In the matter of	an application by NZSki Limited to upgrade the Remarkables Ski Area and the Doolans Expansion [FTAA-2605-1236]
By	**NZSki Limited**
	Applicant

Statement of Evidence of Shane Raniera Ellison (Traffic and Infrastructure) on behalf of Te Rūnanga o Moeraki, Kāti Huirapa Rūnaka ki Puketeraki, Te Rūnanga o Ōtākou, Hokonui Rūnanga, Waihōpai Rūnanga, Te Rūnanga o Awarua, Te Rūnanga o Ōraka Aparima, Te Ao Marama Incorporated and Aukaha (1997) Limited

27 October 2026

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Introduction

Qualifications and experience

1 He uri ahau o Te Matenga Taiaroa kōrua koutou ko Tame Haereroa Parata ko Raniera Taheke Ellison hoki. Ko Kāi Tahu, koutou ko Ngāti Mutunga, ko Te Ātiawa kā Iwi. Ko Puketeraki tōku hou kāika. Ko Kāti Huirapa ki Puketeraki tōku Rūnaka. Ko Shane Raniera Ellison tōku ikoa.

2 My name is Shane Raniera Ellison.

3 I hold the qualifications of Masters of Public Infrastructure and a Post Graduate Diploma in Public Private Partnerships from the University of Melbourne. I also hold a Bachelor of Business Studies (Hons) from Massey University.

4 In relation to transport and infrastructure:

(a) I have formerly held the roles of Chief Executive Officer of Auckland Transport, where I was responsible for, among other things, the local road network and road safety, public transport, parking and travel demand management in Auckland. This included oversight of an organisation managing approximately $22 billion of transport assets.

(b) I was also formerly the Chief Operating Officer of Transdev Australasia which is a public transport company operating modes of transport such as buses, trains, ferries, and light rail vehicles. Although I have experience in the transport system, I do not purport to be a transport specialist.

5 I am the Independent Chair of Northway Group (the entity formed to design, build, finance and maintain the toll road between Warkworth and Te Hana) and hold directorships on Waipā Networks Limited in the electricity sector, and Dunedin City Holdings Limited. I have held Directorships on Dunedin International Airport Limited and Auckland Light Rail Limited. I am a Chartered Member of the Institute of Directors of New Zealand.

6 I currently also fulfil a role as Infrastructure and Resources Director at Koau Capital Limited. I support iwi clients by providing advice regarding kaupapa across these sectors.

7 Through these roles, I have gained extensive experience in transport network planning, infrastructure capacity assessment, demand management, investment prioritisation. Governance and integrated transport-decision making.

Code of Conduct

8 I note that in preparing my evidence I have reviewed and have been mindful of the Code of Conduct for Expert Witnesses contained in Part 9 of the Environment Court Practice Note 2023. I am not an independent expert but am providing this statement on the basis that I have extensive relevant experience. I have nevertheless prepared my evidence on the basis that it is consistent with the practice note.

Scope of evidence

9 My evidence deals with the following:

(a) my involvement in the project;

(b) the FTAA framework;

(c) Kā Rūnaka values and the Ngāi Tahu Claims Settlement Act 1998;

(d) the existing regional environment; and

(e) gaps in the substantive application from a transport and infrastructure perspective.

10 I have considered the following documents that were made available to me by the Applicant after the substantive application was lodged in June 2026:

(a) Part A Substantive Application;

(b) B-01A Economic assessment of the Remarkables Ski Area Upgrade and Doolans Expansion Redacted;

(c) B-02A Remarkables Ski Area Upgrades and Doolans Expansion - Treaty Settlements Redacted;

(d) B-10 Rastus Burn Wastewater Freshwater Ecological Impact Assessment;

(e) B-24A Remarkables Ski Area Upgrade and Doolans Expansion – Integrated Transport Assessment Redacted, and Addendum, 25 June 2026;

(f) B-17A Remarkables Ski Area Upgrade and Doolans Basin Expansion –- Doolans Wastewater Concept Report Redacted;

(g) B-22A Remarkables Ski Area Upgrade and Doolans Expansion Doolans Electric Power Concept Report Redacted;

(h) E.01 Summary of Mana Whenua Engagement;

(i) FTAA-2605-1236 Remarkables Upgrade and Doolans Expansion Request for Further Information, 4 June 2026 and Applicant's Memorandum – Request for further information response, 1 July 2026;

(j) H.02 Resource Consent Conditions Updated 3 September 2026; and

(k) Periphyton Risk Assessment Rastus Burn Wastewater.

Involvement in the Project

11 In October 2025 each of the Papatipu Rūnaka, on behalf of whom this statement is written, nominated me as their representative to engage with the Applicant. In addition to coordinating the team of advisors for Kā Rūnaka, my scope includes the review of transport and infrastructure aspects of the substantive application.

12 Engagement specifically focussed on the FTAA process between Kā Rūnaka and the Applicant commenced in mid-2025. I, along with several other experts, attended a site visit to The Remarkables Skifield on 23 January 2026. I undertook a further site visit in early September 2026 which was focussed on the intersection of SH6 and the access road to The Remarkables Skifield.

13 Except for the provision of four draft technical reports which were received at an earlier date, the remaining components of the substantive application (over 100 documents) were made available to me two weeks after lodgement of the substantive application with the Environmental Protection Authority.

14 No opportunity was made available by the Applicant for consultation with advisors to Kā Rūnaka on aspects relevant to local or regional infrastructure effects on the region prior to lodgement of the substantive application.

FTAA framework

15 Section 3 of the Fast-track Approvals Act 2024 (FTAA) sets out the purpose of the FTAA as follows:

> The purpose of this Act is to facilitate the delivery of infrastructure and development projects with significant regional or national benefits.

16 The purpose of this evidence is to provide an assessment of infrastructure matters in the context of the regional benefits component under this purpose through a cultural values lens.

17 The Panel must consider the purpose under section 3 in accordance with section 81 of the FTAA.

18 The adequacy of infrastructure is a relevant consideration in the Panel's statutory assessment because it bears directly on both the benefits and effects of the Project. Infrastructure deficiencies can affect environmental quality, public health, housing, access to services, and the sustainable use of natural resources, all of which have the potential to impact Māori cultural values and interests. Accordingly, infrastructure issues provide an important pathway through which the Panel can assess whether the Project will deliver significant regional benefits in a manner consistent with the purpose of the FTAA. This evidence considers those issues through the lens of Kā Rūnaka values, including kaitiakitaka, manaakitaka, whānau ora, and rangatirataka, and evaluates whether the Project's infrastructure provisions appropriately support those values.

Kā Rūnaka values and the Ngāi Tahu Claims Settlement Act 1998 (NTCSA)

19 The importance of the location of the Kawarau and Whakatipu Waimāori, and key values to Kā Rūnaka are set out in:

(a) The Treaty Settlement Rights and Interests Statement;

(b) Statement and the Evidence of Edward Ellison at [12]-[79]; and

(c) Statement and the Evidence of Dr Gail Tipa at [24]-[27], [43]]. In her evidence, Dr Tipa details in her evidence key linkages between the values of mana whenua and the potential implications if the substantive application is granted in its current form. Dr Tipa explores the concepts of kaitiakitaka and the strain on culturally significant wāhi tīpuna and other water bodies identified in the NTCSA.

20 Ensuring the adequacy of infrastructure to support the regional effects of expansion of developments such as The Remarkables Skifield is of great significance to Kā Rūnaka for a number of reasons.

21 Failure to ensure adequacy of infrastructure will impact on Kā Rūnaka values such as kaitiakitaka, manaakitaka, whānau ora and rakitirataka. Adequate infrastructure is important to the ability of Kā Rūnaka to safely exercise kaitiakitaka obligations and other customary activities, as well as to safeguard the mauri of whenua and wai. By way of example, wastewater

issues can create a risk of discharges to water bodies of importance to Kā Rūnaka. Congestion impairs access by whānau to wāhi tīpuna, mahika kai or customary activities. Infrastructure failures can adversely affect particular communities in which Kāi Tahu whānau live.

Existing regional environment

Population and visitor growth

22 The 2006 Census identified that there was an estimated resident population of 24,100 in the Queenstown-Lakes District (Tāhuna).[1] The 2023 Census estimated that the population of the Queenstown-Lakes District grew to 47,808 in 2023.[2] It is estimated that the resident population has grown further to 53,800 in 2025.[3] This represents an average growth rate of approximately 4% per annum.

23 The total number of visitor days in the year to 30 June 2026 was almost 8 million.[4]

Degradation of infrastructure

24 When demand approaches, meets or exceeds capacity for transport, wastewater, electricity or energy systems, then the experience of the local and regional community, visitors and the environment becomes degraded.

25 As a result of both resident population and visitor growth in Tāhuna, existing transport, water, energy, health and education infrastructure in Tāhuna has come under significant pressure with impacts such as increasing traffic congestion and wastewater system failures.

26 Demand for infrastructure fluctuates significantly based on human behavioural patterns, weather, climate change and resilience, and economic cycles. Managing these peaks and troughs is a significant challenge for urban planning, as building infrastructure to handle peak capacity is highly expensive and often underutilised. Tāhuna experiences significant fluctuations in demand for use of infrastructure on daily, school term, and seasonal bases due to the mix of resident population and visitors.

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[1] Stats NZ Taturanga Aotearoa "Place and ethnic group summaries: Queenstown-Lakes District" <www.stats.govt.nz>.

[2] Stats NZ Taturanga Aotearoa "Place and ethnic group summaries: Queenstown-Lakes District" <www.stats.govt.nz>.

[3] Stats NZ Taturanga Aotearoa "Place and ethnic group summaries: Queenstown-Lakes District" <www.stats.govt.nz>.

[4] Otago Daily Times "Queenstown visitor numbers likely understated" (26 September 2026) <www.odt.co.nz>.

Assessment of the effects of the proposed Project should take account of these fluctuations.

27 By its nature infrastructure capacity is typically fixed in the short and medium term. Delivery of material increases in capacity take long periods of time to design, build, and secure funding. This situation is exacerbated in small local communities where there is a small local government rating base to support infrastructure development.

28 Queenstown Lakes District Council has a structural mismatch where a relatively small permanent resident rating base must fund massive, ongoing infrastructure investment driven by rapid population growth and high visitor numbers. Further development which fails to appropriately take account of and contribute to regional infrastructure will impact on matters valued by Kā Rūnaka.

Gaps in the substantive application from a transport and infrastructure perspective

Traffic assessment and Request for Further Information

29 Notwithstanding the absence of consultation, initial analysis of the substantive application highlights the inclusion of reports in respect of transport, electricity, and wastewater.

30 The scope of these reports is predominantly focussed on localised effects if The Remarkables Skifield is expanded. Issues of this nature have already been noted and resulted in a Request for Information (RFI) from Environmental Protection Authority in respect of transport among other matters.[5] The reports and RFI response fail to provide sufficient information to understand regional effects or the adequacy of draft consent conditions.

31 By way of example, the Transport Assessment and the RFI response do not consider the safety implications associated with northbound right turning traffic to The Remarkables Skifield from State Highway 6.[6] Given the width of the State Highway 6 corridor at this location, and the Applicant's intention to operate buses from Jacks Point, it would have been reasonable for the Transport Assessment to assess whether the increase in southbound left-turning traffic is likely to increase the risk of crashes at this location, given that increased southbound left-turning traffic can affect the

[5] FTAA-2605-1236 Remarkables Upgrade and Doolans Expansion Request for Further Information, 4 June 2026.

[6] B-24A Remarkables Ski Area Expansion Integrated Transport Assessment, 15 May 2026; Remarkables Expansion Project Transport Addendum, 25 June 2026; Applicant's Memorandum – Request for further information response, 1 July 2026.

opportunities available for northbound right-turning traffic to complete the manoeuvre, particularly where vehicles (including the buses from Jacks Point) are slowing, queuing, or turning into the same intersection.

32 Similarly, congestion is not adequately addressed in the Transport Assessment or the RFI response. The content of the RFI response underestimates the effect of the Project on the local and regional roading network by utilising daily average volumes.[7]

33 I would have expected the response to the RFI to reflect the correlation between the peak periods of travel to The Remarkables Skifield and other transport network demands. More explicitly, up to an extra 1,000 vehicles travelling to The Remarkables Skifield over one hour in the morning peak period has a much more significant impact on the roading network than an extra 1,000 vehicles travelling over a 24-hour period.

34 Further, for the reasons set out above, because of the temporary traffic management arrangements in the afternoon, and due to the increasing residential population living at Jacks Point, Hanley's Farm and Homestead Bay as well as future proposed developments at Kingston, there is potential for increased congestion impacts for northbound road users. This is not canvassed in the Applicant's transport assessment or the RFI response.

Wastewater Concerns

35 The wastewater information provided as part of the substantive application is lacking an assessment of the Project with a te ao Māori lens.

36 The reports do not meaningfully assess whether discharges are culturally acceptable, whether the activity will affect the mauri of the relevant waterbody, or what effects the activity may have on cultural values from a Kā Rūnaka perspective.[8] For example, the Wastewater Discharge Impact Assessment concludes that, provided that the proposed treatment upgrade is implemented and the recommended performance criteria are met, "the increased discharge to land results in an acceptable level of adverse effects on soils, groundwater, surface water, wetlands or aquatic ecology".[9] However, the report does not mention what effects those increased

[7] Remarkables Expansion Project Transport Addendum, 25 June 2026 at 12-13.

[8] B-10 Rastus Burn Wastewater Freshwater Ecological Impact Assessment, 28 August 2026; Wastewater Discharge Impact Assessment 28 August 2026; Response to Otago Regional Council re B-10 Rastus Burn Wastewater Freshwater Ecological Impact Assessment, 28 August 2026; Periphyton Risk Assessment Rastus Burn Wastewater, 28 August 2026.

[9] At 71.

discharges to water bodies may have on cultural values or how these might be managed with mana whenua.

37 The combined reports therefore leave significant gaps regarding cultural effects, cumulative effects on mauri throughout the wider catchment, and the absence of cultural health indicators, mātauranga Māori monitoring or mana whenua involvement in the proposed monitoring and management framework.

38 I acknowledge that the current issues affecting the Shotover Wastewater Treatment Plant are not a direct effect of the proposed development. However, they are relevant to the assessment of cumulative effects because the growth enabled by the skifield contributes to increasing demand on regional infrastructure. In my view, these pressures have broader cultural and environmental implications for whānau, particularly where they affect the health and mauri of waterways and the ability of mana whenua to exercise kaitiakitaka throughout the wider catchment.

39 As has been noted elsewhere the substantive application does not canvas these matters so it is difficult to assess these effects.

Electricity Concerns Specific to the Project

40 The Project proposes an energy solution for the expansion into the Doolans Basin including the use ofdiesel generators and associated fuel storage for emergency operation. There is no assessment about the cultural implications of using this fossil fuel dependency within an alpine environment, and the potential for fuel spill risk and contamination of whenua and wai. In particular, the assessment does not consider how an accidental release of fuel could affect the mauri of whenua and wai, or the cultural values associated with the wider Doolans Basin environment.[10]

41 Further, the Electric Power Concept Report is largely limited to engineering design and electrical capacity considerations. It does not assess the effects of the proposed electricity infrastructure on cultural values, wāhi tūpuna, mahika kai, freshwater resources, or the wider cultural landscape of Doolans Basin.[11]

42 In my opinion, these omissions limit the ability to understand the full extent of the cultural effects associated with the proposed electricity supply

[10] B-22A Remarkables Ski Area Upgrade and Doolans Expansion Doolans Electric Power Concept Report Redacted, 29 April 2026, at 18.

[11] B-22A Remarkables Ski Area Upgrade and Doolans Expansion Doolans Electric Power Concept Report Redacted, 29 April 2026.

arrangements. Without a specific assessment of the cultural implications of diesel storage, fuel use, and the emergency generation infrastructure, it is difficult to determine whether these aspects of the Project appropriately recognise and provide for the cultural values associated with Doolans Basin.

Electricity Concerns at a Regional Level

43 Transpower note that the performance of the electricity system in Tāhuna over recent years has been characterized by a network which has been under 'historical strain' to one working through a period of transition including the delivery of significant grid upgrades.[12]

44 The reliability of Queenstown's grid has faced mixed results over the last five years, largely impacted by major infrastructure replacement works.[13]

45 Further, the Commerce Commission notes that alongside high inflation and rising interest rates, the major network investments, residential transmission and distribution costs for households and whānau living in places such as Tāhuna.

46 Despite these upgrades, high population and visitor growth in Tāhuna as well as electrification means that significant parts of the local transmission and distribution infrastructure are nearing maximum capacity.[14]

47 I acknowledge that the current issues affecting electricity network infrastructure are not a direct effect of the proposed development. However, they are relevant to the assessment of cumulative and future effects because the growth enabled by the skifield contributes to increasing demand on regional electricity infrastructure during the peak period of the year for electricity consumption.

48 What does is the implication of growth and the Doolans for Kā Rūnaka? It goes to the value of whānau ora. Ongoing growth such as that brought by The Doolans through increased visitor numbers and a predominantly international workforce to service drives the need for greater investment in local transmission and distribution assets which gets passed on to our whānau. The correlation between increased visitor demand in winter that will be driven by the project and the propensity for local energy price spikes

[12] Transpower "Energy plan for Queenstown includes new Cromwell–Queenstown transmission line" <www.transpower.co.nz>.

[13] Commerce Commission New Zealand "Aurora energy performance: Customised price-quality path" <www.comcom.govt.nz>.

[14] Transpower "Energy plan for Queenstown includes new Cromwwell-Queenstown transmission line" <www.transpower.co.nz>.

due to the cold climate at the same time of year exacerbates this issue.[15] For our whānau this is difficult to comprehend noting that. Kā Rūnaka have over a long period of time, in a gesture of manaaki, accommodated the long term and significant effects of hydro and otherelectricity system infrastructure in their takiwā.

49 As has been noted with wastewater, the substantive application does not canvas these matters so it is difficult to assess these effects.

Conclusion

50 The information currently before the Panel is insufficient to fully understand the regional transport and infrastructure implications of the Project or its potential effects on Kā Rūnaka values. In my view, further assessment is required to address the identified gaps, including a more comprehensive consideration of regional infrastructure effects, cumulative impacts, and the manner in which those effects may influence cultural values protected through the Ngāi Tahu Claims Settlement Act 1998 and recognised by the FTAA framework. Without that information, it will be difficult for the Panel to properly assess whether the Project will facilitate infrastructure and development with significant regional benefits, as contemplated by the purpose of the FTAA.

Shane Ellison
27 October 2026

[15] While Queenstown's unit rate per kWh is close to the national average (roughly 42.4c/kWh on standard/low-user metrics), total annual and seasonal bills are heavily amplified by climate. Long, cold winters and heavy frost mean households run heating systems for much longer periods than in milder parts of New Zealand, driving up total annual consumption and winter bill spikes.