

Before the panel convener appointed under the
Fast-track Approvals Act 2024

FTAA-2604-1217

Under	the Fast-track Approvals Act 2024 (FTAA)
In the matter	of Remarkables Ski Area Upgrades and Doolans Expansion
By	NZSki Limited

**RESPONSE OF QUEENSTOWN LAKES DISTRICT COUNCIL TO MINUTE 3 OF THE
PANEL CONVENER**

3 August 2026



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MAY IT PLEASE THE PANEL CONVENER

1. This memorandum is provided on behalf of Queenstown Lakes District Council (**QLDC**) in response to Minute 3 of the Panel Convener (**Minute**), regarding the application for approvals for various upgrades at Remarkables Skifield and an extension of the skifield area into Doolans Basin. Simpson Grierson has been instructed to act for QLDC in respect of the Application.

Confirmation of Attendees

2. The following will be present at the Convener Conference on behalf of QLDC:
 - (a) Sarah Scott, legal counsel;
 - (b) Fiona Blight, QLDC;
 - (c) Onur Oktem, QLDC; and
 - (d) Marcus Langman, consultant planner.
3. We address the matters in the Minute that are relevant to QLDC.

Extent of engagement by the Applicant both before and following lodgement of the application

4. The extent of engagement with QLDC by the applicant has been appropriate, both before and following lodgement of the application. QLDC does not raise any concern about the extent of engagement.

Identification of in-house experts and external consultants engaged on the project

5. The following external consultants have been engaged by QLDC on this project:
 - (a) Marcus Langman, MLPC – Planning;
 - (b) Ben Espie, Vivian + Espie (jointly with Central Otago District Council (**CODC**)) - Landscape;
 - (c) Mat Collins and Logan Copeland, Abley Limited - Transport.
6. QLDC also intends to engage a geotechnical hazards expert and has recently advised the applicant of this.

7. Additional internal staff input is also likely to be sought for the purpose of s 53 FTAA comments from Parks and Reserves, Property and Infrastructure, Transport and Engineering. This includes:
- (a) Jeannie Galavazi and Dom Harrison (Parks and Reserves);
 - (b) Richard Powell (Three Waters);
 - (c) Monique Barnes and Jeremy Martin (Transport); and
 - (d) Michael Wardill (Land Development Engineering).

Where there is a difference in opinion between the applicant (and QLDC) identify the principal environmental effects at issue

Landscape

8. The landscape experts for the applicant, QLDC and CODC have been in discussions to seek to resolve landscape-related matters.
9. It is understood that further changes to the conditions, that will hopefully be able to be agreed with the applicant, should be able to resolve any effects on the values of the outstanding natural landscape that the project site is located within.

Natural Hazards

10. While the applicant has provided a Natural Hazards Assessment addressing a range of geotechnical and natural hazard matters across both the Rastus Burn and Doolans Basin areas, the assessment is predominantly based on site inspections and qualitative hazard assessment. QLDC has recently received and reviewed independent geotechnical commentary obtained by CODC, which identifies matters warranting further specialist consideration within QLDC's boundaries.
11. QLDC therefore intends to obtain specialist geotechnical advice to better understand the potential geotechnical and natural hazard effects of the proposal within the Queenstown District to inform its section 53 commentary. The applicant was advised of this late last week.

Traffic and Transport

- 12.** QLDC consider traffic and transport to be the principal environmental effect at issue, in particular the effects of increased vehicle numbers on the State Highway network and consequentially on the local network. These effects will be felt acutely in winter periods from the Frankton Roundabout, at the Kawarau River Bridge, and at the Coneburn Roundabout, with various local roads connecting to the State Highway along this stretch. QLDC is cognisant of the policy support in the Proposed District Plan for the future growth, development and consolidation of the existing Remarkables Skifield within the mapped Ski Area Sub Zone, and the existing investment in infrastructure at the site. However, it also recognises the need to ensure that adverse effects are adequately recognised and managed, recognising the constrained capacity of the transport network to support additional visitor numbers.
- 13.** Following the lodgement of the application, the EPA sought further information from the applicant in response to transport concerns raised by the QLDC in its feedback at completeness stage. The applicant subsequently provided a Transport Addendum prepared by Stantec in response to these matters.
- 14.** QLDC acknowledges that the additional information provides further context regarding the wider transport network, planned network improvements, existing travel patterns and proposed mitigation measures.
- 15.** When read alongside the original Integrated Transport Assessment (**ITA**), QLDC remains of the view that the Transport Addendum does not undertake a detailed operational assessment of the wider Frankton transport network or the SH6/SH6A intersection itself.
- 16.** In particular, the ITA or Addendum does not directly quantify:

 - (a) the effects of the proposal on the operation of the SH6/SH6A intersection;

- (b) changes in wider network performance attributable to the proposal; or
 - (c) the cumulative operational effects at key transport nodes within the network.
- 17. To be clear, QLDC considers these matters to be issues relating to the adequacy, scope and weight of the applicant's transport assessment, rather than the absence of information necessary for consideration of the application.
- 18. In this regard, matters that may warrant further consideration through the substantive assessment process include:
 - (a) The appropriateness and long-term reliance on the proposed traffic management arrangements at the SH6 / Remarkables Ski Field Access Road intersection;
 - (b) The extent to which the proposed mitigation measures, including mode shift initiatives and travel demand management measures, are likely to achieve the outcomes assumed in the transport assessment;
 - (c) The potential operational effects of the proposal on the wider SH6 corridor, including cumulative effects in conjunction with planned growth within the Southern Corridor; and
 - (d) The extent to which any future upgrades or improvements to the SH6 / Remarkables Ski Field Access Road intersection may be required, and the relationship of those upgrades to wider transport planning initiatives being led by NZTA and other transport authorities.
- 19. Clearly NZTA will have an issue in these matters.
- 20. Overall, QLDC considers that the effects of the proposal are *likely* to be able to be addressed through conditions of consent.

Record processes agreed with the applicant to narrow or reduce any *issues* relevant to the application and the decision that the panel is required to make

21. The applicant has indicated to QLDC that they intend to continue considering concerns raised by QLDC as the process progresses. An agreed process for ongoing engagement has been established. That includes in respect of changes to conditions relating to landscape/planting.

Describe the complexity of the application

22. QLDC's preliminary view is that the application does not contain any legal complexity relating to untested law or interpretation of statute. It considers that the application is relatively straightforward, although does acknowledge that the site is located within CODC and QLDC boundaries.

Whether the drafting of proposed consent conditions (including any draft management plan filed) is accepted

23. QLDC is yet to finalise a position on draft conditions, with many conditions relying on input from expert reporting currently being undertaken. QLDC will propose changes to conditions in its s53 comment, if required.

Proposed efficient processes to enable the panel to understand, resolve or narrow the scope of any likely *issues* and indicate how those processes may be accounted for under the decision timeframe

24. Expert conferencing in respect of effects on the roading network may be required. Otherwise QLDC does not suggest any particular processes are necessary.
25. In terms of working days sought, the applicant has advised QLDC that they intend to seek a longer timeframe for the decision timeframe, and therefore QLDC defers to the Panel Convener on this point.

Composition of the Panel

26. QLDC has already identified transport expertise as desirable for inclusion on the Panel and has made nominations in that regard to the Panel Convenor.

Dated: 3 August 2026

A handwritten signature in black ink that reads "Sarah J Scott". The signature is written in a cursive style with a large initial 'S' and 'J'.

S J Scott
Counsel for Queenstown Lakes Council