



Ridgeburn

Mixed Use Development

122 Morven Ferry Road

Fast-track Approvals Act 2024 Referral Application

25 June 2025

B&A

Urban & Environmental

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1.0 Executive Summary

This report is submitted in support of Ridgeburn Limited (RDL), a registered corporate entity associated with Gibbons Co, which has commissioned several of the supporting technical assessments, for referral of the Ridgeburn Development at 122 Morven Ferry Road, Queenstown, under the Fast-track Approvals Act 2024 (FTAA).

The project is described as a comprehensively planned residential and mixed-use development. It includes approximately 1250 dwellings, including 180 affordable dwellings, and a 'workers' accommodation/accommodation complex. The development also includes a commercial village precinct containing of retail, hospitality, community services, and office space. Supporting infrastructure includes on-site water supply, wastewater treatment, stormwater management, and any necessary transport upgrades. The project also includes extensive landscape and ecological enhancement, including approximately 60 hectares of native planting and pest control, and integration with existing and proposed walking and cycling trails.

The development is located on an approximately 212-hectare site at 122 Morven Ferry Road, situated between Arrowtown and the Kawarau River in Queenstown.

The proposal includes approximately 1,242 residential houses, including 180 affordable houses and short stay workers accommodation. The development will include a mix of uses within a commercial village hub with retail, a shared working space, restaurants, cafes and community facilities. The development has been designed to integrate into a network of open space reserves and walking/cycling trails, and serviced by supporting on-site three waters infrastructure.

This application has been prepared in accordance with the FTAA, which provides a consenting pathway for projects with significant regional or national benefits. The Ridgeburn proposal aligns with this purpose by delivering a suite of outcomes that each contribute to regionally significant benefits. These include the generation of \$710 million in economic activity and over 6,500 full-time equivalent job years, a substantial uplift in housing supply including 180 more affordable homes, ecological restoration across 60 hectares of degraded landscape, enhanced public access to recreational trails supporting tourism, and design features that contribute to lower greenhouse gas emissions. Overall, Each of these elements independently delivers regionally significant benefits across housing, the environment, infrastructure, and the economy.

The Applicant has undertaken pre-application consultation 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.

The proposal requires approvals under the Resource Management Act 1991 (RMA) under the Queenstown Lakes Proposed District Plan (PDP), with likely triggers relating to subdivision, residential and commercial activities within the Rural Zone and Wakatipu Basin Rural Amenity Zone, as well as likely breaches to bulk and location standards. Additionally, the proposal is likely to require resource consent under the Otago Regional Plan for residential earthworks, the establishment of bores and/or water take and the discharge of sewage. A permit under the Wildlife Act is also being sought for the relocation of lizards. In addition, an archaeological authority will be required under the Heritage New Zealand Pouhere Taonga Act 2014 prior to any modification or

disturbance of the recorded Doonholme Farmstead or any other archaeological sites that may be identified on the site. Several consent notices and easements are registered on titles within the development area; however, these will be varied separately following fast-track approval. This two-step approach is not uncommon in resource consent processes under the RMA, in which other authorisations are obtained following the issue the resource consent. Any relevant easements and consent notices that may need to be varied as a result of this development are outlined in Appendix 18.

This is the most efficient way to progress the development and will not materially affect the implementation of the proposed development.

A suite of technical assessments support this application, including:

- The landscape and visual assessment confirms that while some effects will occur, they are largely contained within the immediate context of the site and will reduce over time as mitigation planting establishes. The development is concentrated in an area with greater capacity to absorb change, avoiding more visually sensitive locations such as Morven Hill;
- The economic assessment outlines the significant regional economic benefits of the proposal, including a Net Present Value of \$710 million and over 6,500 full-time equivalent job years. It also confirms that the committed delivery of 180 more affordable homes represents a critical intervention in the district's housing market;
- An ecological assessment confirms that the proposal will deliver significant ecological benefits through planting and pest control, with no significant adverse effects on wetlands or indigenous vegetation. Potential habitat for at-risk, declining lizard species can be appropriately managed through mitigation measures and restoration planting;
- An infrastructure report confirms the development can be fully self-servicing for three waters, with no reliance on Queenstown's constrained networks. The proposed servicing strategy has been designed to be adaptable, including provision for future connection to the Arrowtown–Lake Hayes wastewater network, which could help alleviate pressure on Council infrastructure if regional upgrades proceed;
- Geotechnical and soil assessments, including LUC mapping, confirm that the site is geotechnically suitable for development and exempt from the interim National Policy Statement for Highly Productive Land (NPS-HPL) framework, as any highly productive land (HPL) is isolated and permanently constrained by slope and topography; and
- Transport assessment demonstrating that design solutions can accommodate the development, and while off-site upgrades (e.g. Morven Ferry Road and SH6 intersection improvements) will be required, the traffic effects of the development can be appropriately mitigated and managed. The traffic assessment confirms that all intersection upgrades are feasible within the existing road reserve, and no further land is required to implement the necessary improvements.

This referral application and accompanying Assessment of Environmental Effects (AEE) have been prepared in accordance with sections 13 and 22 of the FTAA and Schedule 5. The application outlines the nature of the project, assesses its alignment with the purpose of the Act, and presents a high-level effects assessment across all key environmental domains.

As outlined in the Ridgeburn Design Document (**Appendix 15**) Ridgeburn Limited prides itself on being one of New Zealand's most trusted property developers with a proven track record for delivery. Their objective is to deliver turnkey house and land packages by managing both the land development and house construction, thereby improving efficiency in both time and cost.

The Ridgeburn Limited proposal represents a significant opportunity to deliver much-needed affordable housing and infrastructure investment in the Queenstown Lakes District, supported by a comprehensive design-led approach and a robust suite of technical assessments.

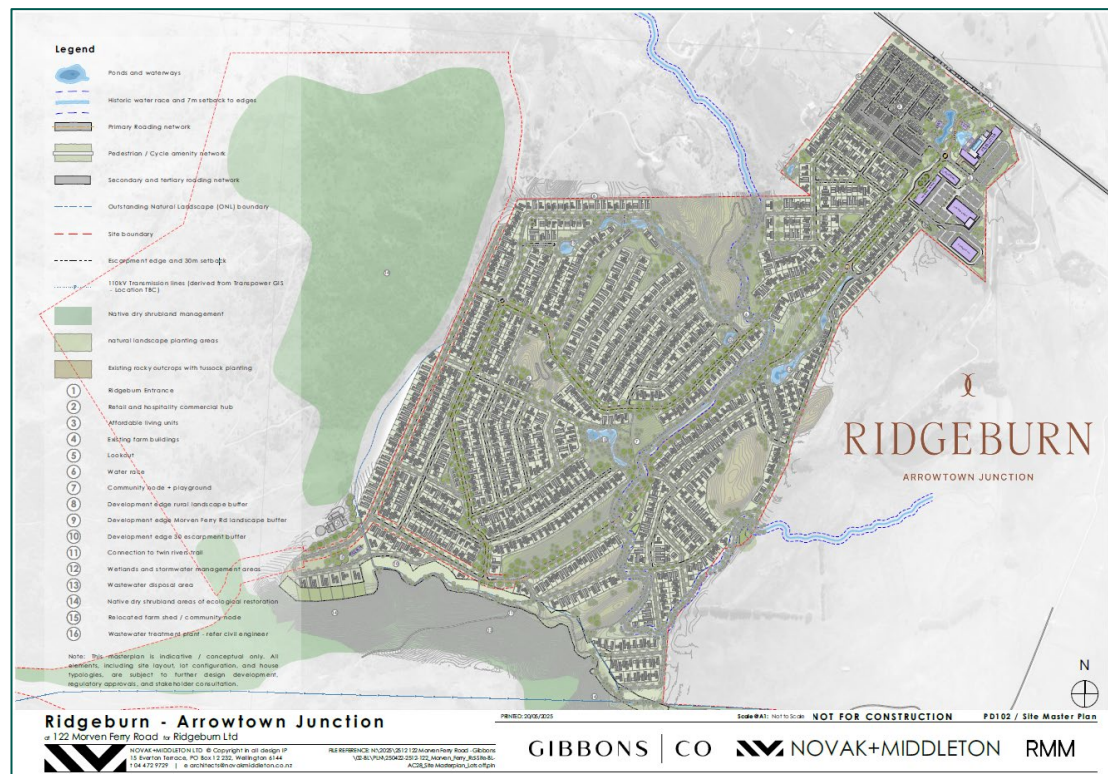


Figure 1: Ridgeburn Masterplan. Source: Novac + Middleton Ltd. (See Appendix 2a)

2.0 Site Context

In accordance with section 13(4)(d) of the Fast-track Approvals Act 2024, this section provides a description of the site and its surrounding context.

2.1 Site Description

The site is located at 122 Morven Ferry Road, positioned between the township of Arrowtown and the Kawarau River in the Queenstown Lakes District. The site is well connected to nearby centres including Queenstown, Arrowtown, Ladies Mile, and Frankton.

To assist with orientation, **Figure 2** below provides a broader spatial context of the site in relation to surrounding towns and major transport connections.



Figure 2: Site location context map.

The site encompasses approximately 212 hectares across seven fee simple titles and is accessed via an established vehicle crossing from Morven Ferry Road. The legal descriptions of the titles are:

- Lot 2 DP 601937 – 24.7256 ha (RT: 1174254);
- Lot 3 DP 529201 – 2.0584 ha (RT: 857180);
- Lot 5 DP 300661 and Sections 21, 23, 24, 64, 71 in Blocks VIII & IX Shotover SD – 82.6923 ha (RT: 946021);
- Section 22 Block IX Shotover SD – 23.0823 ha (RT: OT406/118);
- Section 23 Block IX Shotover SD – 26.5069 ha (RT: OT7D/1456);
- Sections 1–2 SO 478164, Section 25 Block IX Shotover SD, Lots 3–4 DP 300661 – 45.1025 ha (RT: 946040); and
- Section 1 SO 420327 – 8.5980 ha (RT: 492534).

These titles are held in common ownership and collectively form the area known as Ridgeburn.



Figure 3: Site locality plan.

The Site contains a mix of flat terraces, rolling foothills, and elevated ridgelines. It is currently used for low-intensity pastoral farming and contains several existing residential dwellings, along with farm infrastructure and outbuildings. Land cover consists of grazed pasture, exotic shelterbelts, and isolated stands of trees. A tributary stream to the Kawarau River runs along the northern boundary, having been modified for land drainage.



Figure 4: LINZ topographic map of site area, facing north.

A Transpower national grid transmission line (identified as CML-FKN-A) traverses the southern part of the Site, crossing through Lot 3 and Lot 4 DP 300661 and Sections 1–2 SO 478164, near the

boundary with Morven Ferry Road. There are additional registered rights of way, irrigation, and utility easements as outlined on the Records of Title and Interests attached at **Appendix 1**.

Under the Queenstown Lakes Proposed District Plan (PDP), the majority of the Site is zoned Rural Zone, with a smaller portion zoned Wakatipu Basin Rural Amenity Zone (WBRAZ). It is also subject to the Outstanding Natural Landscape (ONL) and Outstanding Natural Feature (ONF) overlays associated with Morven Hill, although the development area sits outside of the Morven Hill ONL. The Site lies within Landscape Character Units 17 (Morven Ferry) and 18 (Morven Eastern Foothills).

In terms of rural lifestyle development in the surrounding environment, this is located predominately to the north and west of the site, adjacent to Morven Ferry Road and Lake Hayes. Arrowtown is located to the north of the development and Frankton is located to the west.

The surrounding environment comprises a mix of commercial, residential, rural lifestyle, and limited rural production activities. There are a number of established and proposed wineries, commercial areas and residential areas within close proximity to the site. Key locations include Lake Hayes, approximately 3.3 kilometres from the site, Ladies Mile, 4 kilometres from the site; Arrowtown township, 7.5 kilometres to the north; Frankton, about 10 kilometres to the south; and Remarkables Park, approximately 13 kilometres to the south of the site (refer to **Figure 6**).

An existing orbital bus route connects key hubs like Queenstown Town Centre, Frankton, and Arrowtown via Arrowtown Lake Hayes Road which is located approximately 3 kilometres from the site.¹ In addition, a future orbital bus route is identified in the Queenstown Lakes Spatial Plan² and is proposed to provide a connection between Queenstown Town Centre, Frankton, Arthurs Point and Arrowtown which will also link to surrounding townships in the Region. As shown in **Figure 5** below, this proposed public transport route provides a connection to State Highway 6 which is located approximately 1 kilometre from the site.

¹ The Queenstown Lakes Spatial Plan, July 2021 (<https://www.qldc.govt.nz/your-council/council-documents/queenstown-lakes-spatial-plan>)

² The Queenstown Lakes Spatial Plan, July 2021 (<https://www.qldc.govt.nz/your-council/council-documents/queenstown-lakes-spatial-plan>)

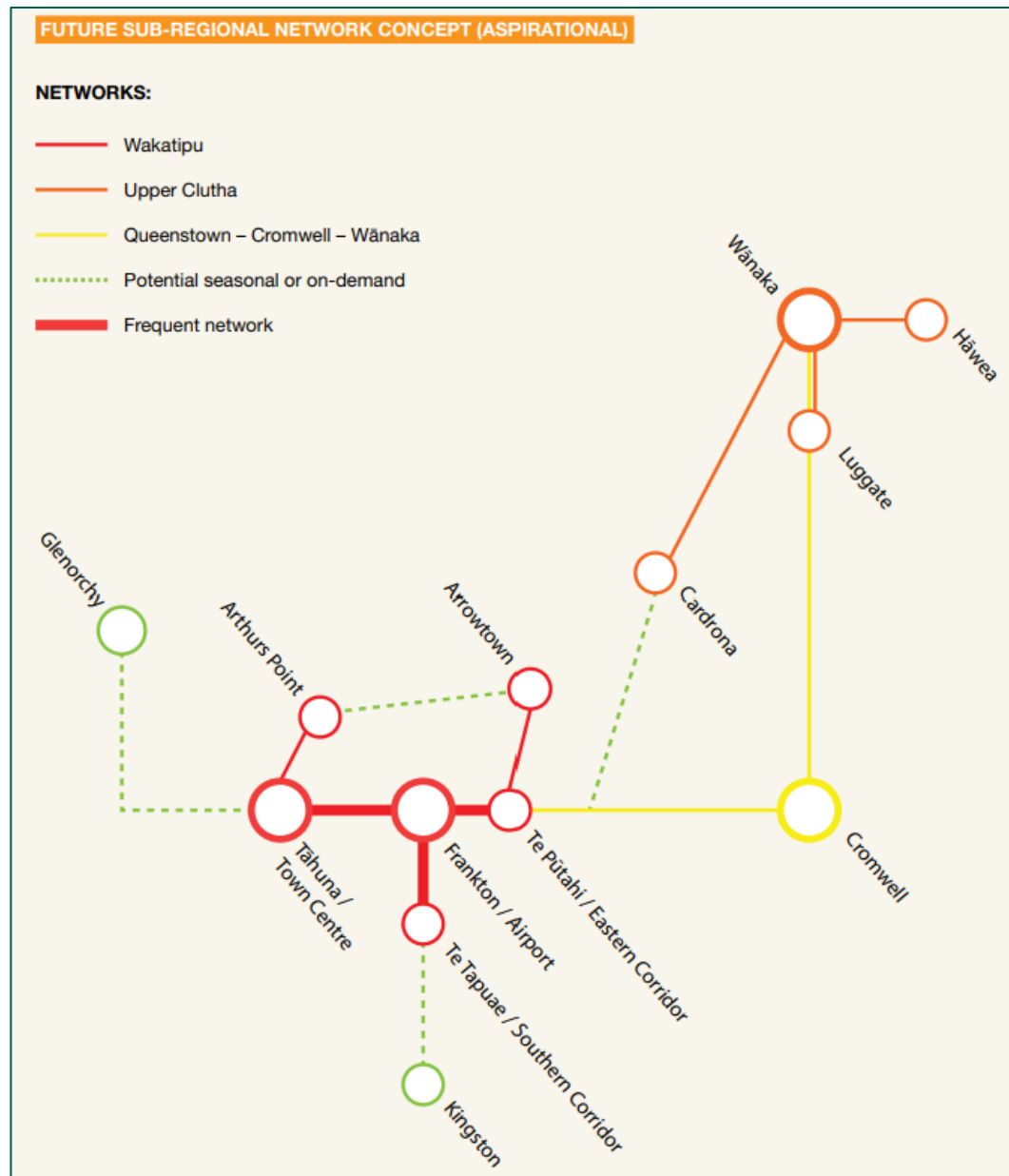


Figure 5: Future sub-regional network concept – Source: Queenstown Lakes Spatial Plan.

Additionally, the site benefits from strong connectivity to surrounding residential and commercial areas via an established cycle trail network, as illustrated in **Figure 6**.

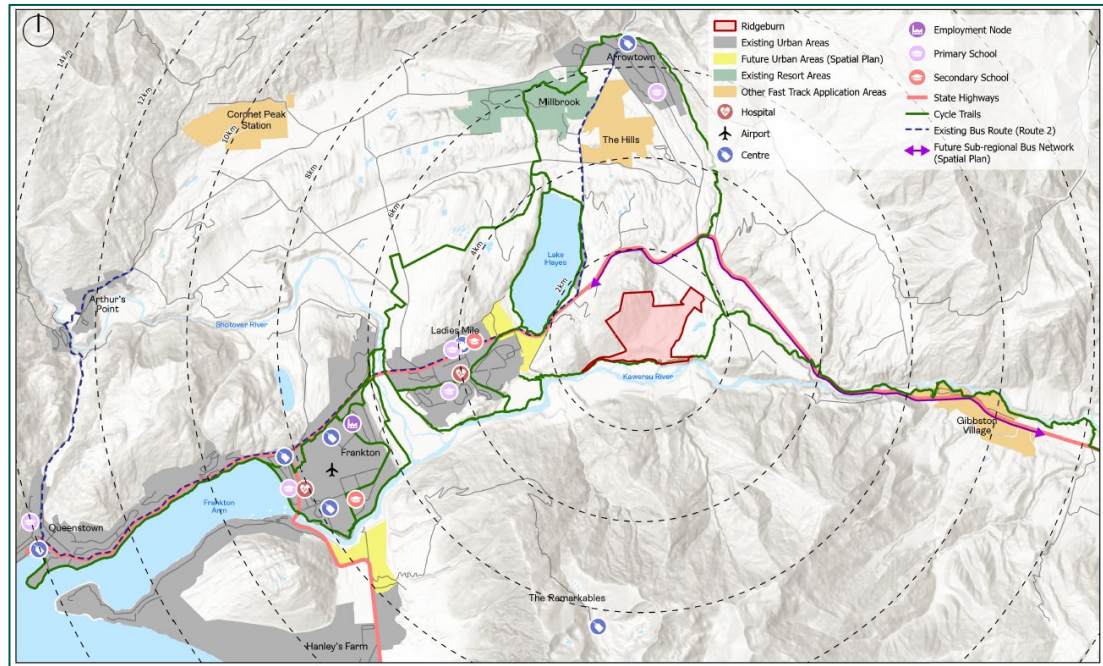


Figure 6: Spatial overview showing the site highlighted in red, and its position relative to surrounding urban areas and infrastructure. Source: Spatial Layout Plan (see Appendix 3).

3.0 Description of Project

In accordance with section 13(4)(a) of the Fast-track Approvals Act 2024, this section provides a description of the project and the activities it involves.

3.1 Overview

Housing is one of the biggest challenges that the Queenstown area faces as identified in the Queenstown Lakes District Council's *Queenstown Lakes Homes Strategy*. The root causes of housing unaffordability include housing supply, housing choice, housing availability, and quality. These issues are further exacerbated by constrained land availability, as well as high infrastructure, development, and construction costs.³

Ridgeburn 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 proposes to deliver approximately 1,242 well-designed homes, including 180 homes to be set-price units specifically designed to be affordable. To support the development of housing, a mix of commercial, retail, recreational spaces and accommodation/ workers accommodation activities are proposed within the approximately 212ha site at Morven Ferry Road in the Queenstown Lakes District.

The proposal seeks to realise economic opportunities for the Queenstown Lakes and wider Otago region, addressing a critical gap in housing, particularly due to the availability of land and infrastructure constraints. The Economic Assessment undertaken by Property Economics (refer

³ Queenstown Lakes District Council. *Queenstown Lakes Homes Strategy* Te Rautaki Kāika o Queenstown Lakes 2021-2031

Appendix 7), highlights the significant economic benefits that a master planned urban development in this location could deliver to the Otago region. The economic benefits include:

- A total Net Present Value (NPV) of approximately \$710 million in economic activity generated within the Otago Region over the five-year construction period;
- During the peak operation and development year, the proposal will engage 1,462 full time employees;
- A total of 6,555 FTEs will be engaged over the five-year construction period;
- An increase in the supply of housing with a significant increase in residential capacity of approximately 1,242 dwellings to the region;
- Increased and diversified choice of housing location and price point, including a significant contribution to much needed affordable housing stock;
- Utilisation of the existing infrastructure, facilities, services and amenities already provided in Queenstown and neighbourhood districts; and
- Delivering housing capacity with greater certainty.

Ridgeburn has been designed with expert input from Tony Milne of Rough Milne Mitchell (landscape), Annabelle Coates of Viridis (ecology), Riley Christie of Origin Consultants Ltd (heritage), Gary Clark of Traffic Concepts (transport), architectural design expertise from Novak + Middleton Ltd and planning input from Barker and Associates.

The key elements of the Ridgeburn development are outlined within the Architectural Master Plan (refer **Appendix 2**), and reports accompanying the application. Ridgeburn includes the following key components:

- Subdivision of the land to provide an integrated housing development including approximately 1,242 standalone residential units, apartments and terraced housing, of which 180 dwellings are committed as more affordable homes, all priced between \$599,000 and \$999,000 to directly address the district's acute housing affordability challenges;
- Construction of approximately 7 commercial buildings, providing for around 7,200m² of retail, community services and workspaces to service the residential development and approximately 6,000m² for workers accommodation/ accommodation;
- Development of open space areas, parks, trails, and urban amenities as shown in the Landscape Drawings (refer **Appendix 5**);
- Regionally significant restoration planting, riparian planting and pest control initiatives as outlined in the Ecological Assessment (refer **Appendix 8**); and
- Development of supporting infrastructure including roading improvements, water intakes, treatment and reservoirs, stormwater treatment infrastructure and a wastewater treatment plant.

3.2 Detailed Proposal

3.2.1 Housing and Neighbourhood

The proposal seeks to improve regional housing affordability by offering a variety of housing options, as outlined below. The development is designed to create a well-integrated neighbourhood, with a diverse range of lot sizes and building forms that thoughtfully respond to the site's topography and natural landscape features. The built form will be of high quality, using materials that seamlessly blend with the surrounding environment.

The development layout promotes walkability and cycling connectivity, allowing residents to easily access nearby amenities, green spaces and commercial areas. The site is well integrated with Queenstown's existing cycle network, as shown in **Figure 7** with additional trail connection opportunities which will further enhance the connectivity of the area with the surrounding trail network.

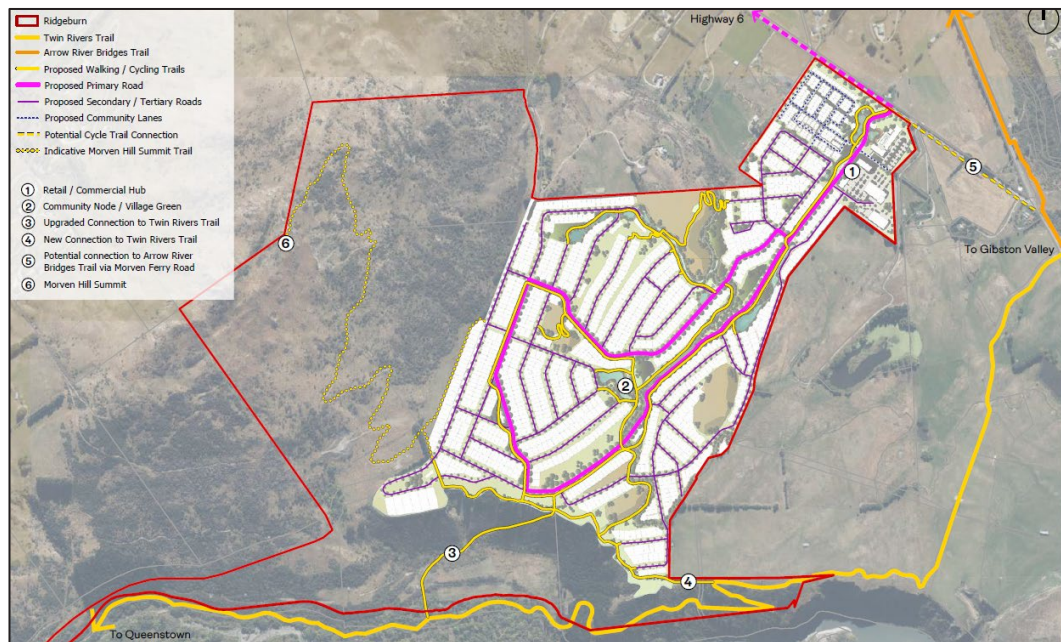


Figure 7: Internal connectivity plan.

Affordable Housing

Affordable housing is provided for in the development and is located on the northern side of the site, adjacent to Morven Ferry Road. This is designed to be a vibrant residential area, which will foster a strong sense of community while offering a variety of higher density affordable housing options. The indicative layout of this affordable housing area is shown below as **Figure 8**.

This project will deliver 180 affordable homes, based on five typologies as outlined in the Ridgeburn Master Plan (refer **Appendix 2a**) and the Economic Assessment (refer **Appendix 7**). These housing typologies are listed as follows:

1. 54 single-storey, one-bedroom residential units with car pads, each priced to sell for \$599,000;
2. 46 single-storey, one-bedroom residential units with a garage, each priced to sell for \$899,000;
3. 12 three-storey, three-bedroom residential units with an attached garage, each priced to sell for \$999,000;

4. 16 two-bedroom residential units with rear yard/front patio, each priced to sell for \$779,000; and
5. A total of 52 Dual-Key units comprising 104 residential units, each with a car park. Each Dual-Key unit is priced to sell for \$749,000.



Figure 8: Affordable housing area adjacent to Morven Ferry Road. Source: Master Plan (Refer Appendix 2).

This proposed affordable housing is intended for:

- First home buyers;
- Young professionals;
- Families; and
- Active agers.

The affordable housing area is conveniently located next to the on-site commercial precinct and features a variety of communal spaces, including reserve areas, a greenway, and potential locations for play areas.

Ridgeburn Limited are committed to conditions of consent to ensure the affordable houses are sold at the abovementioned price points. Ridgeburn Limited also pledge to commence constructing the affordable houses within 6 months of resource consent being issued.

Integrated Residential Development

The development also provides for approximately 1,047 residential lots, each with associated residential units, which are intended to increase housing supply within the Otago Region. This residential area is well integrated with the natural environment whilst offering a variety of housing options including a mix of standalone residential units around site. All residential units will have

the opportunity to incorporate solar panels, providing residents the opportunity to reduce energy costs and minimise their environmental footprint. This offers an eco-friendly energy solution that enhances the overall energy efficiency of the development.

The Master Plan (refer **Appendix 2**) illustrate the range of housing typologies proposed for these lots, with the lot sizes outlined as follows:

- 12 lots of 100m²;
- 526 lots of 300m²;
- 231 lots of 350m²;
- 189 lots of 400m²;
- 83 lots of 450m²; and
- 6 lots over 1,000m²

The indicative layout of the master-planned residential neighbourhood is shown in **Figure 9**, with an artist's impression shown in **Figure 10**.

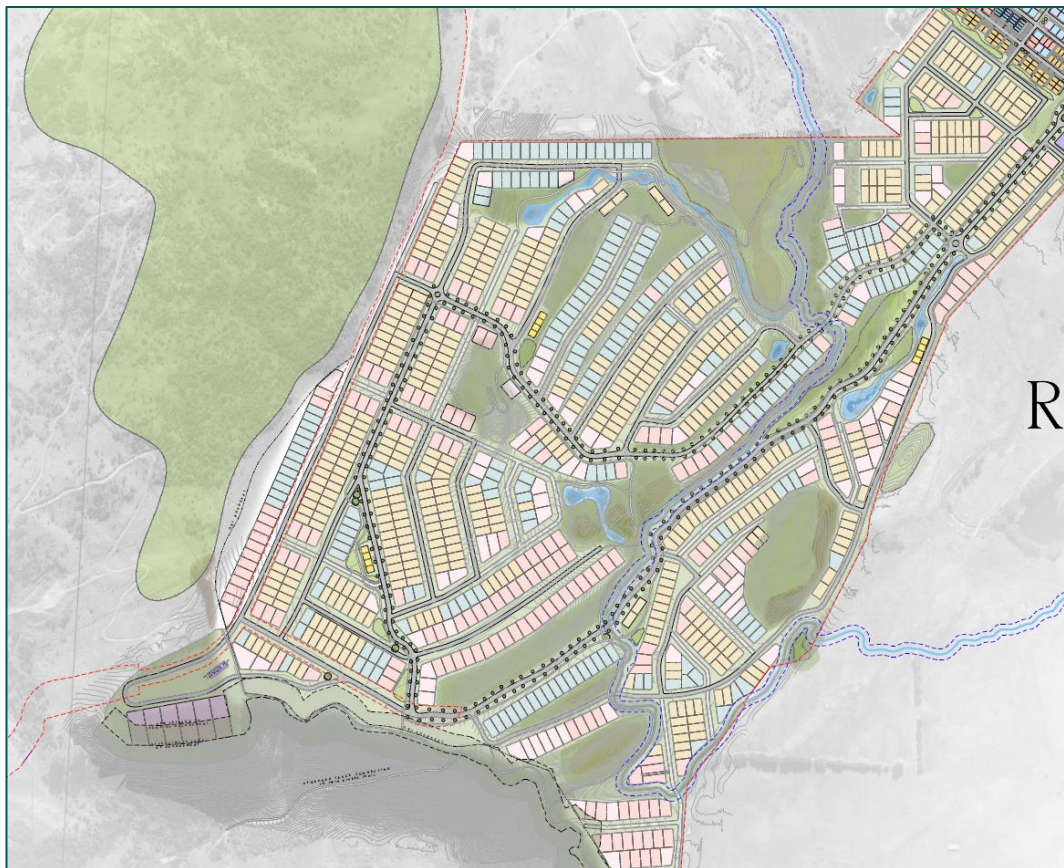


Figure 9: Integrated residential neighbourhood. Source: Master Plan (Appendix 2).



Figure 10: Artist's impression of residential neighbourhood. Source: Architectural Master Plan (Appendix 2).

3.2.2 Ridgeburn Commercial Precinct

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. The business centre is designed as a live-work precinct, creating functional and flexible environment for entrepreneurs, small business owners, and remote workers who are residing within the development. In addition, the precinct includes a dedicated accommodation

building intended primarily for short to medium term seasonal workers, thereby contributing to the region's broader housing needs.



Figure 11: Ridgeburn Commercial Precinct. Source: Master Plan.

The Commercial Precinct will be enhanced with integrated landscaping to promote a pleasant and cohesive public realm. While car parking will be available within the commercial precinct, the design prioritises pedestrian access and safety through the inclusion of wide walkways, traffic-calming measures, and carefully planned landscaping to encourage a walkable and people-friendly environment.



Figure 12: Artist's impression of the Shearing Shed Building. Source: Architectural Master Plan (Appendix 2).

3.2.3 Landscaping & Ecological Restoration

Landscaping

As illustrated on Page 21 of the Landscape Drawings (refer **Appendix 5**), the design principles for the development centre around place-making, environmental responsiveness, and community integration. These principles work together to establish a unique development identity, framing key views of the wider Wakatipu Basin landscape and celebrating the surrounding Outstanding Natural Landscapes. The masterplan incorporates a multi-functional green framework that supports both ecological values and recreational use, features distinctive public and open spaces such as the Ridgeburn corridor, and promotes a healthy environment through the retention and enhancement of both ephemeral and permanent waterways. The design also integrates best-practice stormwater management and establishes ecological corridors to support biodiversity and environmental resilience.

As shown in **Figure 13** below, the landscape strategy includes:

- Natural landscape planting areas, native dry shrubland management on surrounding hillsides, look-outs, neighbourhood parks, pond and existing waterway enhancement with native riparian margins are incorporated into the development;
- A wide range of native riparian and wetland species are proposed to contribute to the restoration and enhancement of the freshwater ecological values associated with existing streams and wetlands; and
- Native buffer planting is proposed around the perimeter of the Site to create an ecological edge, mitigate potential visual impacts from surrounding sites, and provide for a strong buffer between adjoining land-uses.

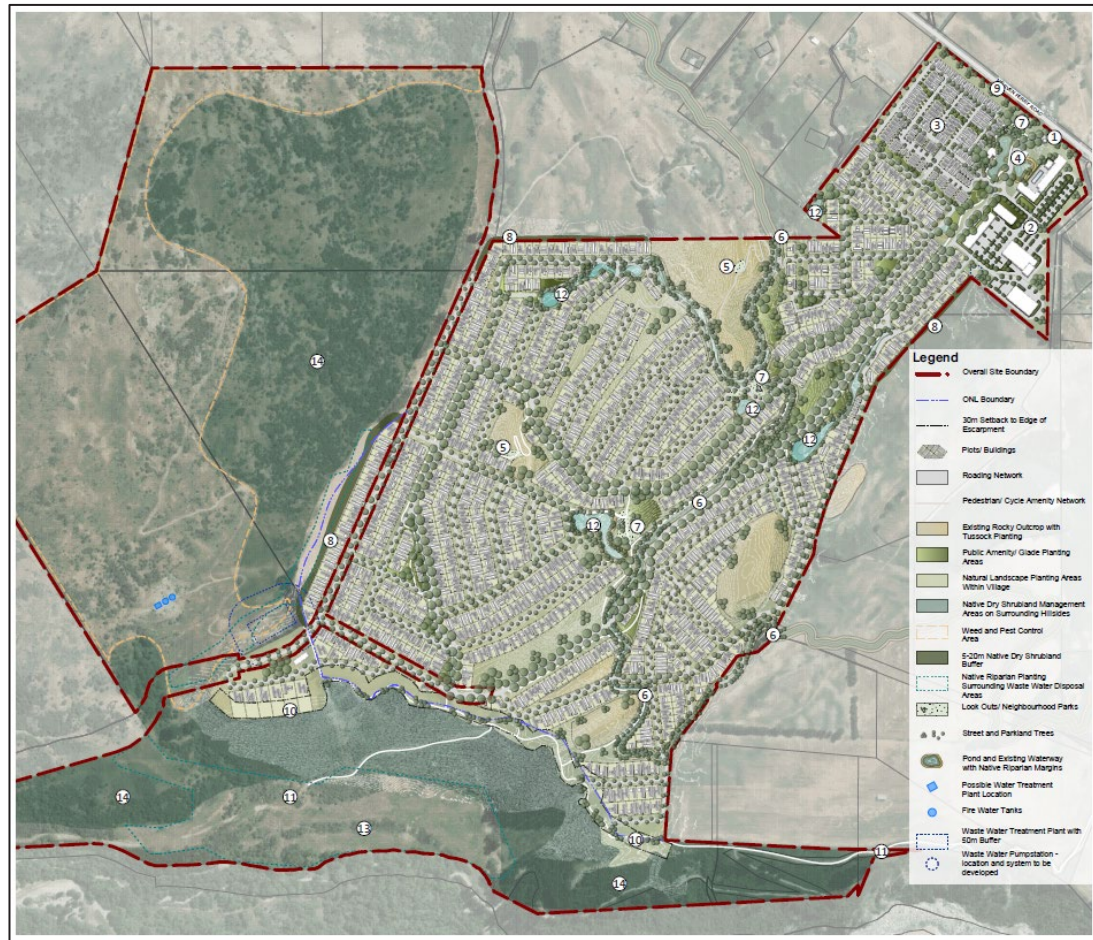


Figure 13: Landscape Masterplan. Source: Page 23 of Landscape Drawings (Appendix 5).

Ecological Restoration

Extensive native restoration planting and pest control are proposed for Morven Hill and the southern boundary of the site, adjacent to the Kawarau River. As illustrated in **Figure 14**, the proposal includes a 58.8-hectare area designated for planting and ecological management, alongside a 38.5-hectare area for targeted weed and pest control. Native vegetation is significantly limited in the Queenstown-Arrowtown area (refer Ecological Assessment (refer **Appendix 8**), therefore the establishment of a natural seed source of close to 60 hectares in size will have significant local and regional benefits in two ecological districts.

The restoration of Morven Hill and the escarpment is expected to involve the planting of approximately **150,000** native plants. Final planting numbers will be adjusted based on existing vegetation, with lower densities in areas where native flora is already present and higher densities where exotic species are removed. A detailed in the Ecological Assessment (refer **Appendix 8**) this effort will substantially enhance botanical diversity and significantly improve habitat conditions for native fauna.

The development will avoid the reclamation of natural wetlands and waterways. All natural freshwater features are intended to be contained within open/green space and are expected to be enhanced through the development of the site.

The Ecological Assessment (refer **Appendix 8**) identifies that the planting and pest control initiatives proposed by this application will result in regionally significant ecological enhancement.

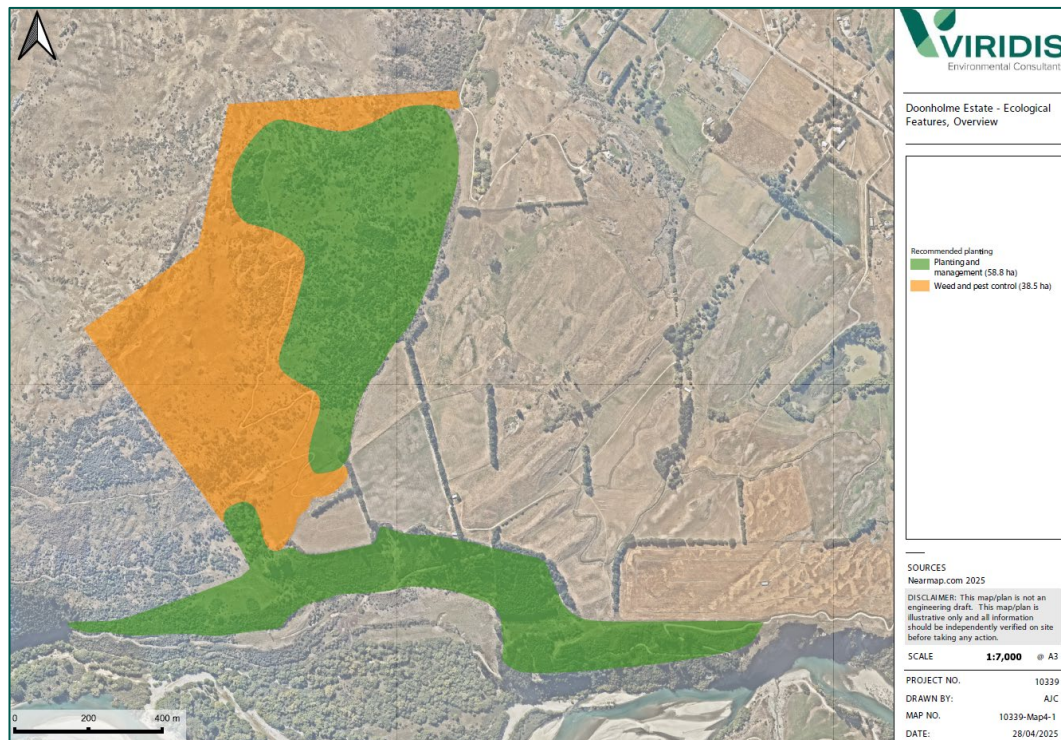


Figure 14: Ecological Planting and Weed and Pest Control Plan. Source: Ecological Assessment (Appendix 8).

3.2.4 Heritage

The site contains a range of historic farm buildings and archaeological features associated with 19th-century European settlement. As detailed in the Archaeological Assessment (refer **Appendix 13**), the Doonholme Farmstead (site F41/62) includes a stone farmhouse, stables, woolshed and other outbuildings, most of which were likely constructed by early landholder David Craig Jolly between 1865 and 1875. These structures are rare examples of intact rural farmsteads from this era in Central Otago.



Figure 15: The Doonholme Farmstead (site F41/62).



Figure 16: The Doonholme Farmstead Woolshed (site F41/62).

The buildings are proposed to be sympathetically restored and repurposed as part of the development, including use as a community hub, museum and hospitality venue, ensuring their long-term protection and public visibility. Restoration works will retain and highlight original features including stone schist walls, gabled roofs and historic timber elements.

While the farmstead itself is a recorded archaeological site, areas adjacent to the Kawarau River and Morven Hill also have archaeological potential, particularly for gold mining remnants. These areas will be subject to further archaeological survey prior to any works, and an authority will be sought where required. If any previously unrecorded sites are discovered and cannot be avoided, any required modification will be addressed through the archaeological authority process under the Heritage New Zealand Pouhere Taonga Act 2014.

The restoration of the Doonholme Farmstead, as well as any modification of unrecorded archaeological sites discovered during works, will require approval under the Heritage New Zealand Pouhere Taonga Act 2014. The need for such approvals has been discussed as part of pre-lodgement consultation with Heritage New Zealand.

3.2.5 Infrastructure

3.2.5.1 Roading and Access

The proposed roading and access arrangement is set out within the Transport Assessment (refer **Appendix 10**). In summary, the proposal includes the following key roading arrangements:

- Access to the site is achieved off Morven Ferry Road, as shown in the Architectural Master Plan (refer **Appendix 2**);
- Widening of Morven Ferry Road and the redesign of the Morven Ferry Road/SH6 intersection is proposed to accommodate the development. These upgrades can be undertaken within the existing legal road reserve; and
- On-site roading management can be achieved by a Resident's Association management structure.

The Transport Assessment (refer **Appendix 10**) states that the site is well located to utilise existing transport options, including walking, cycling, the public bus and park-and-ride facilities. A cycle path on the southern edge of the site offers relatively direct access to Ladies Mile and Frankton,

which are approximately 15 and 30 minutes away by bike, respectively. Arrowtown is also accessible within about a 20-minute bike ride from the site.

3.2.5.2 Three Waters

The proposed three-waters strategy for the Site is set out in the Infrastructure Assessment (refer **Appendix 9**) prepared by McKenzie & Co Consultants. By way of summary, the follow strategies are proposed.

Stormwater

There is currently no public stormwater infrastructure within the Site or available for connection at the boundary.

Stormwater from events up to the 10% Annual Exceedance Probability (AEP) will be managed through roadside swales, with culverts installed under roads as needed. Discharge will occur via soakage, Morven Ferry Road, and the natural outflow at the boundary with 138 Morven Ferry Road.

Flows exceeding this threshold will be directed along road corridors and designated overland flow paths, with building lots elevated to maintain the necessary freeboard. On-site attenuation measures will be employed to control runoff, ensuring discharge rates do not exceed pre-development levels.

Water supply

There is currently no public water supply connection available at the site. The Infrastructure Report estimates the total daily water demand for the development at approximately 998m³/day (998,000 litres/day), with a peak demand of 75 litres per second, to service around 1,242 residential lots and the proposed commercial area.

To support this demand, the proposal includes an on-site reservoir and booster pumping system for potable and firefighting supply, comprising four 500m³ tanks (2,000m³ total), with a specific allocation for firefighting reserve. Water may be sourced through multiple options, including an on-site bore, abstraction from the Kawarau River, and provision for a potential future connection to the public network, should this be required. A reservoir is also proposed on Morven Ferry Hill, using an existing quarry site to provide adequate pressure and resilience for the network.

If river abstraction is pursued, the proposed take is anticipated to fall within the permitted thresholds of Rule 12.1.2.2 of the Otago Regional Plan: Water, as it would not exceed 100 litres per second or 1,000,000 litres per day, and it would meet the other requirements by being limited to one take per landholding and including measures to prevent backflow of contaminated water and fish ingress at the intake structure. Legal access to the river is provided via the existing access track, as secured by Easement Instrument 11729995.4.

Wastewater

There is currently no public wastewater connection available at the Site.

The proposal includes private on-site wastewater treatment. Three wastewater network solutions are considered: a gravity system, a low-pressure sewer system, or a hybrid approach combining both.

Several different systems are feasible including:

- Water recycling/reclamation systems to integrate sustainable practices; and
- Package treatment plants, such as membrane bioreactor (MBR), moving bed biofilm reactor (MBBR), or similar technologies.

These modular systems can be scaled over time to meet development needs.

Infiltration testing undertaken by Kirk Roberts Consulting confirmed that the site's soils are suitable for disposal, with a required minimum area of 5.1ha and over 12ha identified.

A bunded storage area along the terrace edge is proposed as an additional layer of safety and conservatism. The proposed disposal field is located approximately 150m from the Kawarau River and approximately 15m above river level.

Given the known infrastructure constraints within Queenstown, particularly the limited capacity of the existing QLDC wastewater network and treatment facilities, the proposal includes provision for a future connection from the Ridgeburn pump station to the public network if regional upgrades proceed. The infrastructure strategy has been deliberately designed to be adaptable. While Ridgeburn can be fully self-servicing, the on-site wastewater system includes capacity and pipe alignment to potentially receive flows from surrounding catchments, including the rapidly growing Ladies Mile area.

Overall, this approach would help ease demand on the QLDC wastewater treatment plant, allow for better integration with the wider network, and support long-term infrastructure planning for the district.

3.2.5.3 Power and Telecommunication

Initial discussions with Aurora confirm that the project's power needs can be met through their network.

Transpower infrastructure (identified as CML-FKN-A) runs near the site's southern boundary. The development has been deliberately designed to avoid this asset, with no encroachment proposed and appropriate setbacks in place to ensure it remains unaffected. The Master Plan (refer **Appendix 2**) depicts the location of the line relative to the Ridgeburn development.

Tuatahi Fibre has confirmed that its network can be extended to provide connection availability.

4.0 Proposed Approvals Required

In accordance with sections 13(2)(d), 13(3) and 13(4)(t) of the Fast-track Approvals Act 2024, this section outlines the approvals likely required under the Resource Management Act 1991, the Wildlife Act 1953 and Heritage New Zealand Pouhere Taonga Act 2014 to enable the Ridgeburn development.

4.1 Resource Management Act 1991

Resource consents that would otherwise be applied for under **Section 104** of the Resource Management Act are likely to be required to enable the development.

A list of possible consents is outlined below, and it is noted that these will be finalised through the FTAA substantive application process if the project is referred. No prohibited activities are required to be sought.

4.1.1 Outline of Consent Matters

Resource consents under the Queenstown Lakes District Proposed District Plan and Otago Regional Plan are required for this development.

4.1.1.4 Rules Assessment - QLDC Proposed District Plan

The site is zoned Wakatipu Basin Rural Amenity Zone (WBRAZ) under the PDP and is located primarily within the Landscape Character Unit (LCU8), the site is also partially zoned as Rural Zone, with an Outstanding Natural Feature/Outstanding Natural Landscape Overlay. Whilst the PDP is not fully operative, this is now the dominant planning document in terms of this application. Any corresponding rules in the Operative District Plan are treated as inoperative pursuant to Section 86F of the RMA.

That being the case, the likely consents sought are as detailed below:

Rural Zone – Chapter 21

- A **discretionary activity** consent under Rule 21.4.11 for the construction of buildings including associated roading, access, lighting, landscaping and earthworks in the Rural Zone. Consent is sought for:
 - a) The construction of one residential unit on each lot being created by the subdivision;
 - b) The construction of 52 dual key residential units within the affordable housing area;
 - c) The construction of commercial buildings within the commercial precinct; and
 - d) The establishment of a community building.
- A **discretionary activity** consent under Rule 21.4.23 for a restaurant including a bar;
- A **non-complying activity** consent under Rule 21.4.37 which provides for any other activity not specifically provided for in the Rural Zone chapter. Consent is sought to undertake commercial activities within the commercial precinct. These will include retail (supermarket), a community centre a business hub, a daycare, a workers accommodation building and other small format retail and food and beverage tenancies;
- A **discretionary activity** pursuant to Rule 21.4.19 for visitor accommodation, as it is likely that the accommodation/ workers accommodation building in the commercial precinct will be used for both workers accommodation and visitor accommodation;
- A **restricted discretionary activity** under Rule 21.5.1 to allow a lesser setback from internal boundaries than 15m for buildings constructed within the lots created by the subdivision in the Rural Zone;
- A **restricted discretionary activity** under Rule 21.5.2 to allow a lesser setback from road boundaries than 20m for buildings constructed within the lots created by the subdivision in the Rural Zone;
- A **restricted discretionary activity** under Rule 21.5.4 to allow a lesser setback of buildings from Water bodies. It is noted that the proposal seeks to avoid works within wetlands and existing water bodies onsite, however, there is a potential that this setback will be breached in some instances. Any effect on waterbodies can be managed in accordance with the Ecological Assessment (refer **Appendix 8**);

- A **restricted discretionary activity** under Rule 21.7.1 to allow structures to be located closer than 10m to a road boundary within the lots created by the subdivision in the Rural Zone;
- A **restricted discretionary activity** pursuant to Rule 21.7.3 to allow the ground floor area of buildings to exceed 500m². In this instance it is proposed for the buildings in the commercial precinct to exceed this rule;
- A **restricted discretionary activity** pursuant to Rule 21.7.4 for the maximum height of the building to not exceed 8 metres. It is likely that buildings in the commercial precinct will exceed 8 metres in height.

Wakatipu Basin Rural Amenity Zone – Chapter 24

- A **non-complying activity** pursuant to Rule 24.4.7 for the construction of buildings for residential activity outside a building platform approved by a resource consent;
- A **restricted discretionary activity** pursuant to Rule 24.4.18 in regard to the construction of buildings for non-residential activities. Commercial buildings are proposed to be established in the commercial precinct as shown in the Master Plan (refer **Appendix 2**);
- A **discretionary activity** pursuant to Rule 24.4.20 for cafes and restaurants;
- A **discretionary activity** pursuant to Rule 24.4.21 for visitor accommodation. On-site accommodation will be provided for visitor accommodation and workers accommodation in the commercial precinct;
- A **discretionary activity** pursuant to Rule 24.4.22 for community activities, due to the proposed daycare;
- A **non-complying activity** pursuant to Rule 24.4.23 in regard to a commercial activity not otherwise provided for in Table 24.1. The proposed commercial activities are commercial activities that are otherwise not provided for;
- A **non-complying activity** pursuant to Rule 24.5.1.4 and Rule 24.5.1.5 when the area is less than 80 hectares and exceeds one residential unit per site, or when the area exceeds 80 hectares with more than one residential unit per 80 hectares of net site area;
- A **restricted discretionary activity** pursuant to Rule 24.5.6 in regard to the building coverage of all buildings on a site not subject to Rule 24.5.4 not exceeding 15% of net site area, or 500m², whichever is the lesser. The combined building area as a result of this proposal will exceed 500m²;
- A **restricted discretionary activity** pursuant to Rule 24.5.7 to allow a lesser setback from internal boundaries than 10m for buildings constructed within the lots created by the subdivision;
- A **non-complying activity** pursuant to Rule 24.5.8.2 in regards to a breach to the maximum height of 8 metres. It is likely that the commercial buildings and the three storied residential units within the affordable housing area will protrude slightly beyond the 8-metre height limit from natural ground level; and
- A **restricted-discretionary activity** pursuant to Rule 24.5.12 as the minimum setback of any building from the bed of a wetland, river or lake is required to be 30m. In this instance there are various streams and wetlands within the site and it is likely that compliance with this rule will not be achieved.

Earthworks – Chapter 25

- A **restricted discretionary activity** pursuant to Rule 25.4.2 for earthworks exceeding for the maximum total volume of earthworks in Table 25.2, as set out in Rule 25.5.4;
- A **restricted discretionary activity** pursuant to Rule 25.5.4 for earthworks exceeding maximum volume of 400m³ in the WBRAZ;
- A **restricted discretionary activity** pursuant Rule 25.5.11 for earthworks that exceed 2,500m² where the slope is 10° or greater and 10,000m² where the slope is less than 10°;
- A **restricted discretionary activity** pursuant to Rule 25.5.15 for cut depth that exceeds 2.4m;
- A **restricted discretionary activity** pursuant to Rule 25.5.16 for fill that exceeds 2m in height;
- A **restricted discretionary activity** pursuant to Rule 25.5.21 for more than 300m³ of cleanfill transported by road to or from an area subject to earthworks.

Historic Heritage – Chapter 26

- A **restricted discretionary activity** pursuant to Rule 26.5.13 for external alterations of a heritage building. There have been a number of heritage buildings identified in the Archaeological Assessment (refer **Appendix 13**). To ensure the preservation and enhancement of these buildings' alterations will be required.

Subdivision – Chapter 27

- A **discretionary activity** consent under Rule 27.5.12 for subdivision and identification of building platforms within the Rural Zone; and
- A **non-complying activity** consent under Rule 27.5.22 for subdivision that does not comply with the minimum lot areas specified in Part 27.6.

Transport – Chapter 29

- A **restricted discretionary activity** pursuant to Rule 29.4.11 as the project is a high traffic generating activity.

Energy and Utilities – Chapter 30

- A **controlled activity** under Rule 30.5.1.10 for stormwater detention / ponds;
- A **controlled activity** under Rule 30.5.1.11 for the construction of buildings (water reservoirs) and buildings associated with water, wastewater and stormwater reticulation and treatment; and
- A **discretionary activity** consent under Rule 30.5.1.18 for water and wastewater treatment facilities.

If the proposal were assessed under the QLDC PDP, its overall activity status is likely to be a **non-complying activity**.

4.1.1.5 ORC - Otago Regional Plan (ORP): Water for Otago

The following consents are likely required under the Otago Regional Plan:

- A **discretionary activity** consent under Rule 12.2.4.1(i) for the taking of groundwater through the creation of bores that will exceed the permitted activity volume;
- A **discretionary activity** consent under Rule 12.A.2 for the discharge of treated human sewage to land which may exceed the permitted volume of 2,000L per day under Rule 12.A.1.4;
- A **restricted discretionary activity** under Rule 14.5.2 for earthworks associated with residential development; and
- A **controlled activity** pursuant to Rule 14.1.1 for the excavation, drilling or other disturbance of land, other than in the bed of any lake or river, for the purpose of creating a bore.

If the proposal were assessed under the ORP its overall activity status is likely to be a **discretionary activity**.

4.1.1.6 Other Rules

This application also seeks any other resource consent approvals which may be necessary to implement the project but which are not detailed above.

4.2 Wildlife Act 1953

The proposal requires approval under section 53 of the Wildlife Act 1953 for the handling or incidental harm of indigenous lizards that may be present within the site.

The Ecological Assessment, (refer **Appendix 8**) identifies that lizard habitat is present in various locations around the site, including areas of rank ungrazed pasture, woody debris, loose rock piles, and exposed bedrock. While the bulk of the site does not support high-quality habitat due to its long history of agricultural use, there remains a moderate-to-high likelihood of native lizards being present – particularly the korero gecko (*Woodworthia* “Otago/Southland large”), which is classified as At Risk – Declining.

Although the presence and density of lizards is currently uncertain, any potential disturbance, relocation, or rescue of these indigenous species during earthworks and development must be appropriately authorised.

Section 53 approval is therefore required to authorise any activities that involve capturing, handling, or relocating protected wildlife. A fauna management plan will be prepared to guide these actions, including appropriate mitigation measures such as pre-clearance surveys, translocation protocols, and habitat enhancement. These measures are designed to ensure compliance with the Act and minimise adverse effects on indigenous fauna.

As per Section 11 of the Fast Track Approvals Act 2014, the Applicant has undertaken pre-lodgement consultation with Department of Conservation (DoC) being the relevant administering agency for approvals under the Wildlife Act 1953. Further details of that consultation is contained in **Appendix 14**.

4.3 Heritage New Zealand Pouhere Taonga Act 2014

The proposal requires approval under section 44 of the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) prior to any works that may modify or disturb an archaeological site.

The Archaeological Assessment (refer **Appendix 13**), confirms the presence of a recorded archaeological site (F41/62 – the Doonholme Farmstead) within the site. This includes a group of

19th century farm buildings and structures, including a homestead, stables/woolshed, stone walls and associated outbuildings. These are proposed to be retained and adaptively reused through sympathetic restoration.

Approval under section 44 of the HNZPTA is therefore required prior to undertaking any activities to modify an archaeological site, including any ground disturbance or works in the vicinity of the Doonholme Farmstead building. Approval may also be required for disturbance of any other archaeological sites identified following site survey required for a substantive application. Earthworks will generally be designed to avoid recorded or potential archaeological sites. However, where this is not practicable, an archaeological authority will be sought prior to works commencing.

As per Section 11 of the Fast Track Approvals Act 2014, the Applicant has undertaken pre-lodgement consultation with Heritage New Zealand being the relevant administering agency for approvals under the Heritage New Zealand Pouhere Taonga Act 2014. Further details of that consultation is contained in **Appendix 14**.

5.0 Development project with significant regional or national benefits

In accordance with section 22(1)(a) of the Fast-track Approvals Act 2024, this section outlines how the Ridgeburn development will contribute to significant regional or national benefits.

With reference to the matters identified at section 22(2) FTAA, the proposal is a development project that will have significant regional and national benefits for the following reasons.

5.1 Economic Benefits (s 22(2)(a)(iv) FTAA)

The Ridgeburn development will deliver significant economic benefits at a regional level, aligning with the purpose of the Fast-track Approvals Act 2024. As confirmed in the Economic Assessment prepared by Property Economics, (refer **Appendix 7**), the development is expected to generate a Net Present Value (NPV) of \$710 million in regional output across the Otago Region over a five-year period. This value includes construction and reflects the economic benefits of the development across 48 industry sectors.

- The development will result in approximately 6,555 full-time equivalent (FTE) job years, including a peak year with 1,462 FTEs;
- Employment is distributed across 2,418 development-related FTEs, 3,298 construction FTEs, and 839 FTEs across other sectors; and
- The project is expected to generate approximately \$398 million in household income throughout the Otago Region.

These outcomes are supported by the expert conclusion of Property Economics, who note:

“Considering the economic cost benefit analysis outlined above as a whole (including the quantitative economic injection into the regional economy and employment benefits), Property Economics considers that advancing the proposed development would yield significant economic

benefits for the regional economy and community.” (Property Economics, 2025, p. 26, **Appendix 7**).

The EIA also identifies a suite of broader economic benefits that support the long-term functioning, resilience, and growth of the Queenstown Lakes District and wider Otago Region. These benefits are summarised below:

- Increased housing supply and residential land capacity: Ridgeburn will materially expand the residential development capacity of the region, with delivery at a scale comparable to the Queenstown Lakes District’s annual average output;
- The benefit of bringing a significant level of affordable housing and general housing supply to the market quickly. This is a major barrier in Queenstown due to infrastructure issues. The development resolves this by providing all necessary infrastructure while there is also a commitment from the developer to commence construction of the affordable houses within 6 months of receiving resource consent;
- Increased and diversified choice of housing location and price point: The development will introduce new typologies and formats in a well-located area, improving consumer choice and helping to better match supply with demand;
- Potential for lower housing prices and improved affordability in the region: While housing affordability is addressed in more detail in Section 5.2 below, the EIA notes that a supply-led intervention of this magnitude can moderate price pressures and ease barriers to homeownership;
- Increased economic activity and local employment: Construction and associated activity will generate widespread employment across multiple sectors, and will support long-term regional economic output through multiplier effects;
- Better utilisation of the existing infrastructure, facilities, services and amenities: The development supports efficient use of existing networks, including schools, healthcare, transport, and public spaces;
- Impetus for greater levels of local and regional growth: Ridgeburn is expected to act as a catalyst for complementary development and investment, contributing to a more self-sustaining local economy;
- Improved local convenience and amenity value: The inclusion of 11,000m² of commercial and retail GFA will improve access to services, reduce travel demand, and create a more liveable, well-integrated neighbourhood;
- Delivering (more affordable) residential capacity with greater certainty: The vertically integrated delivery model provides cost and programme advantages, increasing the likelihood that the committed affordable housing components are delivered as planned; and
- Supporting tourism economies (workers accommodation): The provision of a 3,000m² workers accommodation complex will help address seasonal workforce constraints, reduce pressure on Queenstown’s rental housing stock, and support the ongoing operation and productivity of local tourism and service sector businesses.

Overall, considering the findings of the EIA prepared by Property Economics, it is concluded that the proposed Ridgeburn development will deliver significant regional economic benefits. The

assessment confirms that the development will generate a total Net Present Value (NPV) of \$710 million in economic output over a five-year period, support approximately 6,555 full-time equivalent job years (including 1,462 at peak), and contribute an estimated \$398 million in household income across the Otago Region. At a regional level, the project will stimulate large-scale investment, provide diverse employment opportunities, and contribute to the efficient and coordinated delivery of housing, infrastructure and services.

5.2 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) (s 22(2)(a)(iii) FTAA)

The Ridgeburn development will make a significant contribution to the supply of housing in the Queenstown Lakes District, directly addressing current housing needs. The proposal includes approximately 1,227 residential units, with a committed component of 180 dwellings priced below \$1 million. In a district where housing affordability is severely constrained and the median house price exceeds \$1.8 million, this level of provision represents a substantial uplift in both capacity and typology diversity. Importantly, the Applicant is committed to fixing the initial prices of these 180 homes through the approval process to ensure delivery of genuine affordability outcomes for local residents.

Further, CoreLogic's latest Housing Affordability Report 2024 (released in March 2025) confirms that the Queenstown Lakes District continues to experience some of the most severe housing affordability issues in New Zealand. The district's median house value sits at approximately \$1.82 million, with a value to income ratio of 13.5, nearly double the national average. This places substantial barriers in front of first-home buyers, renters, and key workers, and has wider social and economic implications across the Otago Region.

As detailed in the Economic Impact Assessment prepared by Property Economics (refer **Appendix 7**), the Ridgeburn development has the potential to play a meaningful role in addressing these challenges. The scale of the proposal, combined with a committed supply of more affordable housing, is expected to place downward pressure on price trends and support a more balanced housing market.

The EIA states:

*"Although the district's housing unaffordability is not primarily driven by planning or infrastructure constraints, given the additional demand from non-resident buyers, the proposed scale of additional residential land supply and capacity will play a significant role in alleviating affordability pressures. **This increase in supply, including the committed supply of 180 'more affordable' dwellings within the Project, will place downward pressure on the district's housing trends and contribute to a more liveable, well-functioning urban environment.** Such outcomes hold broader regional significance for the Otago residential market."* (Property Economics, 2025, p. 14, **Appendix 7**).

This proposal includes 180 committed dwellings priced between \$599,000 and \$999,000. According to sales data cited in the EIA, fewer than 450 homes sold for under \$1 million across Queenstown Lakes between April 2023 and March 2025. The delivery of 180 additional dwellings within this price range would represent a substantial uplift in supply within a critical pricing band. As the report confirms:

*“Against this context, 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**. These ‘more affordable’ homes would increase the number of below-\$1m sales by nearly +40% relative to recent market volumes, an impact that is both material and strategically aligned with the district’s affordability objectives.” (Property Economics, 2025, p. 14, **Appendix 7**).*

Further, the proposal supports affordability through typology diversity and earlier delivery. A range of one-, two-, and three-bedroom homes are planned in higher-density formats, providing much-needed variety in housing stock. As summarised in the EIA:

*“Taken together, the Project represents a timely, well-targeted approach in an increasingly unaffordable housing market. By significantly boosting the below-\$1m housing stock and enabling earlier delivery, the Project has potential to play a significant role in easing affordability pressures in both Queenstown Lakes and the wider Otago Region.” (Property Economics, 2025, p. 15, **Appendix 7**).*

Furthermore, the development provides a broader mix of housing types and locations than typically seen in Queenstown’s conventional residential offerings. This mix will support long-term affordability by increasing supply elasticity and improving the market’s ability to respond to demographic change:

*“Enabling a greater mix of housing types in more locations would also improve affordability and help match the housing stock to the future population’s needs.” (Property Economics, 2025, p. 22, **Appendix 7**).*

In summary, the Ridgeburn development is expected to make a strategically significant contribution to affordability outcomes in the Queenstown Lakes District. The proposal introduces scale, speed of delivery, and pricing diversity in a housing market that has been consistently identified among the most unaffordable in the country. It is therefore considered to be strongly aligned with national and regional housing objectives under the National Policy Statement on Urban Development and the Fast-track Approvals Act 2024.

5.3 Ecological Protection and Enhancement (s 22(2)(b) FTAA)

The ecological values of the Wakatipu Basin have been heavily degraded through a long history of land clearance, grazing, and the spread of exotic species. Native vegetation is now significantly limited across the Queenstown–Arrowtown area, and this has directly contributed to the loss of indigenous biodiversity, including native lizards, and the decline in freshwater ecosystem health and landscape resilience. The Ridgeburn development responds directly to these challenges through a regionally significant ecological restoration programme, with a strong focus on improving habitat for indigenous flora and fauna, including the At Risk – Declining kōrero gecko (*Woodworthia* “Otago/Southland large”).

As outlined in the Ecological Assessment prepared by Viridis (refer **Appendix 8**), the site currently supports limited ecological diversity and botanical value, having been cleared for agriculture since the 1860s. However, areas of the site provide potential habitat for native lizards, including the kōrero gecko, which is experiencing population pressure from habitat loss and predation. The proposal offers a valuable opportunity to reverse this trend through a structured and well-supported enhancement programme.

The development has been deliberately designed to avoid the reclamation of any natural wetlands, intermittent streams, or freshwater features, with all identified features retained within open space and buffered by ecological restoration. While constructed drains and modified channels may be reshaped as part of greenspace design, the project will result in no net loss of significant freshwater values. As confirmed in the Ecological Assessment:

“The proposal has initially been designed to avoid reclamation of any wetlands, intermittent streams or the water race. The single identified ephemeral channel will be incorporated into green/open space. The constructed drain will be reclaimed. Constructed ponds will either be incorporated into the planned open/green space, or be reclaimed.” (Viridis, 2025, p. 5, **Appendix 8**).

The ecological enhancement programme includes:

- Approximately 33 hectares of native planting on Morven Hill, supported by long-term pest and weed control; and
- A further 26 hectares of native planting along the escarpment above the Kawarau River, including areas associated with the wastewater dispersal field, planted with appropriate native vegetation such as tussocks.

These areas form a 60-hectare revegetation programme, involving approximately 150,000 native plants, establishing a major new seed source across two ecological districts. This scale of planting will substantially increase habitat availability for native fauna and restore landscape function.

*“Native vegetation is significantly limited in the Queenstown–Arrowtown area. **The establishment of a natural seed source of close to 60 hectares in size will have significant local and regional benefits in two ecological districts.** Planting Morven Hill and the escarpment will include approximately 150,000 plants, with numbers to be refined depending on the quantity of native vegetation on the hill (planting densities will be lower where there is existing native vegetation and higher where exotic vegetation is replaced).”* (Viridis, 2025, p. 5, **Appendix 8**).

The restoration effort will have direct benefits for native lizard populations, particularly the kōrero gecko. The development includes a commitment to prepare a Lizard Management Plan to guide the safe relocation of any lizards encountered during earthworks. In addition, the project will deliver significant long-term gains in lizard habitat quality through:

- Structurally diverse native planting;
- Installation of refugia such as rock piles and logs;
- Landscape-scale pest control targeting rats, mustelids, and feral cats; and
- Protection of enhanced areas as ecological corridors and open space.

These measures are expected to provide habitat of significantly higher quality and extent than currently exists on-site, directly addressing a known biodiversity issue in the Otago Region.

Freshwater outcomes will also be improved. Riparian planting around wetlands and waterways will enhance filtration, provide shading, increase bank stability, and improve aquatic habitat quality. These improvements are particularly important given the current degraded condition of many wetland and stream margins. The Ecological Assessment notes:

*“Proposed planting, including around the wetlands, as well as construction of stormwater treatment infrastructure has the potential to significantly increase ecological values. **The proposal is expected to result in an improvement in water quality through increasing the filtration function of the riparian vegetation, providing higher levels of shade, increased bank stability, and organic matter inputs to aquatic habitat.** The riparian planting will also increase terrestrial fauna habitat and provide buffering and connectivity to the wider area. The existing stream and wetland habitats are generally in poor to average condition. Restoration activities within the site will represent a measurable increase in freshwater value.”* (Viridis, 2025, p. 5, **Appendix 8**).

Overall, Ridgeburn will deliver a well-integrated ecological enhancement programme that addresses known regional environmental issues. Through habitat restoration for native lizards, large-scale native planting, pest control, and protection of wetlands and waterways, the proposal is expected to result in a net gain in ecological value. These benefits are considered regionally significant and consistent with higher order national policy direction and local biodiversity goals.

5.4 Eco-tourism, Outdoor Recreation (s22(2)(b) FTAA)

The proposal presents a valuable opportunity to enhance the existing network of cycle trails, offering improved connectivity and promoting recreation and tourism in the region. The identified trail connections can integrate the development with the broader regional trail system, strengthening Queenstown’s reputation as a destination for outdoor recreation.

The enhanced cycle trail network is expected to significantly improve public recreational access within the surrounding area. This aligns with the region’s long-term economic and tourism strategies, including Otago Regional Council’s Strategic Directions 2024–2034 document, which outlines the council’s commitment to promoting the region’s overall well-being. The document further states that:

“We anticipate that modes of transport need to change (e.g. shift to public transport, cycling and walking) for environmental and wellbeing reasons.”⁴

Within the development, the layout has been carefully designed to prioritise walkability and cycling. Residents and visitors will enjoy convenient access to nearby green spaces, amenities, and commercial areas, fostering an active and connected community.

5.5 Greenhouse Gas Emissions (s 22(2)(a)(vii) FTAA)

The proposal will support national climate goals through a reduction of greenhouse gas emissions by providing the opportunity for solar panels on houses and extensive enhancement planting.

Solar panels allow residents to generate clean electricity, reducing reliance on fossil-fuel-based grid power. Distributed renewable generation reduces pressure on the regional energy grid and supports a cleaner, more resilient energy system.

The proposed planting of a 60-hectare native planting area can serve as a lasting carbon sink, especially as vegetation matures and soil carbon builds over time.

In addition to this, the proposal will deliver a large number of houses within close proximity to both existing and planned employment areas and public transport routes. The proposal includes new

⁴ <https://www.orc.govt.nz/your-council/our-team/strategic-directions/>

transport infrastructure including walking and cycling facilities to encourage active transport modes, thereby reducing reliance on and use of cars. The proposal also includes a business hub, to enable residents to live and work within the development. This will assist in an overall reduction in greenhouse gas emissions across the Otago region.

Overall, it is considered that this proposal supports national climate change goals.

6.0 Assessment of anticipated and known effects on the environment

In accordance with s13(4)(h) of the Fast-track Approvals Act 2024, the following anticipated and known adverse effects of the project on the environment are assessed below. It is considered that effects in relation to the following matters are relevant:

- Landscape and Visual Effects;
- Traffic Effects;
- Ecology Effects;
- Earthworks Effects;
- Infrastructure Effects;
- Flooding Effects;
- Natural Hazards Effects;
- Heritage Effects;
- Loss of Highly Productive Land Effects;
- Reverse Sensitivity Effects; and
- Mana Whenua Values.

These matters are set out and discussed below.

6.1.1 Landscape and Visual Effects

A Landscape Memorandum ('LM') prepared by Rough Milne Mitchell (RMM) is attached as **Appendix 4**. This report outlines the site's characteristics, the relevant planning context, and provides an assessment of the actual and potential landscape and visual effects of the proposal.

The LM assessment concludes that, while the proposal will result in a notable change to the site's landscape character and visibility from some public viewpoints, potential adverse visual effects vary from none to high, reducing to moderate at most in five to seven years, while effects on landscape character will be high, changing the site from its current open rural pastoral character to that of a residential character. However, these effects will be well contained to its immediate setting due to the existing topography and the visually discreet nature of the site.

In relation to visual effects, the LM finds these will range from none to high initially, reducing to moderate at most within five to seven years as mitigation measures establish. No views of the development are expected to be obtained from the Lake Hayes–Arrow Junction highway due to

landform screening. Views from Arrow Junction Road and the Twin Rivers Trail are anticipated to result in low to moderate visual effects, with visibility limited to higher points of the site and filtered by intervening vegetation and topography. While the most direct views will be from Morven Ferry Road, where the development is expected to be visually prominent during early stages, the interface planting along the road corridor will mature within approximately five to seven years, thus reducing effects to low. From the Crown Range lookout, the development will be visible in part, but the distance and contextual patterning of the landscape will result in moderate visual effects. The mitigation package includes 30 metre setbacks from Morven Ferry Road and the escarpment, 10-metre-wide planting buffers, native revegetation in gullies and wetland margins, and retention of stone walls and mature vegetation. Roading is also designed to reflect the rural context, with informal alignments, grass swales, low-scale lighting, and natural materials. These measures, along with broader ecological enhancement, are expected to reduce the proposal's visual prominence over time.

With regard to landscape character, the LM assessment concludes that the proposed development will have a high degree of adverse effects on the existing rural character within the site. However, this is well contained to its immediate setting, essentially due to the existing topography and the visually discreet nature of the site. The LM further concludes that an integrated design approach, that has been landscape led, means future development will resemble a village within a landscape framework that settles it sensitively into the receiving environment. In addition to the development, the proposal will create a network of reserves, recreational open space and trails that will protect and enhance existing key landforms and geological features within the site. Proposed indigenous vegetation will serve to enhance the surrounds of kettle ponds, ephemeral streams, wetlands, gullies, scarp faces, man-made ponds, and water-races, and to integrate built form with the surrounding environment. A summary of proposed mitigation for both visual and landscape effects is provided in **Table 1** below.

In terms of the receiving environment, the LM identifies that the site sits within the Morven Hill Outstanding Natural Feature (ONF) policy overlay, with part of the site also located in the Wakatipu Basin Rural Amenity Zone (WBRAZ) and subject to the Kawarau River ONF and Wāhi Tūpuna overlay. The LM also notes that while the site retains moderate landscape values associated with its natural landforms and rural character, the surrounding environment is experiencing ongoing change, including increased rural lifestyle development and recreational use.

In relation to infrastructure, supporting services such as a wastewater treatment plant, water reservoirs, and associated utility structures are positioned on the slopes of Morven Hill within the ONF overlay. Despite their locality, the LM confirms that these components have been located in areas that respond to the natural landform and are accompanied by mitigation planting that will reduce their visibility over time. The overall masterplan approach, including generous setbacks, retention of mature vegetation, and a native planting framework, ensures this infrastructure integrates into the broader development form and surrounding landscape.

Overall, the proposal will result in a shift from its current open rural pastoral character to a residential character, and is expected to integrate well over time through the imposition of setbacks, planting, and collective built form that responds to the landform. The design responds to the ONF and WBRAZ landscape context, with mitigation measures specifically applied to avoid, or mitigate effects on landscape values. While cumulative effects are a recognised risk within the Wakatipu Basin, the proposed mitigation and landscape-led design approach are considered

sufficient to manage these effects in this context. With the proposed mitigation in place, the landscape and visual effects are considered to be acceptable.

6.1.2 Traffic Effects

A Transport Assessment (TA) prepared by Carriageway Consulting is attached as **Appendix 10**. The report evaluates the transportation effects associated with the proposed Ridgeburn development.

In terms of site access, the TA suggests that a potential upgrade to the SH6/Morven Ferry Road intersection may be required to support the anticipated increase in traffic. Suggested options include realigning the intersection approach, providing dedicated turning lanes, or constructing a roundabout within the existing road corridor. These improvements are aimed at enhancing safety and efficiency at the primary site access point. If an upgrade is determined to be necessary, it is expected that any works required would be addressed through conditions of consent, subject to confirmation of necessity and feasibility by the relevant road controlling authorities.

A reduction in the posted speed limit on this section of SH6 is also recommended. This change would improve the intersection's safe operation and address existing safety concerns, particularly in the context of increased vehicle movements.

Morven Ferry Road itself is identified as a narrow rural road, measuring approximately 5.5 metres in width. The TA proposes widening this to at least 6 metres to accommodate two-way traffic generated by the development. This upgrade can be delivered within the existing 20-metre legal road reserve and is considered necessary to ensure safe and efficient access.

Internally, the development has been designed around a low-speed road network that includes swales, traffic calming measures, and shared paths for both vehicles and active mode users. These roads will be privately owned and maintained by a Residents' Association, and are designed to support speeds of 40km/h on main roads and under 30km/h on local streets – creating a safe and legible internal environment that aligns with the character of the surrounding area. These, together with other mitigation measures are summarised for **Table 1** below.

In terms of connectivity beyond the site, the proposal includes a new shared path linking to the Arrowtown Trail. This connection will enable residents to access Arrowtown, Frankton, and the wider Queenstown Trail network on foot or by bicycle. While public transport in the immediate area is currently limited, existing bus routes operate along SH6 approximately three kilometres from the site. Future improvements, including the proposed Orbital Bus Route, are expected to enhance accessibility. Additional initiatives such as community-managed vehicles or park-and-ride facilities may also be explored as part of implementation.

Network-wide, the TA notes that while traffic will initially concentrate on Morven Ferry Road and the SH6 intersection, it is expected to disperse across the wider network, with most travel likely directed toward Arrowtown, Ladies Mile, and Frankton.

Overall, the TA concludes that the traffic generated by the development can be accommodated within the surrounding roading network. As such, the transport effects of the Ridgeburn development are considered acceptable.

6.1.3 Ecological Effects

An Ecological Assessment prepared by Viridis, contained in **Appendix 8**, has been undertaken to assess the potential ecological effects associated with the proposed Ridgeburn development at

122 Morven Ferry Road. The ecological assessment included a site walkover and desktop analysis, identifying terrestrial, freshwater, and wetland values within the site.

Terrestrial ecological values on site are generally low, reflecting a long history of intensive farming and modified vegetation cover. No Significant Natural Areas (SNAs) or threatened plant populations are present.

However, the site includes areas of potential habitat for indigenous gecko species, particularly the At Risk – Declining kōrero gecko (*Woodworthia* “Otago/Southland large”), which may utilise ungrazed pasture margins, rocky outcrops, and areas of woody debris. Although some disturbance to potential gecko habitat may occur during construction, any effects are expected to be temporary and localised, and will be actively managed through a Lizard Management Plan and appropriate relocation protocols under a Wildlife Act permit. In addition, the proposal includes substantial habitat enhancement through native planting and pest control across Morven Hill and the escarpment above the Kawarau River. These measures will increase the extent and quality of gecko habitat, improve food availability, and reduce predation from introduced mammals. Overall, these enhancements are expected to result in a clear ecological benefit within the site and surrounding area. These, along with other mitigation measures recommended for the development, are summarised in **Table 1** below.

Bird and bat values are considered low to negligible. Deer are present on site, and ongoing pest management will be necessary to protect restoration planting from browse damage.

The development layout has been designed to avoid reclamation of natural wetlands and intermittent streams, with these features incorporated into open space areas and buffered through native riparian planting. Existing constructed drains and artificial ponds may be removed or reworked as part of greenspace design. Restoration planting around wetlands, gullies, and the escarpment will improve water quality, enhance terrestrial and aquatic habitat, and contribute to broader landscape connectivity.

Approximately 33 hectares of revegetation is proposed on Morven Hill, and 26 hectares along the escarpment between the development area and the Kawarau River. This planting will establish a significant local seed source of native species and promote ecological recovery across the landscape. These areas will also serve to stabilise slopes, reduce erosion risk, and visually buffer the development from the river corridor. Combined, the planting programme will include around 150,000 native plants and is considered to provide regionally significant ecological enhancement in the Wakatipu Basin.

Overall, any potential ecological effects associated with the development can be appropriately managed through a combination of mitigation measures and restoration initiatives. These measures are expected to improve habitat quality, reduce predation pressure, and enhance ecological values across the site. The effects on ecological values are considered acceptable and will result in an overall improvement relative to the site's existing condition.

6.1.4 Earthworks Effects

During the earthworks phase of construction, sediment and erosion control measures will be installed as required to manage any adverse environmental effects. All proposed measures will be designed in accordance with Queenstown Lakes District Council guidelines for Environmental Management Plans, specifically addressing erosion and sediment control during site preparation and construction.

The Geotechnical Assessment prepared by Kirk Roberts Consulting, attached as **Appendix 12**, outlines recommended erosion and sediment control measures to support the proposed works. To manage potential runoff and soil displacement, the report recommends staging exposed earthworks, constructing runoff diversion drains, contour drains, silt fences, sediment ponds, and using vegetated buffer strips. These measures are consistent with standard industry practice and will be detailed in the Construction Management Plan.

The report confirms that the site is geotechnically suitable for development. The land is generally flat to gently sloping and does not pose slope stability concerns under the proposed earthworks.

On this basis, adverse effects associated with earthworks are considered appropriate in the context of the site and able to be addressed through established control measures.

6.1.5 Infrastructure Effects

Details of the proposed infrastructure servicing, including stormwater, wastewater, water supply and utilities, are outlined above and further detailed within the Infrastructure Assessment as contained in **Appendix 9**. Overall, these assessments confirm that the development can be sufficiently serviced in respect of stormwater, wastewater, and water supply.

Overall, there is a high degree of confidence that the proposed development will be adequately serviced in terms of infrastructure and that no adverse effects are anticipated.

6.1.6 Flooding Effects

The Infrastructure Assessment contained in **Appendix 9** confirms that the development is not at risk of flooding from climate change or natural hazard events. Stormwater runoff and potential flood effects will be managed through a combination of attenuation basins, site contouring, and the provision of overland flow paths.

Flood events up to the 10% AEP will be managed through roadside swales and culverts. Building platforms will be elevated to provide freeboard above the 1% AEP event, with allowances for 3.8°C climate change scenarios. Permeable surfaces, infiltration areas, and reserve corridors have been incorporated into the design to assist with stormwater absorption and recovery following high rainfall events. In addition, the wetlands and constructed ponds located in natural gullies and depressions will support temporary water retention, assisting with stormwater attenuation and buffering during rainfall events.

On this basis, any actual or potential flooding effects are considered acceptable, given the proposed stormwater management measures and site layout.

6.1.7 Natural Hazard Effects

The Geotechnical Assessment prepared by Kirk Roberts Consulting contained in **Appendix 12** confirms that the site is generally suitable for development from a natural hazards perspective.

Liquefaction potential is assessed as low to moderate and can be appropriately addressed through detailed foundation design and site preparation. The report also notes that slope stability is not a constraint for development, given the site's predominantly gentle topography. Any areas with existing fill, soft soil, or localised variability in ground conditions can be managed through standard geotechnical engineering approaches.

No significant geotechnical hazards were identified that would preclude development of the site for residential or infrastructure purposes. With adherence to the geotechnical recommendations and further investigations at the detailed design stage, any potential natural hazard risks are considered acceptable.

6.1.8 Heritage Effects

A desktop Archaeological Assessment has been undertaken by Origin Consultants Ltd, contained in **Appendix 13**. The assessment confirms that a recorded archaeological site, F41/62 – the Doonholme Farmstead, is located within Lot 2 DP 601937 and includes several 19th century structures such as the farmhouse, stables/woolshed, stone walls, and associated outbuildings. These structures are proposed to be retained and adaptively reused as part of the development, with sympathetic restoration measures proposed to ensure original fabric is preserved where practicable.

In addition to the known site, the assessment identifies moderate to high potential for unrecorded archaeological features specifically in areas adjacent to the Kawarau River and on Morven Hill, primarily due to the area's known association with the Otago gold rush and historic pastoral activity. The remaining grazing lands are considered to have a lower likelihood of containing archaeological material but should still be subject to standard discovery protocols.

The proposal has been designed to avoid direct impacts on the areas of highest archaeological sensitivity. An Archaeological Authority under the Heritage New Zealand Pouhere Taonga Act 2014 will be obtained prior to any earthworks within the vicinity of F41/62 or other areas identified through survey as having archaeological potential. Further, a site walkover by an archaeologist will be undertaken prior to development in these areas.

Overall, the effects on archaeological values are considered appropriate and able to be suitably managed through survey, design refinements, and the archaeological authority process to ensure any potential effects are identified, avoided or mitigated prior to development.

6.1.9 Loss of Highly Productive Land Effects

A detailed Soil and Resource Report prepared by Hanmore Land Management contained in **Appendix 11** confirms that the site contains small, geographically isolated areas of Land Use Capability (LUC) Classes 1, 2 and 3, which are typically associated with highly productive land. However, as confirmed in the Environment Court decision *Wakatipu Equities Ltd v Queenstown Lakes District Council* [2023] NZEnvC 188, the Wakatipu Basin Rural Amenity Zone (WBRAZ) does not primarily support land-based primary production. Accordingly, land within the WBRAZ is excluded from the definition of “highly productive land” under Clause 3.5(7) of the National Policy Statement for Highly Productive Land 2022 (NPS-HPL), and the NPS-HPL provisions do not apply.

Despite the mapped presence of LUC 1–3 soils, the report identifies that these areas are fragmented, topographically constrained, and interspersed with Class 6 and 7 land. The soils are shallow and stony, and pasture cover is dominated by exotic species with limited production value. The site has historically supported extensive grazing, and there is no current or anticipated use of the land for high-intensity horticulture or cropping.

In this context, while isolated pockets of higher-class soils exist, the loss of productive land is considered minor in scale and limited in effect. The land does not contribute to the district's productive soil resource, and its development will not constrain primary production elsewhere.

6.1.10 Reverse Sensitivity Effects

The surrounding land is primarily used for low-intensity grazing and rural lifestyle living, and while the risk of conflict is relatively low, the potential for reverse sensitivity effects must still be addressed through appropriate design responses.

To address this, the development incorporates a number of measures to minimise interface effects. Along Morven Ferry Road, a 30-metre setback is proposed from the road boundary, including a 10-metre-wide native planting buffer comprising eco-sourced indigenous species. This buffer provides a visual screen and physical separation from adjoining land uses. Similar setbacks and planting treatments are used along other rural boundaries, including the western and southern site edges.

The masterplan has been designed to orient dwellings and public roads away from existing rural operations where possible. Public open spaces, ecological corridors, and landscape buffers are used to create additional separation and visual relief. Infrastructure, including the wastewater treatment plant, has also been sited and screened to minimise effects on adjoining land.

Further, the Ridgeburn proposal does not extend across the full 212-hectare landholding. Built development is concentrated within selected areas of the site, with large portions retained as open space, ecological restoration areas, and landscape buffers. These undeveloped areas provide a natural separation from adjoining rural properties. Given the generous setbacks, planting buffers, and the low-intensity nature of surrounding rural land uses, any potential reverse sensitivity effects are expected to be contained within the site boundaries.

6.1.11 Mana Whenua Values

The site is located within the Wāhi Tūpuna overlay and the Kawarau River Outstanding Natural Feature (ONF) identified in the Queenstown Lakes District Plan. These overlays signal recognised cultural and landscape values associated with Ngāi Tahu as mana whenua.

Mana whenua consultation is ongoing with Te Rūnanga o Ngāi Tahu, Aukaha, and Te Ao Mārama Inc to better understand the cultural significance of the site and its surrounds. As outlined in the Schedule of Consultation attached as **Appendix 14**, discussions have focused on identifying known and unrecorded cultural values and confirming appropriate engagement pathways.

It has been determined that the site is not located within any Māori land, mātaihai reserves, customary marine title areas, or protected customary rights areas, nor is it within the takiwā of any iwi other than Ngāi Tahu. The site is also outside the coastal marine area.

In terms of Treaty settlements that apply to the project area, while the Ngāi Tahu Claims Settlement Act 1998 and Ngāi Tahu Deed of Settlement 1997 are applicable to the site, there are no specific provisions that relate to the project area. The redress provisions of the Ngāi Tahu Claims Settlement Act 1998 and Ngāi Tahu Deed of Settlement 1997 include an apology from the Crown, financial compensation, cultural redress, and the recognition of Ngāi Tahu's role in environmental management.

The identification and implementation of the applicable principles will continue to be discussed with Te Rūnanga o Ngāi Tahu. It is considered that the principles relevant to the project area, as outlined in the Ngāi Tahu Claims Settlement Act and its associated Deed of Settlement, include upholding Ngāi Tahu rangatiratanga and mana within the Takiwā of Ngāi Tahu Whānui, recognising

and protecting mahinga kai and taonga species, acting in good faith and applying the principal ki uta ki tai (mountains to sea).

This proposal seeks to align with these principles through extensive native planting to support biodiversity and mahinga kai values, ongoing consultation to ensure meaningful iwi participation, the inclusion of affordable housing to support community wellbeing, and enhancements to the cycle trail networks which will promote sustainable access and connectivity.

The Applicant is committed to continuing engagement with mana whenua to ensure that cultural values are appropriately recognised and incorporated into the design, delivery, and future management of the site. This includes consideration of Ngāi Tahu principles such as ki uta ki tai, which recognises the connectedness of land, water, and people. Ongoing consultation and the potential for cultural monitoring during earthworks will support the identification and protection of any additional cultural features or values associated with the site.

6.2 Summary of Effects

For ease, the following mitigation measures are proposed to address the anticipated and known effects of the proposal relative to the above specific subject matters, but are not strictly limited to:

Table 1: Summary of Mitigation

Subject Matter	Summary of Mitigation and Condition Response
Transport	• Explore potential upgrades to SH6 / Morven Ferry Road intersection, including realignment, turning lanes or roundabout, to be secured by condition. • Widening of Morven Ferry Road to at least 6 metres within the existing legal road reserve. • Low-speed internal road design with calming measures, shared paths and pedestrian facilities to be implemented by consent condition. • Shared path connection to Arrowtown Trail to promote walking and cycling access. • Construction Traffic Management Plan (CTMP) to be prepared and implemented. • Speed limit reduction on SH6 near site to be pursued with Waka Kotahi.
Landscape and Visual	• 30m setbacks from Morven Ferry Road and the escarpment required. • 10m wide native planting buffers along key boundaries including Morven Ferry Road. • Retention of mature exotic trees and dry stone walls where practicable. • Mitigation planting around infrastructure (e.g. reservoirs, treatment plant) to reduce visual prominence.

	• Landscape design to use natural materials, informal alignments and low lighting to reflect surrounding rural character. • Progressive establishment of mitigation planting to support staged development.
Ecology	• Lizard Management Plan to be prepared in accordance with Wildlife Act requirements. • Pest control programme to target predators and browsing animals, including deer and rodents. • Restoration planting of approximately 59ha including Morven Hill and Kawarau escarpment (approx. 150,000 plants). • Wetland protection and riparian planting around natural gullies and streams. • Avoidance of natural inland wetlands and intermittent streams within site layout.
Earthworks	• Erosion and sediment control measures to be implemented in accordance with QLDC standards. • Construction Management Plan to address earthworks staging, runoff diversion and sediment retention. • Use of vegetated buffer strips, bunds, contour drains and silt fences as required.
Infrastructure	• Private wastewater treatment plant with potential for future QLDC connection. • Proposed private water supply and reservoirs to comply with Water Services Act 2021. • Stormwater managed via roadside swales, soakage areas and attenuation basins. • Retained overland flow paths and use of permeable surfaces across development. • Integration of wetlands and constructed ponds for flood buffering and ecological enhancement.
Natural Hazards	• Development to avoid high-risk areas within mapped alluvial fan. • Foundation design and ground preparation to follow site-specific geotechnical recommendations. • Ongoing geotechnical review at detailed design stage to confirm suitability of ground conditions.
Heritage	• Retention and adaptive reuse of the 19th century Doonholme Farmstead buildings

	with sympathetic restoration to preserve archaeological values. • Avoidance of areas identified as high archaeological potential (e.g. adjacent to Kawarau River and Morven Hill). • Site walkover and survey by a qualified archaeologist prior to works in areas of moderate to high archaeological sensitivity. • Archaeological Authority to be obtained under the Heritage New Zealand Pouhere Taonga Act 2014 before any works affecting recorded or potential sites. • Implementation of an Accidental Discovery Protocol to manage unexpected finds.
Mana Whenua	• Ongoing engagement with Te Rūnanga o Ngāi Tahu, Aukaha, and Te Ao Mārama Inc to inform cultural values and design outcomes. • An Accidental Discovery Protocol (ADP) will be implemented to guide appropriate procedures if archaeological or cultural materials are encountered during construction.

Overall, the anticipated and known effects of the proposal on the environment have been assessed and are considered to be acceptable, with potential impacts appropriately managed through design responses and mitigation.

7.0 Statutory Documents

This section is provided in accordance with subclause 2(1)(a)(i) – (iii) of Schedule 5. This requires that applications include an assessment of the activity against the relevant provisions and requirements of the following statutory documents:

- (a) Any relevant national policy statements;
- (b) Any relevant national environmental standards; and
- (c) If relevant, the New Zealand Coastal Policy Statement.

7.1.1 National Policy Statement on Urban Development 2020

The National Policy Statement on Urban Development (NPS-UD) recognises the national significance of:

- Having well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future;
- Planning decisions improve housing affordability by supporting competitive land and development markets;

- Providing sufficient development capacity to meet the different needs of people and communities; and
- Improving how cities respond to growth to enable improved housing affordability and community wellbeing.

The NPS-UD contains objectives and policies that require councils to carry out long term planning to accommodate growth and ensure well-functioning cities. There is an emphasis on allowing for growth 'up' and 'out' in a way that contributes to a quality urban environment and to ensure their rules do not necessarily constrain growth. Councils must also enable higher density development in areas close to employment, amenity, infrastructure and demand and in some instances remove minimum car parking requirements.

The proposal is consistent with the NPS-UD for the following reasons:

- The proposal will provide for greater intensity of development which has been comprehensively masterplanned and is proximate to planned public transport and existing alternative transport routes, including cycle trails;
- The project will deliver an accelerated supply of dwellings to the market, which will be serviced by infrastructure and roading (including provision of active transport facilities) infrastructure. The dwellings are considered to support competitive land and development markets;
- The proposal, which is located in proximity to other areas currently undergoing urbanisation (Lake Hayes Estate, Arrowtown, Ladies Mile and Frankton), will provide for people and communities social, economic, and cultural wellbeing, and for their health and safety both now and into the future;
- Will deliver a range of typologies and sizes which will contribute to the emergence of a diverse and vibrant community. This will also assist in responding to the changing needs of people, communities and future generations;
- The proposal has been developed with active and on-going engagement with iwi authorities;
- The proposal will be coordinated with the delivery of private infrastructure (including roading and active transport facilities, stormwater, wastewater, water supply, electricity, gas and telecommunications);
- The proposal is expected to contribute to greater transport efficiency and reduced per-dwelling emissions compared to conventional residential development, by:
 - Enabling solar opportunities; and
 - Delivering a large number of houses within close proximity to both existing and planned employment areas and public transport routes. This supports a reduction in transport-related emissions by shortening travel distances and encouraging the use of walking, cycling, and public transport through integrated infrastructure.
- The proposal provides a high level of internal accessibility, in terms of walking and cycling. The proposal provides a range of open spaces, all of which are within walking or cycling distance from proposed residential dwellings.

7.1.2 National Policy Statement on Indigenous Biodiversity (NPS-IB)

The relevant objectives and policies of the NPS-IB include:

- Indigenous biodiversity is managed in a way that gives effect to Te Rito o te Harakeke;
- Significant indigenous vegetation and significant habitats of indigenous fauna are identified as Significant Natural Areas (SNAs) using a consistent approach; and
- The importance of maintaining indigenous biodiversity outside SNAs is recognised and provided for.

It is considered that the proposed development accords with the NPS-IB objectives and policies for the following reasons:

- Ongoing engagement with Mana Whenua will be undertaken throughout the development of the proposal;
- The Site has not been identified as an SEA or SNA. The closest SNA is located over 1 km to the south of the site, on the other side of the Kawarau River;
- The site does not present any features, fauna or flora habitats that present significant ecological values, the application will significantly enhance the ecological values within the site; and
- The Site is currently vegetated with pasture, low lying shrubs and sparse trees. The proposal will continue to be designed to result in ecological gains through the provision of significant comprehensive native landscaping.

7.1.3 National Policy Statement for Highly Productive Land 2022 (NPS – HPL)

The site is located across land zoned Rural Zone and Wakatipu Basin Rural Amenity Zone (WBRAZ) under the Queenstown Lakes District Plan. As confirmed by the Environment Court in *Wakatipu Equities Limited v Queenstown Lakes District Council* [2023] NZEnvC 188, land within the WBRAZ is excluded from the definition of “highly productive land” under Clause 3.5(7) of the NPS-HPL. Therefore, the provisions of the NPS-HPL do not apply to the WBRAZ portion of the site.

A recent Soil and Resource Report prepared by Hanmore Land Management (refer **Appendix 11**) was undertaken to evaluate the productive potential of the remaining Rural Zoned portion of the site. This assessment confirms that:

- Approximately 66.6ha of the site lies within the Rural Zone and is technically classified as highly productive land (HPL) under the interim definition in the NPS-HPL, based on NZLRI mapping;
- However, detailed farm-scale LUC mapping demonstrates that only 17.4ha (8.2% of the total 212ha site) qualifies as LUC 2 or 3 land without permanent physical constraints; and
- The balance of the land has been reclassified as LUC 4, 6, or unproductive, due to limiting factors such as steep slopes, shallow and stony soils, and poor drainage.

The Hanmore Land Management report further concludes that even the limited area of HPL present is highly fragmented, isolated, and located well away from existing road access, limiting its suitability for intensive land-based primary production. The site is not currently used for commercial-scale farming, and long-term productive use is not economically viable given these physical and locational constraints.

Accordingly, it is considered that the vast majority of the site does not meet the definition of highly productive land for the purposes of the NPS-HPL. The small area that does qualify as LUC 2–3 land is fragmented, physically constrained, and isolated from efficient productive use. The development will not result in the loss of a significant area of land capable of supporting intensive primary

production at a district level. In this context, the development meets the exemption provided for under Clause 3.10 of the NPS-HPL. Overall, the proposal is not considered to be contrary to the objectives and policies of the NPS-HPL.

7.1.4 National Policy Statement on Freshwater Management 2020 (NPS-FM)

The NPS-FM requirements include:

- Managing freshwater in a way that ‘gives effect’ to Te Mana o Te Wai;
- Improving degraded waterbodies, and maintaining or improving all others; and
- Avoiding any further loss or degradation of wetlands and streams, map existing wetlands, and encourage their restoration.

The ecological assessment confirms that three natural inland wetlands and an intermittent stream are present within the site. These features have been incorporated into the masterplan as part of the open space network and will be protected from reclamation or modification. No new stream crossings are proposed, and existing watercourses will be retained in their natural form.

The development avoids disturbance of these freshwater features and includes targeted riparian planting along wetland and gully margins to improve habitat quality, reduce erosion, and enhance water quality. The restoration of these areas will increase ecological function and contribute to improved freshwater outcomes over time.

Based on this approach, the project is considered consistent with the objectives and policies of the NPS-FM. Wetlands and freshwater features are protected, enhanced, and integrated into the development in a manner that supports their long-term health and ecological resilience.

7.1.5 New Zealand Coastal Policy Statement

The NZCPS sets out objectives and policies for managing activities within the coastal environment of New Zealand. As the proposed development is not located within or near the coastal environment, the NZCPS is not considered relevant to this proposal.

7.1.1 National Environmental Standards

At this stage, we have not identified that the proposal will require resource consents under any of the National Environmental Standards therefore an assessment against the intent of these is not required.