFTAA@mfe.govt.nz](mailto:AdminAgencyFTAA@mfe.govt.nz)>  
**Cc:** Simone Williams s 9(2)(a)  
**Subject:** Referral Application for Morven Ferry Road, Queenstown - Section 11 Consultation Requirement

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---

Kia ora,

We are reaching out to complete Section 11 consultation requirements with the Ministry for the Environment in relation to Morven Ferry Road. We intend to submit a referral application for this proposal by the 9<sup>th</sup> May 2025.

Please see below a description of the **proposal** and the **Masterplan** in the following link [Out of Scope](#)

*This development aims to directly address the housing challenges facing the Queenstown Area and the Otago Region by delivering a comprehensively designed, master-planned solution. The project aims to deliver 1,281 well-designed, affordable homes. To support the development of affordable housing, a mix of commercial, retail, recreational spaces and accommodation/workers accommodation activities are proposed within the approximately 200ha site at Morven Ferry Road in the Queenstown Lakes District. The proposal site is located in the Otago region, within the Queenstown Lakes District jurisdiction. The proposal site is held within seven registered titles, legally described as follows:*

- Lot 2 Deposited Plan 601937 (title identifier 1174254) - 24.7256 ha
- Lot 3 Deposited Plan 529201 (title identifier 857180) - 2.0584 ha
- Lot 5 Deposited Plan 300661 and Section 23. 71 Block VIII and Section 21. 24 Block IX and Section 64 Block VIII Shotover Survey District (title identifier 946021 - 82.6923 ha
- Section 22 Block IX Shotover Survey District (title identifier OT406/118) - 23.0823 ha
- Section 23 Block IX Shotover Survey District (title identifier OT7D/1456) - 26.5069 ha
- Section 1-2 Survey Office Plan 478164 and Section 25 Block IX Shotover Survey District and Lot 3-4 Deposited Plan 300661 (title identifier 946040) - 45.1025 ha
- Section 1 Survey Office Plan 420327 (title identifier 492534) - 8.5980 ha

*The development will be serviced with key infrastructure including road networks, stormwater management, wastewater systems, and water supply, while adhering to sustainable design principles. An on-site Wastewater Treatment Plant will be established, with treated effluent potentially used for irrigation purposes.*

*The development is well-connected internally with a number of cycle trail routes through the site, and a comprehensive roading system. Externally, the development will be well connected to existing urban areas through enhanced cycle trail routes proposed by this application, and existing and proposed roading infrastructure.*

*A comprehensive landscape plan provides for native regeneration areas, recreation areas, maintenance of rocky outcrops and native planting to assist in integrating the development into the landscape. The proposed open spaces are well distributed to create a highly amenable community that will be a pleasant and enjoyable place to live for future residents.*

*Expert input has been crucial in shaping the development so far, ensuring it delivers significant benefits for both the environment and the region. It is anticipated that the proposal will have the following positive outcomes:*

1. Contribute to regional housing affordability by delivering a range of housing options;

2. *Deliver significant economic benefits across the Queenstown Lakes and wider Otago region;*
3. *Enhance connectivity between Queenstown and Frankton and the site;*
4. *Support national climate goals through a reduction of greenhouse gas emissions through planting and potential solar opportunities;*
5. *The project includes regionally significant ecological restoration and the protection of an Outstanding Natural Feature (Morven Hill), with an approximate 58.8-hectare planting and management area, and a further 38.5 hectares designated for weed and pest control, as detailed in the Master Plan. Document.*

Please advise next steps.

Ngā mihi | Kind regards,

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Olivia Stirling  
Senior Planner

s 9(2)(a)

PO Box 158,  
Queenstown 9348  
28 Helwick St  
Wānaka Lakes

[barker.co.nz](http://barker.co.nz)



B&A Logo



Kerikeri, Whangārei, Warkworth,  
Auckland, Hamilton, Cambridge,  
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Christchurch, Queenstown, Wānaka

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Tēnā koe Olivia,

## **Morven Ferry Road– Pre-lodgement consultation under the Fast-track Approvals Act 2024 (FTAA)**

Thank you for your correspondence dated 28 April 2025 in relation to Barker’s intention to lodge a referral application under the Fast-track Approvals Act 2024 (FTAA) in respect of the “Morven Ferry Road” project.

As you are aware, the Ministry for the Environment (the Ministry) is the “relevant administering agency” for approvals relating to the Resource Management Act 1991 (RMA) and Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012 (EEZ Act) under the FTAA.

We have received the information you provided on 28 April 2025. As part of your referral application, you will need to provide an assessment of the project against any relevant national policy statement, national environmental standards and if relevant the New Zealand Coastal Policy Statement. The Ministry has prepared the following summary on the national direction made under the RMA, for your consideration.

### National Direction

Under the RMA, the government can create national direction to support local authorities’ decision making under the RMA and develop a nationally consistent approach to resource management issues. This is typically done where an issue is of national importance, or involves significant national benefits or costs, or where necessary to give effect to other government policy or regulation. There are several types of national direction, including national policy statements and national environmental standards.

### National Policy Statements (NPS)

National Policy Statements are instruments issued under section 52(2) of the RMA. An NPS is a vehicle for the government to prescribe objectives and policies for matters which are relevant to sustainable management. All National Policy Statements currently in force are published on the Ministry’s website and links are provided in the table below. It is recommended that you consider the relevance of each NPS to your project. If you are seeking an RMA approval, then under section 13(4)(y)(i) and schedule 5 paragraph 2 of the FTAA your application must include an assessment of your project against any relevant NPSs. Refer to the National Policy Statements linked below.

National Policy Statement	Description
<a href="#">National Policy Statement for Greenhouse Gas Emissions from Industrial Process Heat 2023</a>	This NPS provides nationally consistent policies and requirements for reducing greenhouse gas emissions from industries using process heat. It works alongside

	the National Environmental Standards for Greenhouse Gases from Industrial Process.
<a href="#">National Policy Statement for Highly Productive Land 2022</a>	This NPS provides national direction to improve the way highly productive land is managed under the RMA. The objective is to ensure the availability of New Zealand's most favourable soils for food and fibre production.
<a href="#">National Policy Statement for Freshwater Management 2020</a>	This NPS provides local authorities with updated national direction on how they should manage freshwater under the RMA.
<a href="#">National Policy Statement for Indigenous Biodiversity 2023</a>	This NPS provides direction to local authorities to protect, maintain and restore indigenous biodiversity requiring at least no further reduction in indigenous biodiversity nationally.
<a href="#">National Policy Statement for Renewable Electricity Generation 2011</a>	This NPS provides guidance for local authorities on how renewable electricity generation should be dealt with in RMA planning documents.
<a href="#">National Policy Statement on Electricity Transmission</a>	This NPS sets out the objective and policies for managing the electricity transmission network.
<a href="#">National Policy Statement on Urban Development 2020</a>	This NPS recognises the national significance of well-functioning urban environments. It removes barriers to development to allow growth in locations that have good access to existing services, public transport networks and infrastructure.
<a href="#">New Zealand Coastal Policy Statement 2010</a>	The NZCPS provides guidance for local authorities in their day-to-day management of the coastal environment. The NZCPS is the only compulsory NPS under the RMA.

### National Environmental Standards (NES)

National Environmental Standards are regulations issued under section 43 of the RMA. They prescribe technical and non-technical standards, methods or other requirements for land use and subdivision, use of the coastal marine area and beds of lakes and rivers, water take and use, discharges and noise. NESs require each local authority to enforce the same standard in respect of these areas unless otherwise specified. All National Policy Statements currently in force are published on the Ministry's website and links are provided in the table below. It is recommended that you consider the relevance of each NES to your project.

If you are seeking an RMA approval under the FTAA, section 13(4)(y)(i) and schedule 5 paragraph 2 require that an assessment of your project against any relevant NES must be included with your application. Refer to the National Environmental Standards linked below.

<b>National Environmental Standard</b>	<b>Description</b>
<a href="#">National Environmental Standards for Air Quality</a>	This NES prohibits discharges from certain activities and set a guaranteed minimum standard for air quality for people living in New Zealand.

<a href="#">National Environmental Standards for Commercial Forestry</a>	This NES provides nationally consistent regulations to manage the environmental effects of forestry.
<a href="#">National Environmental Standards for Electricity Transmission Activities</a>	This NES sets out which electricity transmission activities are permitted, subject to conditions to control environmental effects. They apply only to existing high voltage electricity transmission lines.
<a href="#">National Environmental Standards for Freshwater</a>	This NES regulates activities that pose risks to the health of freshwater and freshwater ecosystems.
<a href="#">National Environmental Standards for Greenhouse Gas Emissions from Industrial Process Heat</a>	This NES sets out nationally consistent rules for certain greenhouse gas emitting activities from industrial process heat.
<a href="#">National Environmental Standards for Marine Aquaculture</a>	This NES replaces regional council rules for existing marine farms and provides a more certain and efficient process for replacing consents, realigning farms and changing farmed species. In some instances, they allow regional council rules to remain in force.
<a href="#">National Environmental Standards for Sources of Human Drinking Water</a>	This NES sets requirements to protect sources of human drinking water from becoming contaminated.
<a href="#">National Environmental Standards for Storing Tyres Outdoors</a>	This NES provides nationally consistent rules for the responsible storage of tyres.
<a href="#">National Environmental Standards for Telecommunication Facilities</a>	This NES sets national rules regarding the deployment of telecommunications infrastructure across New Zealand.
<a href="#">National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health</a>	This NES includes requirements for assessing and managing potentially contaminated soil.

Please ensure your application includes a summary of this consultation with the Ministry, and an explanation of how this consultation has informed your project. This information must be included in your application, regardless of whether it is a referral application or a substantive application for a listed project.

Thank you for consulting with the Ministry for the Environment as the relevant administering agency for the RMA and the EEZ Act.

If you have any queries in relation to the FTAA process, please contact [info@fasttrack.govt.nz](mailto:info@fasttrack.govt.nz) for further assistance.

Ngā mihi,



**Acting General Manager, System Enablement and Oversight**



# RIDGEBURN

ARROWTOWN JUNCTION











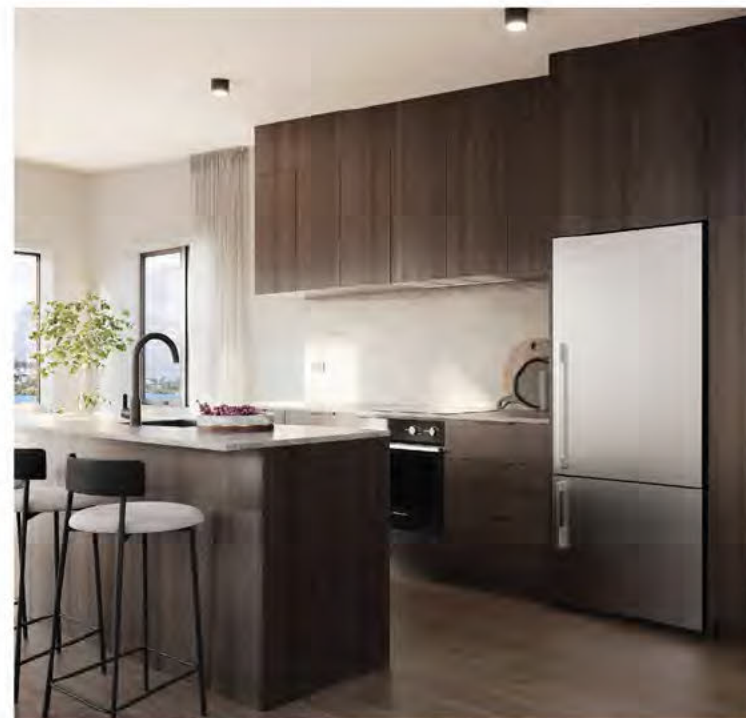
# About us

Since 2008, Gibbons Co. has earned a reputation as one of New Zealand's most credible, fast-moving property developers. Known for turnaround speed and a strong delivery pledge, Gibbons Co. is committed to delivering high-quality residential and commercial projects on time, with full transparency and hands-on involvement from concept to completion.

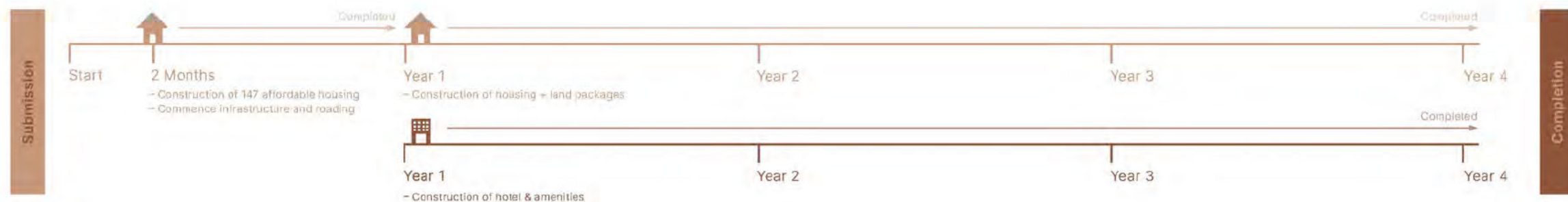
In Queenstown, this reputation is exemplified by developments such as Five Mile Villas, where Gibbons Co. accelerated the delivery of 226 high-spec homes. Catering to first-home buyers, investors, and homeowners, Phase 1 has been completed,

with full project completion scheduled for August, achieving an impressive nine-month turnaround. Construction is also underway at Lakehouse Villas on Frankton Road, a premium development of 63 architecturally designed freehold villas in a sought-after lakeside setting.

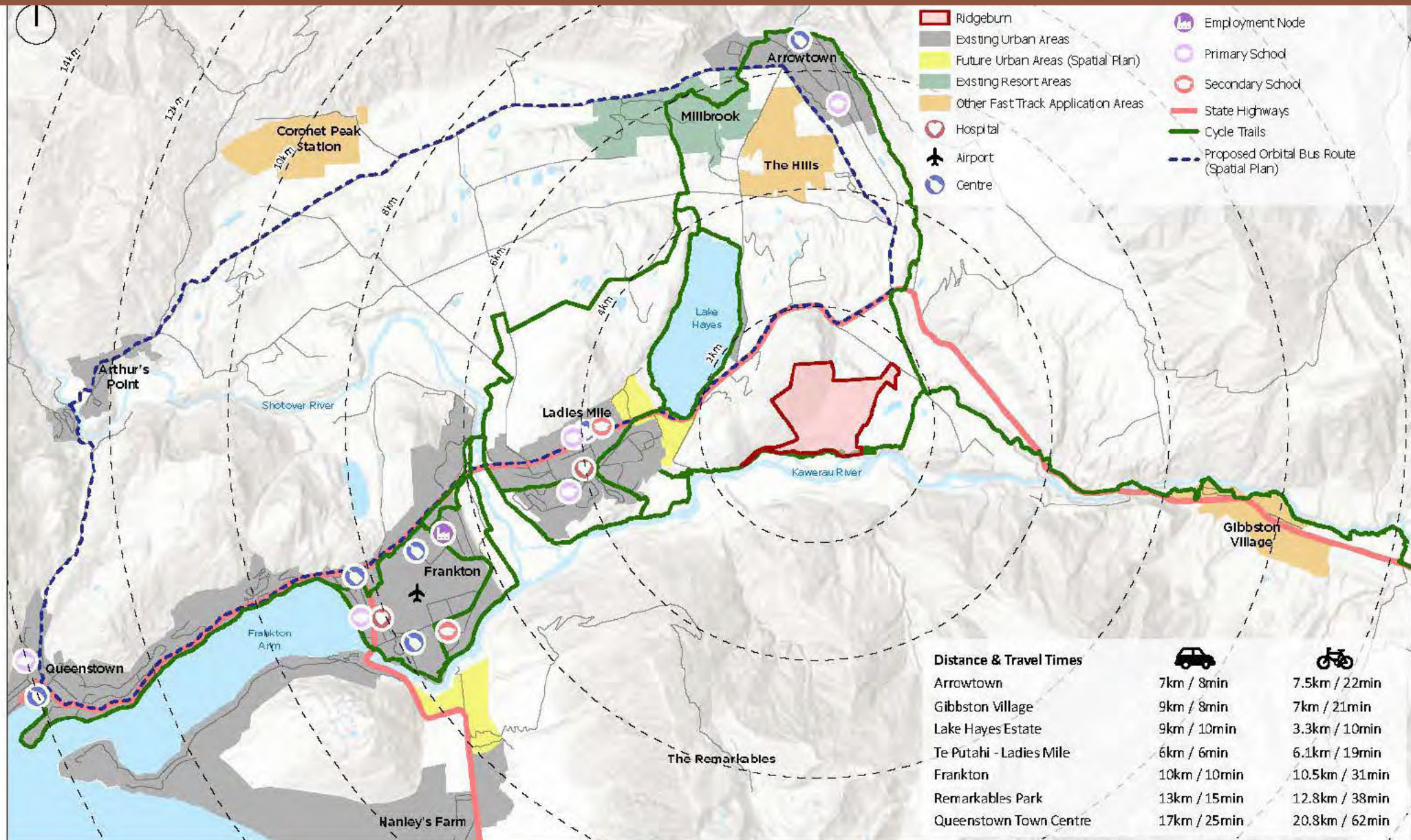
With a vertically integrated model and dedicated Construction team, Gibbons Co. maintains full control over cost, quality, and delivery, giving Queenstown Council and the wider community certainty and credibility at every stage.



## TIMELINE



# Strategic Plan



# Master Plan



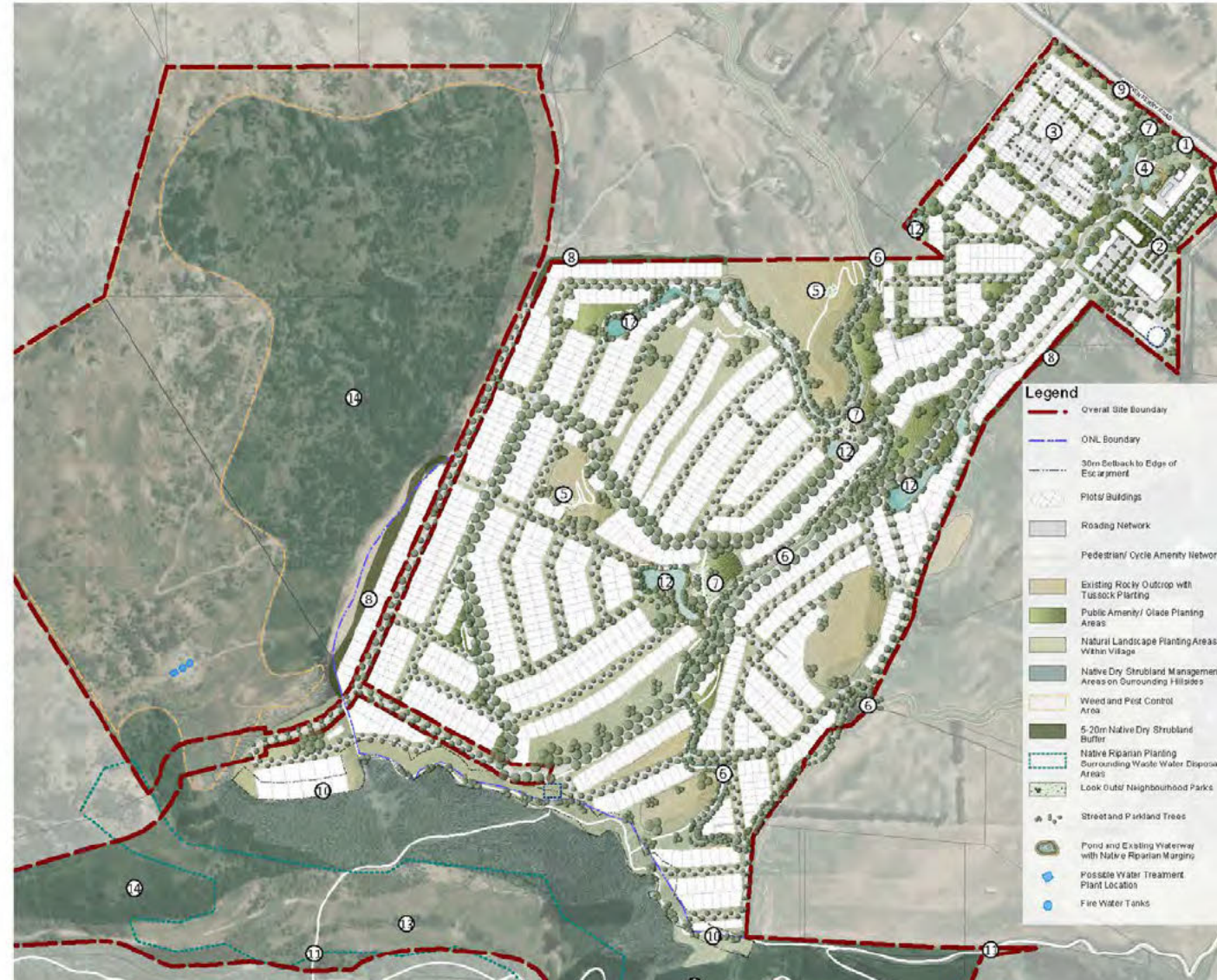
# Landscape Plan

A network of reserves has been developed throughout the Ridgeburn development. The reserve spaces have been designed to enhance the natural landscape features within the site where possible by including indigenous vegetation planting proposed, to contribute to the amenity of future residents, and provide access throughout the development.

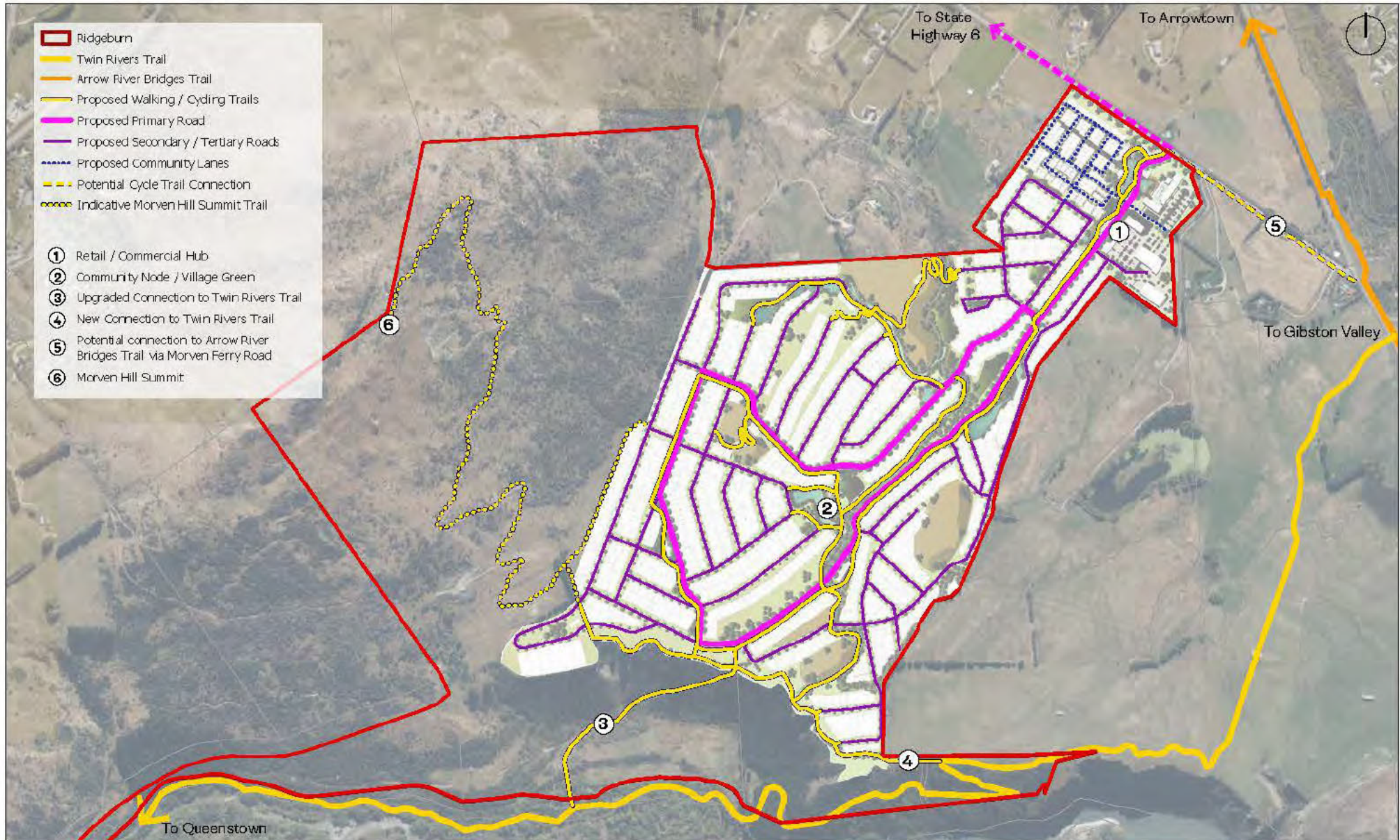
The indicative walking / cycling trails will provide the primary internal trails that will connect onto the existing trail network of the Wakatipu Basin.

## Legend

- ① Ridgeburn entrance
- ② Retail and hospitality commercial hub
- ③ Affordable living units
- ④ Existing farm buildings and wetlands
- ⑤ Lookout
- ⑥ Water race
- ⑦ Community node + playground - including local park/ village green
- ⑧ Development edge rural landscape buffer
- ⑨ Development edge Morven Ferry road landscape buffer
- ⑩ Development edge 30m escarpment landscape buffer
- ⑪ Connection to Twin Rivers trail
- ⑫ Wetlands/ Stormwater management areas
- ⑬ Waste water disposal area
- ⑭ Native dry shrubland management areas of ecological restoration



# Site Connectivity



# Landscape Interfaces

Given Ridgeburn's location, the development will interface with the surrounding rural environment. It is at these boundaries that sensitivities arise. Therefore, the following approach will be adopted to manage this, ensuring Ridgeburn sits comfortably within the surrounding environment.

Along the Morven Ferry Road interface a 30m landscape buffer including a planting strip will separate the proposed builtform and the existing road.

Interfaces with adjoining rural properties will comprise a 10m setback encompassing a minimum six metre wide planting strip with associated perimeter shared path in places.

Built form will be setback 30m from the edge of the Kawarau River ONF escarpment while a 30m setback is provided alongside Morven Ferry Road. There are a number of existing specimen trees, along with stone walls that are proposed to be retained within the Morven Ferry Road setback.

## Morven Ferry Road Interface:

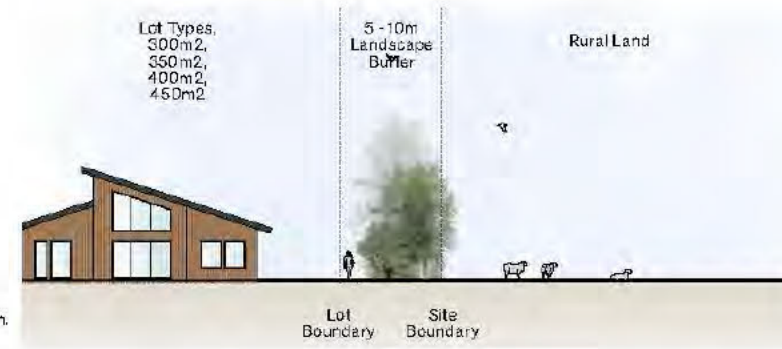
Development edge 30m Morven Ferry road landscape buffer cross section.

Scale 1:300 @A3



## Rural Interface:

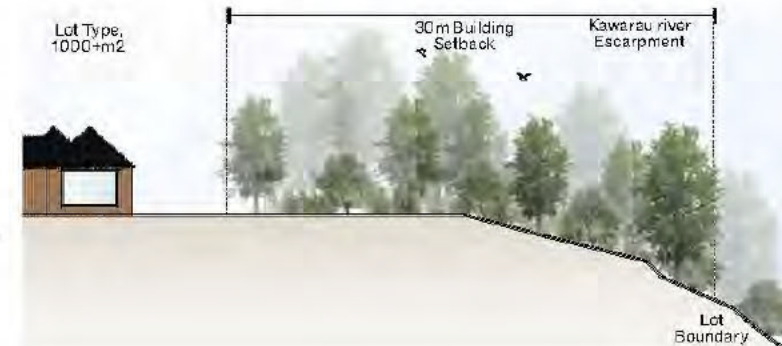
Development edge 10m rural landscape buffer cross section.  
Scale 1:300 @A3



## Escarpment Interface:

Development edge 30m escarpment landscape buffer cross section.

Scale 1:300 @A3



# FTAA Overview

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The project is a development project that will:

- Increase the supply of housing, address housing needs, or contribute to a well-functioning urban environment (within the meaning of policy 1 of the National Policy Statement on Urban Development 2020).
- This includes a commitment to construct affordable housing and to commence construction within 6 months of receiving necessary resource consents;
- Delivers regionally significant economic benefits;
- Implements a regionally significant planting programme which will provide significant ecological benefits;
- Establish a waste water treatment plant to service the development and Arrowtown which will benefit the region by alleviating the pressure and capacity constraints associated with the Queenstown waste water treatment plant.

# Delivers increase the supply of housing

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- Delivers approximately 1,281 new dwellings, with construction to begin within 6 months of receiving approvals.
- Includes a committed 180 affordable homes, priced between \$599,000 and \$999,000, secured through consent conditions or equivalent mechanisms.
- This represents a ~40% uplift in the number of sub-\$1 million homes sold in Queenstown Lakes over the past two years (fewer than 450 recorded between April 2023 and March 2025).

## **Addresses severe housing affordability pressures:**

- Median house price: \$1.82 million
- Provides typology diversity, including one-, two-, and three-bedroom higher-density homes—supporting a more responsive and resilient housing market.

# Delivers regionally significant economic benefits

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- A total regional economic contribution of approximately \$729 million over a seven-year development period;
- An estimated construction expenditure of \$385 million;
- The generation of 6,631 full-time equivalent (FTE) job years, with a peak construction workforce of approximately 1,472 workers;
- The addition of 1,281 new dwellings, including affordable housing, which will support housing market competitiveness and workforce retention in Queenstown Lakes District;
- Ongoing employment opportunities in construction, retail, hospitality, and service sectors as a result of the proposed commercial centre and community facilities; and
- Flow-on economic activity driven by increased resident spending, population growth, and improved infrastructure servicing.

# Delivers significant ecological benefits

- The Wakatipu Basin's ecological values have been heavily degraded by historic land clearance, grazing, and the spread of exotic species.
- Parts of the Site currently provide limited habitat for skinks due to modified grassland and introduced predators. The proposal offers a valuable opportunity to reverse this trend through targeted ecological restoration.
- The development will create predator-resilient, purpose-built skink habitat integrated into a connected ecological corridor and open space network.

## Ecological Enhancement Programme:

- 33 ha of native planting on Morven Hill, with long-term pest and weed control.
- 26 ha of native planting along the Kawarau River escarpment, including around the wastewater dispersal field, using locally appropriate species such as tussocks.
- Together, these form a 60 ha revegetation programme involving approximately 150,000 native plants.
- These measures will significantly improve habitat quality and extent, directly supporting the recovery of native skink populations.
- Skinks at the Site are classified as At Risk – Declining under the New Zealand Threat Classification System.

# Infrastructure

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Fully self-serviced development, avoiding reliance on Queenstown's constrained public infrastructure.

## **Wastewater:**

- Private treatment plant using advanced technologies (MBR/MBBR) with land discharge via 12 ha + disposal field.
- Efficient Wastewater discharge rates, implementing options such as smart low pressure network, and purple pipe for non-potable recycling (toilet flushing and irrigation).
- Designed for high quality discharge and redundancy backups to protect Kawarau River.
- Capacity to accept flows from Arrowtown to ease regional infrastructure pressure.

## **Water supply:**

- On-site bores, private water treatment plant.
- Reservoirs on slopes on Morven Hill, provide potable and firefighting supply pressure.
- Future-ready with optional connection to QLDC network.

# Infrastructure

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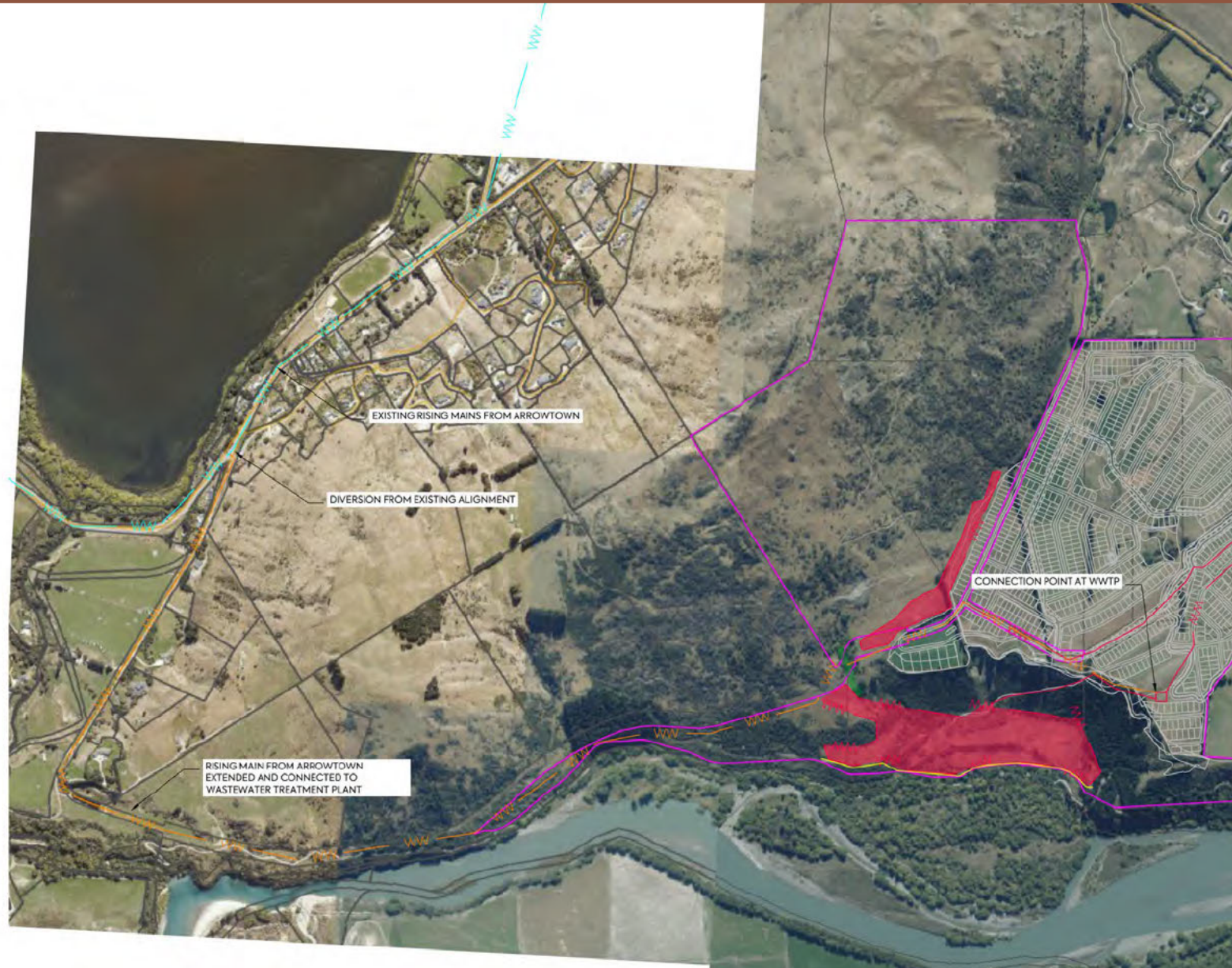
## Stormwater:

- Mimics pre-development flows using soakage, swales, and attenuation basins.
- Flood-resilient design with climate change adaptation (1% AEP + 3.8° C scenario).
- Overland flow paths to be protected.
- Majority of site remains permeable or in natural state.
- Flows to wetlands are mimic pre-development scenario.

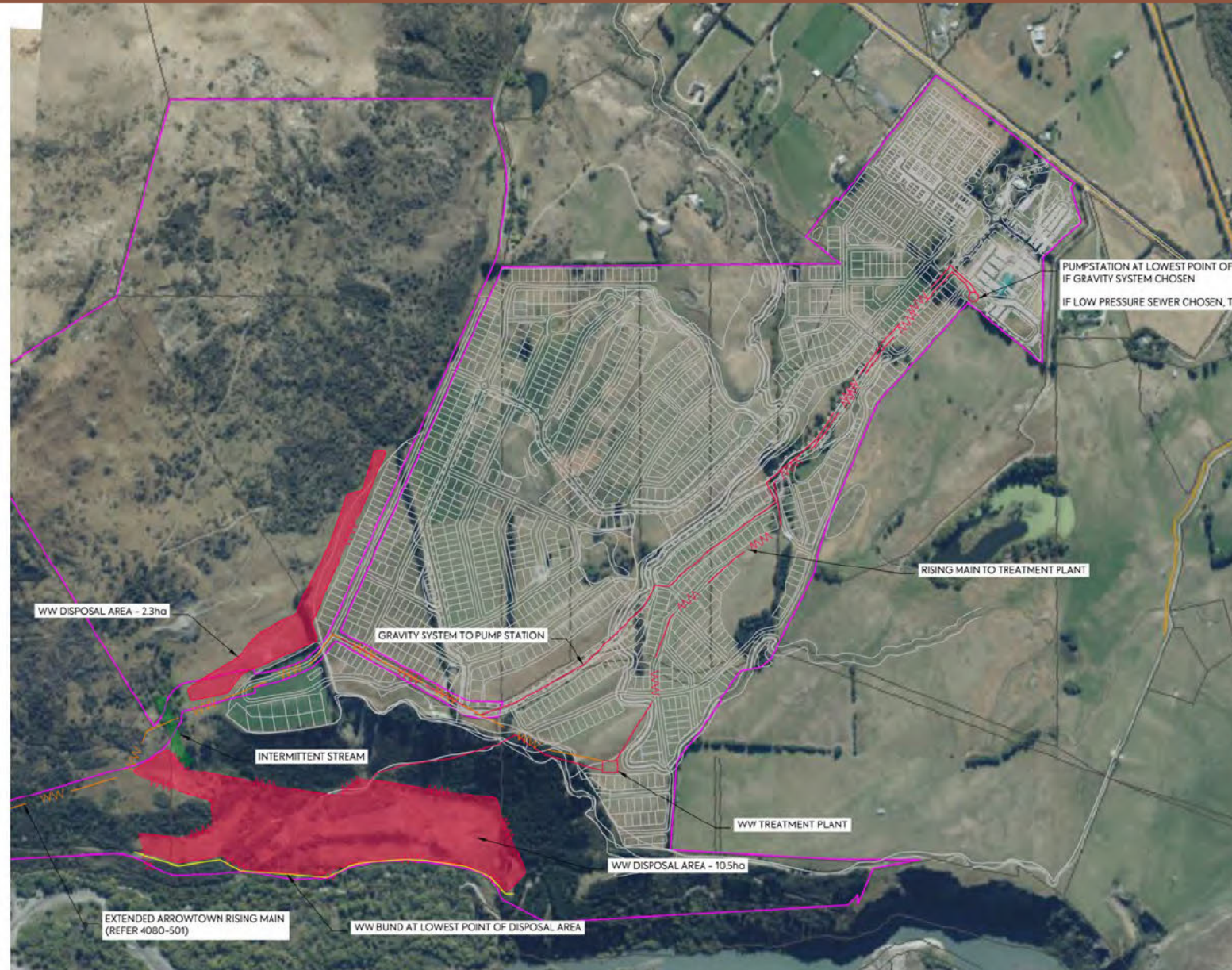
## Transport:

- Options available to upgrade Morven Ferry Road/SH 6 Intersection
- Additional connections to be provided to the trail network including a link along Morven Ferry Road
- On-site shared work space and convenience shopping to reduce travel requirements. Option for a park in ride for future orbit bus connection.

# Waster water Connection



# Waster water Concept



## NOTES:

1. AREA OF WASTEWATER DISPOSAL AREA  
SUBJECT TO SUBSOIL INFILTRATION RATES

PUMPSTATION AT LOWEST POINT OF SITE  
IF GRAVITY SYSTEM CHOSEN

IF LOW PRESSURE SEWER CHOSEN, THIS IS NOT REQUIRED.