

# Ridgeburn (Substantive Application) Assessment of Environmental Effects

Fast-track Approvals Act - Substantive Application

5 June 2026

**B&A**

Urban & Environmental

Prepared for:  
Ridgeburn Limited

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Volume D:	Referral Application Notice of Decisions Letter
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Volume G:	Section 30 Letter
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Volume K:	Summary of Consent Notices and Easements

## 1.0 Applicant and Property Details

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To:	Environmental Protection Authority
Site Address:	122 Morven Ferry Road, Queenstown-Lakes District
Applicant Name:	Ridgeburn Limited
Address for Service:	Barker & Associates Ltd PO Box 1986 Shortland Street Auckland 1140 Attention: Olivia Fitzgerald
Legal Description:	Various, see Records of Title at <b>Appendix 1</b> .
Site Area:	Approximately 212 hectares
Site Owner:	Janice Clear & Lynette Hamilton
District Plan:	Queenstown Lakes Proposed District Plan ('PDP')
QLDC PDP Zoning:	Wakatipu Basin Rural Amenity Zone ('WBRAZ') & Rural Zone
Regional Plan:	Otago Regional Plan: Water for Otago; Waste for Otago and Air for Otago ('ORP')
Additional Limitations:	Morven Eastern 'Foothills' Landscape Character Unit 18 & 17 ('LCU 18' 'LU 17') & Outstanding Natural Feature(s)/Outstanding Natural Landscape Overlay.
Locality Diagram:	Refer to <b>Figure 1</b> , <b>Figure 2</b> and <b>Figure 3</b> of this report. The site contains a mix of flat terraces, rolling foothills, and elevated ridgelines. It is currently used for low-intensity pastoral farming and contains an existing residential dwelling, 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 3

**Brief Description of Proposal:**

The Project is a master-planned residential and mixed-use development on an approximately 212-hectare site at 122 Morven Ferry Road, between Arrowtown and the Kawarau River in the Queenstown Lakes District. The development incorporates a mix of uses within a commercial village hub, including retail, shared working space, a daycare, and community facilities. Ridgeburn has been designed to integrate with a network of open space reserves and walking and cycling trails. Each neighbourhood includes access to local amenities and open space.

Extensive infrastructure is proposed, including on-site water supply, wastewater treatment, stormwater management and a park and ride area, along with upgrades to the surrounding roading network. The development is integrated with public open spaces and walking and cycling trails.

The Project is anticipated to deliver significant regional benefits, including approximately \$997 million in direct capital investment and an estimated 6,500 job-years of employment. It will substantially increase housing supply and affordability through the delivery of 1,210 dwellings, enabled by integrated on-site infrastructure including water supply, wastewater treatment and transport upgrades that support timely and coordinated development. The proposal will also deliver regionally significant infrastructure and improved local service provision, including a neighbourhood-scale retail offering, while

achieving substantial environmental gains through approximately 103 hectares of indigenous revegetation, habitat restoration and long-term ecological enhancement across a highly modified landscape.

#### Summary of Reasons for Consent:

The application seeks all resource consents necessary for the implementation and ongoing operation of the Project under the Resource Management Act 1991 ('RMA') including, including those required under relevant National Environmental Standards (NES), but not by way of limitation, the list of consents set out in Section 6.0 of this report.

The Project requires non-complying activity consent overall under the PDP and discretionary activity consent under the ORP. In addition, the Project requires resource consent under the NES-F and NES-CS.

The consents sought have been assessed on a collective (bundled) basis and the Project has been assessed in its entirety as a non-complying activity.

In addition, approval is sought under section 53 of the Wildlife Act 1953 ('Wildlife Act'). The Project also requires authorisation under section 44 of the Heritage New Zealand Pouhere Taonga Act 2014 ('HNZPTA') for any works that may modify or disturb an archaeological site.

For completeness, the application seeks approval for all necessary consents for the Project under the RMA, the HNZPTA, and the Wildlife Act including any matters that are not listed in Section 6.0 below, but which are subsequently identified as being necessary through the processing of this application. If such matters are identified the applicant will, as a matter of urgency, provide to the Panel an assessment of any relevant adverse effects that are different to, additional to, or cumulative upon those discussed in this report that would be generated by the Project as a consequence of the additional matters.

## 2.0 Executive Summary

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This report has been prepared in support of a Substantive Application for a Referred Project submitted by Ridgeburn Limited (the 'Applicant'). The Project is located on an approximately 212-hectare site at 122 Morven Ferry Road, situated between Arrowtown and the Kawarau River in Queenstown.

The Project comprises a master-planned residential and mixed-use development including 1,210 residential units, of which 180 are identified as affordable, together with short stay visitor and worker accommodation. The development will include a mix of uses within a commercial village hub with retail, a shared working space, a daycare, retail and community facilities. The development has been designed to integrate into a network of open space reserves and walking/cycling trails and is serviced by supporting on-site three waters infrastructure.

The proposal requires approvals under the Queenstown Lakes Proposed District Plan ('PDP') that would otherwise be required under the Resource Management Act 1991 ('RMA'), including approvals relating to subdivision, residential and commercial activities within the Rural Zone and the Wakatipu Basin Rural Amenity Zone, as well as breaches of bulk and location standards. In addition, the proposal requires resource consents under the Otago Regional Plan (ORP) for earthworks, diversion of water, and discharges to land and air associated with the operation of a Wastewater Treatment Plant ('WWTP').

A permit under the Wildlife Act is also being sought for the capture and handling of lizards on site, the temporary holding of lizards prior to release for up to one working day, being less than 8 hours, the relocation of lizards within the same property, and the incidental killing of any lizards that are not captured despite best-practice efforts. In addition, an Archaeological Authority is required under the Heritage New Zealand Pouhere Taonga Act ('HNZPTA'). These aspects of the proposal are addressed in **Volume A** and **Volume B** of this Assessment of Environmental Effects ('AEE'), respectively.

This report has been prepared in accordance with the requirements of the Fast-track Approvals Act 2024 ('FTAA'). The FTAA is intended to facilitate the delivery of infrastructure and development Projects with significant regional or national benefits.

During the development of the proposal, the applicant and its representatives have undertaken consultation with a range of key stakeholders and agencies, including Queenstown Lakes District Council (QLDC), Otago Regional Council (ORC), Waka Kotahi NZ Transport Agency, Heritage New Zealand Pouhere Taonga, the Department of Conservation (DOC), and iwi representatives through Te Ao Mārama Inc.

The application and this AEE report have been prepared in accordance with sections 43 and 44 of the FTAA, Clauses 5-8 of Schedule 5 (Resource Consent), Clause 2 of Schedule 7 (Wildlife Act Approval), and Clause 2 of Schedule 8 (Archaeological Authority) and provides a description of the proposal together with an assessment of actual and potential effects on the environment.

The Project will deliver significant economic, social and environmental benefits at a regional level. The actual and potential adverse effects on the environment are assessed in detail throughout this report, together with the comprehensive suite of technical reports included with the application. Those assessments address matters including transport, infrastructure servicing, ecology, landscape and visual effects, natural hazards, cultural values, and construction-related effects.

The technical assessments demonstrate that the potential adverse effects associated with the Project can be appropriately avoided, remedied or mitigated through the design of the development, the mitigation measures identified in the supporting assessments, and the proposed conditions of consent contained in **Volume I**. These measures include transport infrastructure upgrades, ecological restoration and management, stormwater and wastewater treatment systems, cultural heritage protection measures, and environmental management requirements for the staged construction and operation of the development.

The proposed consent conditions for the Project (**Volume I** of the AEE) are based on standard Queenstown Lakes District Council ('QLDC'), Otago Regional Council ('ORC'), Department of Conservation ('DOC'), and Heritage New Zealand Pouhere Taonga ('HNZPT') wording and are based on recommendations within the various technical reports provided with the application.

It is considered that the Project meets the purpose of the FTAA as it will deliver an infrastructure and development Project with significant national and regional benefits. More broadly the Project will:

- Deliver significant regional economic benefits, generating \$997 million in output and 6,554 FTE job years;
- Provide 1,210 new homes, including 180 dwellings within a dedicated Affordable Housing Area. This includes 45 dwellings (25%) to be sold at more affordable price points and/or offered to Kā Rūnaka / mana whenua, and 135 dwellings (75%) to be retained as more affordable rental units for a minimum 10-year period at approximately 90% of median market rental rates, before being subsequently offered for sale at more affordable price points (adjusted to reflect changes in median house prices), materially improving housing supply, affordability, and typology diversity in one of New Zealand's most constrained and unaffordable housing markets.
- Integrated on-site infrastructure, including water supply, wastewater treatment and transport upgrades, enabling coordinated and timely development while reducing reliance on public infrastructure delivery;
- Deliver approximately 103 ha of ecological revegetation and weed and pest control, including 11 ha of open space planting, 5 ha of riparian and wetland planting, 6 ha of slope planting, 68 ha of shrubland revegetation on Morven Hill and the escarpment, and 35 ha of tussock land planting on Morven Hill and the Kawarau River terrace. The native revegetation, weed and pest control will significantly enhance ecological values within the open habitat, and will have a considerably positive impact on ecological values both locally, and regionally;
- Provide enhanced cycle trail connections, walkability, and active transport infrastructure to strengthen eco-tourism, improve recreational access, and create a well-connected, liveable community.

The Project has been considered in relation to the objectives and policies of PDP, the ORP, the Proposed Otago Regional Policy Statement ('RPS') and the relevant National Policy Statements ('NPS's). On balance, the proposal is not contrary to the objectives and policies of those documents.

## 3.0 Introduction

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This report addresses a Substantive Application under the FTAA for Ridgeburn Limited's proposal to a comprehensively planned residential and mixed-use development at 122 Morven Ferry Road, Queenstown. The Project includes 1,210 residential units, comprising 180 affordable units, visitor and workers accommodation, and a commercial village precinct comprising retail, hospitality, a business hub, a daycare and community facilities.

Extensive infrastructure is proposed, including on-site water supply, on-site wastewater treatment and disposal, stormwater management and a park and ride area, along with upgrades to the surrounding roading network. The development is integrated with public open spaces and walking and cycling trails.

The proposal is a Referred Project which was accepted under section 21(1)(a) of the FTAA. The Substantive Application and this AEE are provided in accordance with the requirements of sections 42 and 43 of the FTAA, the applicable Schedules, and the relevant provisions of the RMA, the Wildlife Act and the HNZPTA.

A Substantive Application Information Table is attached at **Volume E**. The information provided in the application is sufficiently detailed to correspond to the scale and significance of the matters that will be assessed in considering whether to grant the approvals sought, including any adverse effects of the activities to which the approvals relate. This takes into account any proposal by the applicant to manage any adverse effects of an activity through conditions.

### 3.1 Statement of Qualifications and Experience

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#### Olivia Fitzgerald

I am an Associate at Barker & Associates ('B&A') based in the Wānaka office, where I have been employed since 2023. B&A is an independent planning, urban design, and landscape consultancy with offices throughout New Zealand. I hold a Bachelor of Arts, majoring in Geography and Sociology from the University of Canterbury, and a Postgraduate Diploma in Planning from Massey University. I am also an Associate Member of the New Zealand Planning Institute.

I have over six years of professional experience in both local government and private practice. My experience includes the preparation and processing of complex notified and non-notified resource consent applications, as well as the management of multidisciplinary Project teams. I have prepared and presented evidence at Council hearings. I am the co-author of this Planning Report and was involved with preparation of the Ridgeburn Referral Application.

I confirm that, in my capacity as co-author of this report, I have read and abide by the Environment Court of New Zealand's Code of Conduct for Expert Witnesses Practice Note 2023.

#### Simone Williams

I am an Associate at B&A based in the Cambridge office. I have been employed at B&A since 2022. I hold the Degree of Bachelor of Environmental Management and Planning from Lincoln University and I am an Intermediate Member of the New Zealand Planning Institute.

I have fourteen years of experience including time in local government and private practice. My experience includes the preparation and management of complex resource consent applications

for residential, industrial, rural and subdivision developments, including notified applications. I regularly lead multi-disciplinary teams and manage engagement with Councils and stakeholders. I have prepared and presented evidence at Council hearings, acted as the Planning lead on behalf of the Applicants in Environment Court mediation, and provided due diligence and feasibility advice to clients across New Zealand.

I confirm that, in my capacity as co-author of this report, I have read and abide by the Environment Court of New Zealand's Code of Conduct for Expert Witnesses Practice Note 2023.

### Nick Roberts

I am the Managing Director at B&A. I hold the Degree of Bachelor of Planning from the University of Auckland and have been a Full Member of the New Zealand Planning Institute since 1995.

I have experience in resource consenting, strategic and policy planning and have led the planning processes for large-scale developments and strategic plans and significant changes to policy across New Zealand.

I confirm that, in my capacity as co-author of this report, I have read and abide by the Environment Court of New Zealand's Code of Conduct for Expert Witnesses Practice Note 2023.

## 3.2 Introduction to Applicant

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The Applicant and authorised person under Section 42 of the FTAA for the Substantive Application is Ridgeburn Limited, whose referral application was accepted under section 21(1)(a) of the FTAA on 6 October 2025.

This report is submitted in support of Ridgeburn Limited, a registered corporate entity associated with Gibbons Co, which has commissioned several of the supporting technical assessments for the substantive application of the Ridgeburn Development at 122 Morven Ferry Road, Queenstown, under the FTAA.

Ridgeburn Limited is a New Zealand property company based in Auckland, Wellington and Queenstown. Its land development portfolio comprises over 50 projects, including inner-city commercial buildings, residential apartments, terraced housing, townhouses, strengthened heritage buildings, and high-rise CBD office developments across these centres, as detailed in the Gibbons Developments Project Portfolio at **Appendix 3**.

Gibbons Co has a strong record of delivering high-quality, master-planned communities. Recent projects include the delivery of Five Mile Villas in Frankton, Queenstown, comprising 226 high-specification homes for first-home buyers, investors, and owner-occupiers. Handover commenced in August following a nine-month delivery programme. In addition, construction is underway at Frankton Road, Queenstown, where extensive site works have been completed, to establish a platform for the Lakehouse Villas, a premium lakeside development of 63 architecturally designed freehold villas. These initiatives reflect Gibbons Co's commitment to and significant investment in the Queenstown Lakes District.

A key point of difference for Gibbons Co is its vertically integrated structure (refer to **Appendix 3**). As both a main contractor and a developer, Gibbons Co brings a broad range of expertise to each project. Its development arm provides in-house input across design management and engineering, supporting well-designed, efficient, and high-quality outcomes.

As outlined in the Ridgeburn Statement of Intent attached at **Appendix 3**, Ridgeburn represents a significant opportunity to address housing need, strengthen the regional economy, support the tourism sector, and protect environmental values for future generations.

### 3.3 Scope

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In accordance with Section 46 of the FTAA, this section confirms that the substantive application remains complete and within scope, including a minor modification to the Masterplan that does not affect the overall purpose, scale, or character of the Project as accepted for referral.

The Project was accepted as a referred Project as described below:

*“The project is described as being to develop a comprehensive residential and mixed-use development on approximately 212 hectares at 122 Morven Ferry Road, Arrow Junction, near Queenstown. The project may include works within the road reserves of Morven Ferry Road and State Highway 6.*

*The project involves:*

- *The establishment and operation of approximately 1250 residential units (including 180 affordable units), a workers accommodation/visitor accommodation complex, and commercial village precinct (which may include retail, hospitality, community services, office space, supermarket and daycare);*
- *60 hectares of landscape and ecological enhancement, including native planting; and*
- *Integration with existing and proposed walking and cycling trails.*

*The project will require the proposed approvals:*

- *Resource consents under the Resource Management Act 1991;*
- *Wildlife approvals under the Wildlife Act 1953;*
- *Archaeological approvals under the Heritage New Zealand Pouhere Taonga Act 2014.”*

Following acceptance of Ridgeburn as a referred Project, Ridgeburn Limited has made the following minor amendments to the application. The modifications include:

- The addition of a park and ride area adjacent to Morven Ferry Road;
- A total of 1,210 residential units is now proposed; and
- The addition of recreational areas within the development.

The inclusion of a park-and-ride facility within the development responds directly to Otago Regional Council’s (‘ORC’) concerns raised in the Referral Comments<sup>1</sup>, that the previously proposed transport mitigation measures, such as off-site park-and-ride facilities, remote working, commercial activities, and shared transport initiatives, were either outside the applicant’s control or not secured as part of the proposal. By incorporating the park-and-ride on site, the development

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<sup>1</sup> [https://www.fasttrack.govt.nz/data/assets/pdf\\_file/0017/13427/Combined-Comments.pdf](https://www.fasttrack.govt.nz/data/assets/pdf_file/0017/13427/Combined-Comments.pdf)

provides a tangible, deliverable measure that can be relied upon to support reduced private vehicle reliance over time.

The revised scheme results in a 3.3% reduction in residential units. This is due to refinements to internal layouts, space allocation, and the introduction of the park-and-ride facility. This change does not materially alter the Project's footprint, scale, or intensity, and the number of affordable units remains unchanged at 180.

As noted in the Queenstown Lakes District Council ('QLDC') referral feedback, adequate recreational spaces have been considered and integrated into the development, with the Project now delivering expanded recreational areas than previously provided in the referral decision, including a 3-hectare community park with a sports field, and a total of 32 hectares of reserve land overall.

The economic, social and environmental benefits of the Project remain significant from a regional perspective.

Overall, the minor adjustments to the Masterplan do not diminish the Project's alignment with the purpose of the FTAA, nor its ability to deliver regionally significant benefits in accordance with section 22(1)(a). Accordingly, the proposal continues to support a finding that the application is complete and within scope under section 46(2) of the FTAA.

The Project continues to fall within the parameters of section 46(2) of the FTAA, as the application encompasses all necessary approvals while maintaining the same overall purpose, scale, and character that formed the basis for acceptance as a referred Project.

### 3.4 Requirements for a Substantive Application

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In accordance with Section 46 of the FTAA, the application complies with Section 42, Section 43 and Section 44. The application relates solely to a referred Project, and does not seek approval for an ineligible activity, as assessed in **Volume F**.

### 3.5 Specified Matters for Accepted Referral Application

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As shown in the Notice of Decision on application for referral of the Ridgeburn Project under the Fast-track Approvals Act 2024 (refer **Volume D**) the Minister has specified under section 27(3)(b)(ii) that the following information must be submitted with the substantive application lodged for the Project:

- A) *transport infrastructure assessment that:*
- i. *identifies the existing capacity of the local road network and State Highway 6 to service traffic associated with both the project while it is carried out and the resulting development; and*
  - i. *identifies any upgrades to the local road network and State Highway 6 that are required to service that traffic; and*
  - ii. *identifies any funding required to carry out those upgrades (including who will provide that funding); and*
  - iii. *contains information on any discussions held, and any agreements made, between the authorised person and Queenstown-Lakes District Council or the New Zealand Transport*

*Agency (or both) about transport infrastructure (including discussions and agreements about the matters referred to in subparagraphs (i) to (iii)).*

- B) *assessment of the relevant infrastructure for three waters services that:*
- i. *identifies the existing condition and capacity of that infrastructure; and*
  - ii. *identifies any upgrades to that infrastructure that are required in connection with the subdivision and the proposed development; and*
  - iii. *identifies any funding required to carry out those upgrades (including who will provide that funding);*
  - iv. *contains information on any discussions held, and any agreements made, between the authorised person and Queenstown-Lakes District Council about the relevant infrastructure (including discussions and agreements about the matters referred to in subparagraphs (i) to (iii)).*

We summarise our response to these matters in the following sections. Further analysis on transport and infrastructure matters is provided in other sections of the report.

### 3.5.1 A Transport Infrastructure Assessment

Two transport infrastructure assessments have been prepared for the Project, which relate to the internal transportation network and the external transportation network. These are included at **Appendix 25** and **Appendix 26**, respectively.

The External Transportation Assessment identifies and evaluates the existing capacity of the local road network and State Highway 6 to service traffic associated with both the construction and operational phases of the proposed development through:

- Detailed descriptions of the surrounding road hierarchy, including State Highway 6, Morven Ferry Road, Arrowtown Lake Hayes Road, Arrow Junction Road, and McDonnell Road (Sections 2 and 3 of the External Transportation Assessment);
- Traffic surveys undertaken at key intersections along State Highway 6, including Morven Ferry Road, Arrowtown Lake Hayes Road, Arrow Junction Road, and McDonnell Road, covering both morning and evening peak periods (Section 4 of External Transportation Assessment);
- Intersection capacity modelling using Sidra Intersection software to assess existing levels of service, delays, and queue lengths (Tables 3–6 of the External Transportation Assessment);
- Identification of current capacity constraints, particularly at the State Highway 6 / Arrowtown Lake Hayes Road intersection, which is shown to already operate at or near capacity in peak periods (Section 4 of the External Transportation Assessment) under existing traffic conditions;
- The assessment also evaluates the future (design year 2035) capacity of the same network without the proposed development, accounting for background traffic growth (Section of the External Transportation Assessment).

The report identifies specific transport infrastructure upgrades required to accommodate traffic generated by the project, including:

- Upgrading the State Highway 6 / Morven Ferry Road intersection from a priority-controlled intersection to a roundabout, as included in the referral application (Section 5.6 of the External

Transportation Assessment) to accommodate development traffic and maintain acceptable intersection performance;

- Further refinement of the roundabout design to include additional short approach lanes on Morven Ferry Road and State Highway 6 (east) to achieve acceptable levels of service under full development traffic volumes (Section 7.1 of the External Transportation Assessment);
- Identification of capacity constraints at the State Highway 6 / Arrowtown Lake Hayes Road intersection unrelated to the project but exacerbated by background growth, and assessment of a revised layout (a 'seagull' intersection) combined with a reduced speed environment to address these constraints (Sections 4.1 and 7.1 of the External Transportation Assessment) and improve safety and intersection performance.

Identification of funding responsibilities and consultation with the New Zealand Transport Agency Waka Kotahi ('NZTA') and QLDC:

- As outlined above, the External Transportation Assessment identifies the required transport network upgrades. These have been discussed with NZTA at a meeting on 22 January 2026, and with QLDC at various meetings held on 20 February 2026, 28 October 2025 and 10 December 2025 (minutes attached at **Volume C**).
- The Applicant has indicated a willingness to fund the transport upgrades identified in the External Transportation Assessment. Accordingly, a condition of consent is recommended at **Volume I**, requiring the Applicant to enter into a developer agreement with NZTA and QLDC prior to undertaking any works on the State Highway network or Morven Ferry Road, to ensure all upgrade costs are borne by the consent holder.

Accordingly, the External Transportation Assessment together with the discussion above demonstrates that the requirements of items (i) to (iv) of the Notice of Decision relating to transport infrastructure have been appropriately addressed.

An external peer review of the Transport Infrastructure Assessments has also been provided and is attached at **Appendix 27**.

### 3.5.2 An Assessment of the Relevant Infrastructure for Three Waters Services

An assessment of the relevant infrastructure for three waters services is attached at **Appendix 29**. An assessment against the requirements set in the Notice of Decision are outlined below.

#### Existing Infrastructure Condition and Capacity

The Infrastructure Report (**Appendix 29**) outlines that there is no public stormwater infrastructure network near the site, there is no public wastewater infrastructure network available to serve the proposed subdivision and there is no public water infrastructure network near the site. Accordingly, the proposed development provides a fully self-contained three waters servicing solution designed to accommodate the anticipated demand generated by both the construction and operational phases of the development.

#### Required Infrastructure Upgrades

As detailed in the infrastructure report, a privately funded and operated three waters infrastructure is proposed on-site as follows:

- Stormwater

- Stormwater management is provided entirely through an integrated onsite system designed in accordance with the *QLDC Land Development and Subdivision Code of Practice* and Otago Regional Council guidelines.
- Stormwater runoff from rainfall events up to the 5% Annual Exceedance Probability (AEP) (1-in-20-year event) will be collected via a network of roadside swales and pipes. These swales provide conveyance as well as preliminary treatment through infiltration and sediment deposition. Runoff is conveyed to a central wetland detention pond, which provides flow attenuation and water quality treatment prior to discharge.
- For larger storm events up to the 1% AEP (1-in-100-year event), exceedance flows will be conveyed within road corridors, overland flow paths, and conveyance swales. These flows are directed to the wetland detention pond, ensuring habitable buildings remain protected and flood risks are managed appropriately.
- A new 1800mm diameter stormwater pipeline is proposed along Morven Ferry Road, discharging to the Arrow River. The outlet will include velocity dissipation measures to prevent erosion. The system is designed to significantly reduce downstream effects and manage peak flows safely. The stormwater system has been designed to manage peak flows and maintain downstream hydraulic performance.

#### Wastewater

- The development will be serviced by an onsite Low-Pressure Sewer ('LPS') system. Each residential and commercial unit will be fitted with an individual grinder pump and boundary kit. Wastewater is macerated and pumped via small-diameter pressure mains to a central treatment facility.
- All wastewater will be treated onsite at a Sequencing Batch Reactor ('SBR') WWTP. This system provides high-quality treated effluent and can be staged to match development rollout.
- Treated effluent will be discharged to land via an above-ground drip irrigation system. The irrigation network located on Morven Hill will follow the existing ground surface and natural contours of the hill, avoiding the need for excavation, trenching, benching, cut formation, or other earthworks typically associated with subsurface disposal fields. Irrigation lines will be secured using galvanised stakes and, where visible outside areas of native planting, will be covered with weed matting and mulch to improve visual integration and provide additional protection. Existing farm tracks will be used for installation and maintenance access, and no new access formation will be required.
- Sludge generated by the wastewater treatment process will be periodically removed by a licensed contractor and disposed of at an approved facility.
- Residential wastewater flows are based on 250 L/person/day with appropriate peaking factors in accordance with the *QLDC Land Development and Subdivision Code of Practice*, with commercial flows derived from Watercare guidelines. The system has been designed to ensure sufficient treatment capacity for the full development scenario.

#### Water Supply

- Potable water will be supplied primarily from onsite groundwater bores. Water will be treated at a central Water Treatment Plant ('WTP') incorporating filtration and disinfection and pressurised reticulation to service the entire site.

- Treated water will be stored in balancing and buffering tanks and distributed via a pressurised reticulation network. Duty/assist/standby pumps will ensure reliability, and a dedicated fire pump will provide firefighting supply.
- Residential demand is based on 755 L/day per dwelling (with peaking applied), reflecting metered supply, water-efficient fittings, and restrictions on irrigation. Commercial demands are calculated using Watercare Code of Practice values. The system has been hydraulically modelled to confirm adequate capacity and pressure across the development.

### Infrastructure Funding Responsibilities and consultation and Agreements with QLDC

All three waters infrastructure required to service the proposed development will be fully funded, delivered, and maintained by the Applicant, with no financial contribution sought from QLDC. The development will be serviced by private water supply and wastewater treatment systems, with no reliance on existing or future Council reticulated services. Solid waste and recycling will also be privately managed (refer to the Letter from All Waste **Appendix 42**).

A private infrastructure entity will be established to own, operate, and maintain all infrastructure assets, with ongoing costs recovered through levies and user charges paid by development occupants and landowners.

Discussions have been undertaken with QLDC staff regarding the proposed infrastructure servicing approach. These discussions included a meeting on 16 December 2025 where the development team presented the master plan overview and proposed infrastructure servicing approach, including the three waters servicing strategy for the development (refer **Volume C**). Discussions with QLDC have confirmed the proposed funding, ownership, and management arrangements, including that no Council funding is required. Any future changes requested by QLDC, including potential vesting or upgrading of infrastructure, would be subject to further agreement and addressed through appropriate statutory and contractual processes.

Accordingly, the Infrastructure Report together with the discussion above demonstrates that the requirements of items (i) to (iv) of the Notice of Decision relating to relevant infrastructure for three waters servicing have been appropriately addressed.

## 4.0 Site Context

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The following section of this report is provided in accordance with clause 5 of Schedule 5, clause 2 of Schedule 7 and clause 2 of Schedule 8 of the FTAA.

### 4.1 Site Locality

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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.



**Figure 1: Site locality plan**

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 contains a mix of flat terraces, rolling foothills, and elevated ridgelines. It is currently used for low-intensity pastoral farming and contains an existing residential dwelling, 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 3: LINZ topographic map of site area, facing north.**

## 4.2 Planning and Land Use Context

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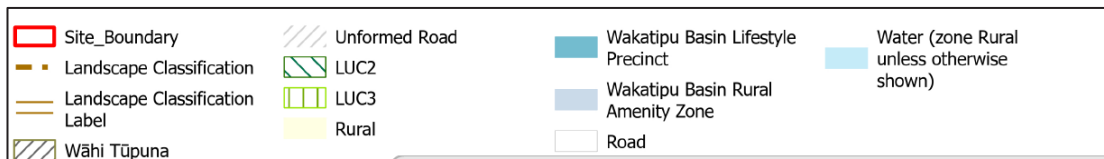
### 4.2.1 Zoning

Under the PDP, the site is predominantly zoned Rural Zone, with a smaller portion of land zoned Wakatipu Basin Rural Amenity Zone ('WBRAZ'). The Rural Zone applies across the majority of the landholding and is intended to enable farming and other rural activities while managing development to protect landscape values, rural character, amenity, and natural resources. The WBRAZ applies to a more limited area of the site and forms part of the Wakatipu Basin Lifestyle Precinct, which seeks to maintain the open and rural character of the Basin while allowing for limited rural living and compatible activities. The zoning and site boundaries are shown in **Figure 4**, which illustrates the PDP zoning and associated spatial layers applying to the site.

The zoning pattern reflects the site's location on the edge of the Wakatipu Basin, transitioning from flatter rural land associated with Morven Ferry Road and Lake Hayes, to more elevated foothill landforms associated with Morven Hill. This transition is a key determinant of the applicable planning controls and the sensitivity of the receiving environment.



**Figure 4: PDP zoning across the site. Key:**



#### 4.2.2 PDP Policy Overlays

In addition to zoning, the site is subject to several spatial overlays and policy layers under the PDP that further inform land use and development expectations.

Parts of the site are located within the Outstanding Natural Landscape (‘ONL’) and Outstanding Natural Feature (‘ONF’) overlays associated with Morven Hill and the Kawarau River corridor. These overlays identify areas of nationally and regionally significant landscape and landform values, and require development to be carefully designed to avoid, remedy, or mitigate adverse effects on landscape character, visual amenity, and naturalness. While the ONL and ONF overlays extend across parts of the landholding, the main development area is located outside the most sensitive parts of the Morven Hill ONL, with these areas generally retained for landscape protection and ecological restoration.

The site also falls within Landscape Character Units (LCUs) 17 (Morven Ferry) and 18 (Morven Eastern Foothills) as identified in the PDP landscape schedules. The majority of the site lies within LCU 18, with a smaller southern and northern extent falling within LCU 17. These LCUs are policy overlays that describe the existing landscape character, sensitivity, and capacity to absorb change. LCU 17 is characterised by flatter landforms, a mixed rural and rural lifestyle character, and a higher degree of existing modification, whereas LCU 18 is more elevated and visually sensitive, with a stronger emphasis on maintaining naturalness and managing visibility. These distinctions are

relevant to how development is expected to respond to landform, vegetation patterns, and visual prominence.

A Transpower national grid transmission line also traverses the southern portion of the site.

#### 4.2.3 Queenstown Lakes Spatial Plan

The Queenstown Lakes Spatial Plan, adopted in July 2021, is a non-statutory strategic document that sets out the Council's social, economic, environmental and cultural objectives as they relate to growth and development across the District. A key component of the Spatial Plan is the Development Strategy, which outlines how growth is anticipated to be accommodated to 2050.

The site is not identified in the Spatial Plan for future urban development, with the identification and release of rural land for urbanisation being predicated on Council-funded or Council-led bulk infrastructure provision. The Spatial Plan therefore does not provide specific land use direction for the site.

The Spatial Plan identifies Te Pūtahi – Ladies Mile as a future growth area intended to support significant development along Queenstown's eastern corridor, with associated investment in transport, open space, schools and community infrastructure. In this context, the Spatial Plan provides strategic background relevant to the site's location within the wider Wakatipu Basin, but land use outcomes for the site continue to be determined through the PDP.

#### 4.2.4 Otago Regional Plans

The site is subject to a number of Otago Regional Council regional plans, which collectively manage the use of land and resources where activities may affect water, air, or land quality. Under the regional maps, the entire site is located within the Wakatipu Basin Aquifer (C Series Aquifer), and also partly within the Lake Hayes catchment (relating only to the top of Morvern Hill).

### 4.3 Surrounding environment

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The immediate surrounding environment is predominantly rural and rural lifestyle in character. Land uses in the vicinity of the site comprise pastoral farming, lifestyle farming, equestrian activities, scattered rural residential dwellings on larger allotments, and associated farm buildings, shelterbelts and amenity planting. This pattern is particularly evident along Morven Ferry Road and Arrow Junction Road, where development is low density and interspersed with open paddocks and areas of planted vegetation.

Within the immediate surrounding environment there are a small number of commercial and visitor-related activities, including wineries, hospitality venues and equestrian facilities, which are typically set within large rural landholdings and are rural in scale and appearance.

Beyond the immediate surrounding environment, the site sits within the wider Whakatipu Basin, which contains a number of established urban and commercial centres. These include Lake Hayes and Ladies Mile to the west, Arrowtown township to the north, and Frankton and Remarkables Park further to the south and west. These areas accommodate higher-density residential development, commercial activities, employment areas and community facilities and form part of the broader urban structure of the Basin rather than the local receiving environment.

Connectivity to the wider area is provided by State Highway 6, located approximately 1 kilometre from the site, and by Arrowtown–Lake Hayes Road, located approximately 3 kilometres from the

site. Public transport services operate along these corridors, such as the regional orbital bus service linking Queenstown Town Centre, Frankton and Arrowtown. The wider area is also served by an established network of walking and cycling trails that connect Frankton, Arrowtown, Gibbston and Cromwell.

#### 4.4 Legal Description and Title Instruments

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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 Project area known as Ridgeburn. The name of the owner of the relevant land subject to this application is Janice Clear & Lynette Hamilton. The applicant has a sales and purchase agreement in place for Project area.

A summary of relevant legal instruments including easements and consent notices is summarised and discussed in the Consent Notice and easement breakdown at **Volume K**. That assessment concludes that the existing instruments do not preclude the proposed development of the site and can be appropriately addressed as part of the subdivision process. In particular, the relevant consent notices can be cancelled and easements varied or relocated prior to the issue of new titles. These matters are addressed as part of this application.

##### 4.4.1 Owner and Occupiers

In accordance with clause 5(1)(d) of Schedule 5 of the FTAA, the full names and addresses of the following are provided at **Appendix 2**:

- Each owner of the site and of land adjacent to the site; and
- Each occupier of the site and of land adjacent to the site whom the applicant is able to identify after reasonable inquiry.

#### 4.5 Cultural Context

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The site is located within the Ngāi Tahu takiwā and forms part of the wider Whakatipu Basin cultural landscape, which has long-standing associations with mahinga kai, seasonal resource use, travel routes, and settlement patterns. The wider area, including the Kawarau and Haehaenui (Arrow) river systems, is recognised as culturally significant to Kāi Tahu.

The site is not within or adjacent to a Statutory Acknowledgement Area, ngā rohe moana o ngā hapū o Ngāti Porou, or a protected customary rights area under the Marine and Coastal Area (Takutai Moana) Act 2011, as outlined in the Schedule of Consultation with Māori attached at **Appendix 44**.

A Cultural Impact Assessment ('CIA') has been prepared by Te Ao Mārama Inc on behalf of Ngāi Tahu ki Murihiku and is attached at **Appendix 46**. The CIA provides an assessment of the cultural values associated with the site and surrounding area, and outlines matters of cultural significance to Kāi Tahu as mana whenua.

The CIA identifies a number of cultural values relevant to the site and the wider landscape, including the interconnected principles of whakawhanaungatanga, manaakitanga, rangatiratanga, kaitiakitanga, mauri, mahinga kai and ki uta ki tai. These values reflect the relationship of Kāi Tahu with the whenua, waterways and wider landscape, and recognise the importance of protecting environmental health and maintaining connections between land, water and cultural practices.

The CIA notes that cultural values associated with the wider Whakatipu Basin landscape relate to its historic use as part of traditional travel routes and food gathering areas, as well as the importance of maintaining the mauri of waterways and associated ecosystems, and supporting the ongoing exercise of kaitiakitanga.

Engagement with Kāi Tahu has been undertaken in the preparation of the CIA and the development of the proposal. A summary of engagement is provided in the Kauati report prepared by Ailsa Cain (**Appendix 44**).

## 4.6 Archaeology and Historic Heritage

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In accordance with Clause 2(g) of Schedule 8, the Archaeological Assessment (**Appendix 21**) provides a description of each archaeological site to which the application relates and the location of each site.

The project area contains two recorded archaeological sites (F41/62 and F41/890) comprising early farmstead buildings and hut remains dating to the 1860s–1870s. In addition, several heritage landscape features contribute to the historic setting of the former Doonholme Farm. These sites and features form the basis for archaeological management and consenting requirements under the HNZPTA and are summarised as follows:

### Doonholme Farmhouse

Constructed c.1865–1867 of schist stone, the farmhouse originated as a small Scottish-influenced cottage and was substantially modified in the mid–late 20th century. Despite alterations, original stone fabric remains, giving the building high historic and social value, moderate archaeological value, and an overall moderate heritage value.

### David Jolly's Hut ("The Museum")

The hut comprises the surviving stone foundations of an early 1860s dwelling associated with initial farm occupation, later adapted for domestic use in the mid-20th century. It has high historic and social value, moderate archaeological potential, and low to moderate overall heritage value (refer Archaeological Assessment **Appendix 21**).

### Doonholme Stables / Woolshed

Built c.1865–1867 as stone stables and converted to a woolshed in 1963, the building retains significant original masonry and vernacular form despite later additions. It has high historic and architectural value, moderate archaeological value, and high overall heritage value (refer Archaeological Assessment **Appendix 21**).

### Recorded Archaeological Site F41/890 – Hut Ruins (Steele’s Hut)

This site comprises the stone ruins of a small 19th-century hut, now attributed to Henry Steele, including collapsed walls and evidence of fireplaces and floors. It is a confirmed archaeological site under the HNZPTA (refer Archaeological Assessment **Appendix 21**).

### Additional Site Features

#### Arrow Irrigation Water Race

A 20th-century irrigation race associated with the Arrow Irrigation Scheme crosses the site. It is not an archaeological site but has moderate heritage value as evidence of historic irrigation and agricultural development (refer Archaeological Assessment **Appendix 21**).

#### Hawthorn Hedge

A hawthorn hedge planted in the 1870s marks an early farm boundary and contributes to the historic landscape setting. It is not a recorded archaeological site but has moderate heritage value (refer Archaeological Assessment **Appendix 21**).

#### Morven Hill

The majority of the visible features observed on the surface of Morven Hill are likely to be 20th century and are associated with a rock quarry that operated in the 1980’s. Vegetation has limited the identification of archaeological features (if any) in the development areas of Morven Hill.

#### Kawarau Sluicing

There may be remains of 19th century exploration pits, noting these were not readily visible in the historic aerials in the two depressions with loose rock in Section 64 Blk VIII Shotover Survey District.

## 4.7 Environmental Context

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The site contains a limited range of natural features that are primarily associated with freshwater systems within a wider pastoral landscape. These features are generally small in scale, modified in condition, and confined to defined low-lying areas and drainage corridors across the site.

The natural features within the site include intermittent streams, natural inland wetlands, and an artificial irrigation water race, as identified in the Ecological Impact Assessment (**Appendix 14**) and shown on the Engineering Drawings (**Appendix 28**).

Vegetation across the site reflects a long history of pastoral farming and agricultural use. Indigenous vegetation is limited within the site and is primarily associated with wetland margins, intermittent stream corridors, rocky habitats, and areas of ungrazed grassland, as described in the Ecological Impact Assessment (**Appendix 14**). The majority of the site is currently dominated by exotic pasture species, shelterbelts, and agricultural weeds.

Overall, the site contains limited natural ecological values, with existing values being representative of a modified lowland environment.



**Figure 5: Ecological Features Map. Source: Ecological Impact Assessment.**

#### 4.7.1 Watercourses and Wetland Features

As outlined in the Ecological Impact Assessment (**Appendix 14**), the project area contains a limited number of freshwater features that have generally been assessed as having low ecological value, reflecting their modified condition, limited native vegetation cover, and historic stock access.

The freshwater environment within the project area comprises small natural inland wetlands, intermittent watercourses, an artificial irrigation water race, and several constructed ponds. These features are described below.

- Four natural inland wetlands (Wetlands A–D) were identified within the site, as described in the Ecological Impact Assessment (**Appendix 14**). The wetlands are small, predominantly located within shallow gullies, and range from containing water year-round to being ephemeral in nature. Wetland B contains water year-round, while Wetlands A, C, and D are more intermittent, with Wetland C being the most ephemeral. Vegetation within the wetlands is dominated by exotic species, with limited native wetland vegetation present. All wetlands meet the definition of natural inland wetlands under the National Policy Statement for Freshwater Management ('NPS-FM') and have been assessed as having low ecological value overall.
- Four low-value intermittent streams were identified within the site, as described in the Ecological Impact Assessment (**Appendix 14**). These streams flow only during wetter periods, have compacted sediment substrates, limited riparian vegetation, and no observed fish habitat due to their intermittent nature and lack of connectivity to downstream surface waters. Two of the streams discharge from wetlands, while the others terminate via infiltration into the

ground. All streams are classified as intermittent under the Otago Regional Plan: Water for Otago ('ORP: Water') definition.

- **Artificial Water Race:** An artificial irrigation water race, known as the Morven Ferry water race, traverses the site from north to south, as described in the Ecological Impact Assessment (**Appendix 14**). The water race is constructed and does not follow natural contours, and in one location it conveys water over a wetland via an aqueduct. The water race has been assessed as having low ecological value, with limited instream habitat. No fish were observed during site visits, and fish are not expected to be present due to limited habitat and connectivity.
- **Constructed Ponds:** Seven constructed ponds were identified within the site, as described in the Ecological Impact Assessment (**Appendix 14**). These ponds are artificial features associated with historic stock water management and runoff storage. Most ponds are ephemeral, containing water only following rainfall events, and do not meet the definition of natural inland wetlands. The constructed ponds have been assessed as having low ecological value overall. One pond (Pond iv) is located within Wetland B and is surrounded by wetland vegetation.

#### 4.7.2 Terrestrial Environments

Terrestrial vegetation within the site is predominantly dominated by exotic pasture grasses, agricultural weeds, and scattered mature exotic trees, reflecting the site's long history of pastoral farming and stock grazing. Stock access has contributed to vegetation modification and areas of soil disturbance. Indigenous vegetation is limited and occurs sporadically across the site, including small areas of native shrubland and tussockland, particularly on Morven Hill and the river escarpment.

Terrestrial habitats across most of the site have been assessed as having low ecological value, reflecting the modified nature of the environment and limited indigenous vegetation cover. Localised areas of higher terrestrial value are associated with rocky outcrops, exposed bedrock, areas of longer grass, and woody debris, which provide habitat for indigenous lizard species, as detailed in the Ecological Impact Assessment (**Appendix 14**). Morven Hill supports comparatively higher ecological values than the surrounding pasture areas, with a mosaic of exotic and native vegetation and areas of suitable lizard habitat.

### 4.8 Natural Hazards

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Based on the ORC Natural Hazards Exposure Analysis Map, the site is assessed as having a low level of exposure to natural hazards. Identified hazards include flooding, alluvial fan activity, slope instability, seismic-related hazards, and coastal processes, with the mapping indicating no elevated susceptibility affecting the site (refer Infrastructure Assessment **Appendix 29**).

The QLDC Hazard Map<sup>2</sup> does not identify any natural hazard features associated with the site.

#### 4.8.1 Geotechnical Hazards

A Geotechnical Assessment is attached at **Appendix 15** that outlines the geotechnical conditions of the Project site and identifies any associated hazards relevant to the proposed development. The assessment identifies:

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<sup>2</sup> Queenstown Lakes District Council, Property Webmap, data retrieved January 2026 from: <https://experience.arcgis.com/experience/80c97d34e5764669bb9aab99e40d5b8d>

- Faults: the closest GNS mapped active fault trace is the Cardrona Fault located approximately 10 km southeast of the site.
- Rockfall risk associated with Morven Hill is low and no further investigation is identified as being required.
- Site and slope stability associated with the river terraces can be managed through setback areas and consideration of mitigations as required.
- Susceptibility of the site to liquefaction is nil to low due to the ground conditions and the location of groundwater. As there is a low risk of the underlying soils liquefying, lateral spreading risk is considered very low to nil.

### 4.8.2 Flood Hazards

A review of the QLDC Flood Maps indicates that the site is not identified as being at risk of flooding. These maps are prepared using historical flood data, hydrological modelling, and topographical information to identify areas susceptible to river or surface water flooding.

Site specific pre development flood modelling has been undertaken (**Appendix 30**) which identifies central northern areas of the site as being prone to flood flows from the north west and associated within existing water courses located throughout the wider land holding. Areas within the northern portion of the site are also consistent with existing wetland and pond areas and the irrigation water race.

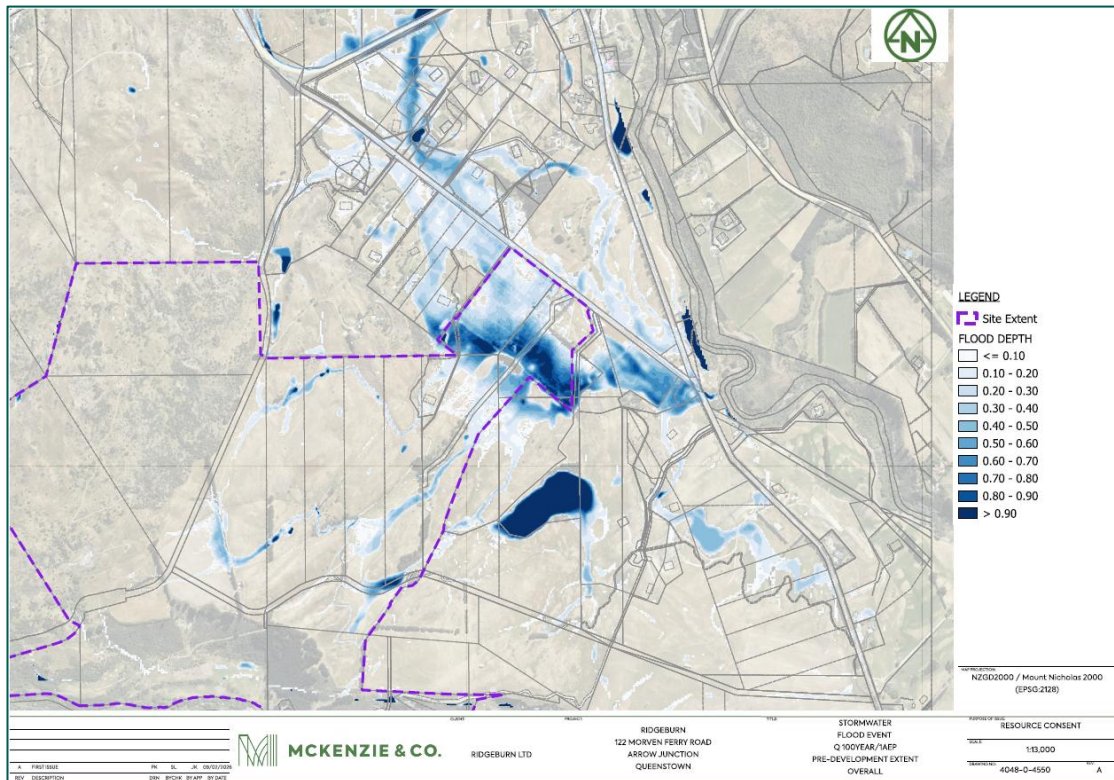


Figure 6: Pre development flood modelling (Engineering Drawings, Appendix 28)

### 4.8.3 Hydrology

The hydrological setting for the site has been identified and described in the Hydrogeological Report (**Appendix 32**). A fulsome description of the underlying geological conditions is provided in the report, in summary:

- Morven Hill consists of schist bedrock, eroded to its current shape by the flow of glaciers passing it on all sides during the Pleistocene glaciations. The lower hillslopes toward Ridgeburn are composed by colluvial fan deposits.
- The Residential Terrace consists predominantly of a glacially eroded schist surface, on which glacial deposits and lake sediments were deposited when Lake Wakatipu was substantially higher than its current level.
- The river terraces are a result of eroded lake sediments and colluvium derived from these sediments associated with the formation and changes of the Kawerau River.

The assessment of hydrological conditions on the site includes the relationship with the Kawerau and Arrow Rivers, wetlands and intermittent waterways and ponds. This assessment identified that Morven Hill and residential terraces are primarily located within the Arrow River catchment. The river terraces within the southern area of the site are associated with the Kawerau river.

The Hydrogeological Report identified relationships between watercourses, wetlands, ponded areas, and shallow groundwater across the site, including the role of the irrigation race in influencing shallow groundwater levels.

### 4.8.4 Contaminated Land

A Preliminary Site Investigation ('PSI') and Detailed Site Investigation ('DSI') have been undertaken for the site (**Appendix 16** and **Appendix 17** respectively). Investigations have confirmed that the historic use of the site for pastoral farming and rural residential use have involved activities listed on the Hazardous Activities and Industries List ('HAIL'). These activities, confined in nature and extent, have been identified, including:

- Fuel storage (aboveground storage tanks ('ASTs'), underground storage tank ('UST'), and barrels) (HAIL A17);
- Sheep spray race and stock handling facilities (HAIL A8);
- Clay target shooting area (HAIL C2);
- Offal pit (HAIL G5);
- Historic fly-tipping in a gully (HAIL G3); and
- Painted structures with deteriorated cladding (potential HAIL I).

Investigation of the site also identify the possible presence of elevated background levels of arsenic within soils sampled in the northern areas of the site. This is known to be natural occurring within the wider area.

### 4.8.5 Highly Productive Land

The Land Use Capability mapping for the site is derived from the New Zealand Land Resource Inventory ('NZLRI'), developed by Manaaki Whenua Landcare Research. The NZLRI Land Use Capability maps have been overlaid with the PDP rural land use zones, as depicted in **Figure 7** to

illustrate the relationship between mapped LUC classes and the applicable rural zoning framework across the site.

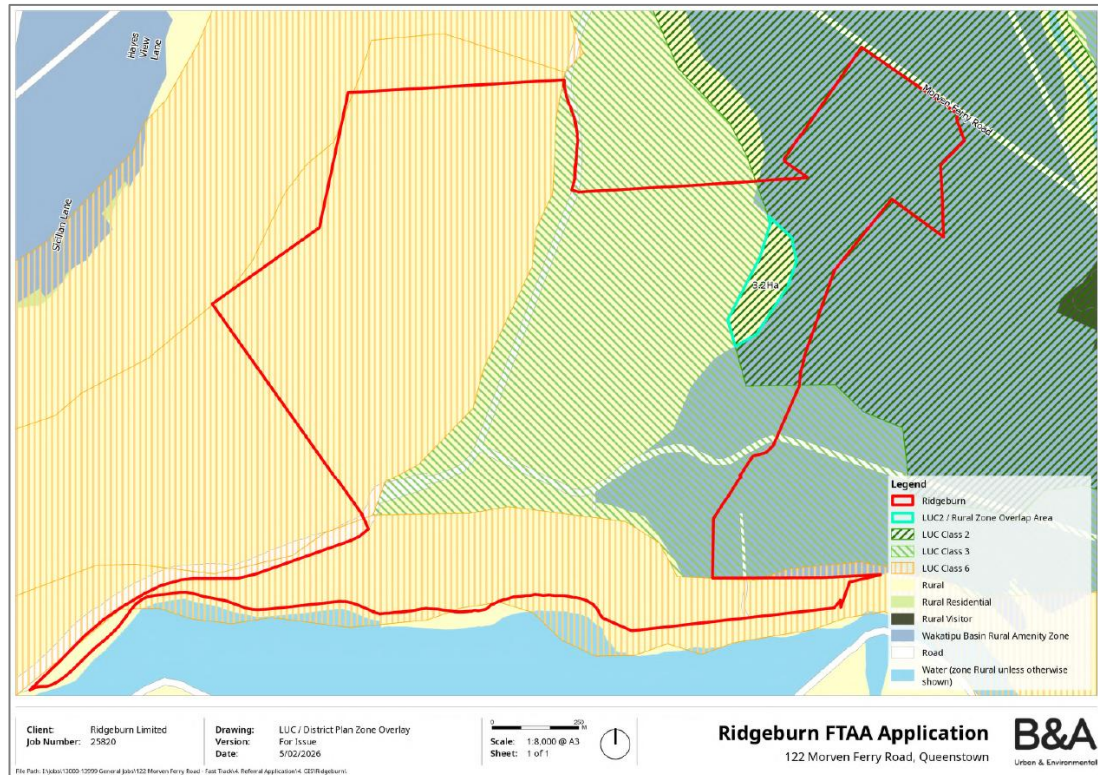
In assessing the applicability of the National Policy Statement for Highly Productive Land ('NPS-HPL'), both the mapped LUC classification and the rural zoning context must be considered. Clause 3.5(7) of the NPS-HPL limits the interim definition of highly productive land, to land that is zoned for rural purposes, including General Rural or Rural Production zones. A substantial proportion of the site is located within the WBRAZ.

The Environment Court in *Wakatipu Equities Limited v Queenstown Lakes District Council [2023] NZEnvC 188* confirmed that the WBRAZ does not primarily serve land-based primary production and is therefore excluded from the definition of highly productive land under Clause 3.5(7) of the NPS-HPL.

When the rural zoning exclusions are applied to the NZLRI Land Use Capability mapping, only a very limited area of the site can be identified as Highly Productive Land as defined within the NPS-HPL. Approximately 3.2 hectares of the site is mapped as LUC Class 2 and is located within the Rural Zone. This area is small in scale in context to the wider site and spatially discrete.

A site-specific Soil and Resource Report prepared for the Project (**Appendix 20**) also undertook detailed farm-scale mapping of land use capability across the site. An addendum to that report has also been prepared to confirm that the assessment reflects the current NPS-HPL framework, including the most recent amendments to the NPS-HPL. That assessment confirms that NZLRI mapping is undertaken at a regional scale and can over-represent the extent of highly productive land when applied at the property scale. The farm-scale assessment identifies that the limited areas of LUC Class 2 land present on the site (and thus subject to the NPS-HPL) are fragmented and subject to physical constraints, including steep slopes, shallow and stony soils, erosion susceptibility and areas of wetness.

Accordingly, the site cannot be characterised as being largely or predominantly comprised of highly productive land.



**Figure 7: Land Use Capability (LUC) and PDP rural zoning for the Ridgeburn site, illustrating the spatial relationship between mapped NZLRI LUC classes and the applicable rural zoning framework, including the Wakatipu Basin Rural Amenity Zone and Rural Zone.**

## 5.0 Proposal

The following sections of this report provides a summary of the key elements of the Project in accordance with clause 5(1)(a) of Schedule 5 of the FTAA.

The extent of the Project is shown on the Masterplan Drawings attached at **Appendix 7**. The following provides an overall summary of the proposal and is intended to be read alongside the visual material and technical reports accompanying the application for a full understanding of the Project.

For completeness, the following approvals are sought under Section 42(4):

- A resource consent (as an approval under Section 42(4)(a) of the FTAA) that would otherwise be applied for under the RMA;
- A wildlife approval as defined in clause 1 of Schedule 7 (as an approval under Section 42(4)(h) of the FTAA) that would otherwise be applied for under the Wildlife Act; and
- An archaeological authority (as an approval under Section 42(4)(i) of the FTAA) described in section 44(a) or (b) of the Heritage New Zealand Pouhere Taonga Act 2014 that would otherwise be applied for under that Act.
- The wildlife approval and archaeological authority are addressed in Volume A and Volume B respectively.

## 5.1 Ridgeburn

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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.<sup>3</sup> The QLDC Housing and Business Capacity Assessment 2025 indicates that the resident population is expected to reach approximately 97,700 by 2055, an 80% increase from 2025. In addition, visitor growth plays a major role with the average daily population projected to reach approximately 150,000 people with peak days exceeding 220,000 people.<sup>4</sup>

Ridgeburn aims to directly address the housing challenges facing the Queenstown Area and the Otago Region by delivering a comprehensively designed, master-planned solution, which can be delivered within a six-year timeframe. The project proposes to deliver 1,210 well-designed homes, including 180 homes within a dedicated Affordable Housing Area. These homes will comprise a mix of dwellings sold at more affordable price points and dwellings initially provided as affordable rental units. Within the Affordable Housing Area (Lots 1–180), 45 dwellings (25%) will be sold at more affordable price points and/or offered to Kā Rūnaka / mana whenua. The remaining 135 dwellings (75%) will be retained and operated as more affordable rental units for a period of 10 years at approximately 90% of median market rental rates, before being subsequently offered for sale at more affordable price points, adjusted to reflect changes in median house prices.

A mix of commercial, retail, community facilities, recreational spaces and visitor and workers accommodation activities are also proposed within the approximately 212 ha site at Morven Ferry Road in the Queenstown Lakes District, supporting the delivery of a comprehensive master-planned community.

## 5.2 Economic Opportunity

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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 Impact Assessment undertaken by Property Economics (refer **Appendix 12**), highlights the significant economic benefits that a master planned urban development in this location could deliver to the Otago region. The economic benefits include:

- Approximately **\$997 million in economic activity** generated within the Otago Region over the seven-year development period;
- During the peak development year, the proposal will support approximately **1,462** full-time equivalent ('FTE') job-years;
- A total of approximately **6,554** FTE job-years generated over the seven-year development period.

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<sup>3</sup> Queenstown Lakes District Council. *Queenstown Lakes Homes Strategy Te Rautaki Kāiaka o Queenstown Lakes 2021-2031*

<sup>4</sup> QLDC Housing and Business Capacity Assessment 2025

### 5.2.1 Providing Housing

The Ridgeburn Development will provide a significant contribution to housing supply in the Queenstown–Arrowtown area, characterised by constrained supply and ongoing affordability pressures. In particular, the proposal will:

- Deliver 1,210 residential dwellings, representing a substantial increase in regional housing capacity;
- Provide a range of dwelling types and sizes across multiple price points, including a dedicated affordable housing component, broadening housing choice for different household types;
- Increase the supply of lower-priced and affordable housing options in a market where affordable options are limited;
- Support staged and feasible delivery of housing aligned with infrastructure provision and market demand, providing certainty that capacity can be realised over time; and
- Contribute to improved housing choice and affordability outcomes at a scale capable of influencing the wider housing market.

### 5.3 Subdivision and Scheme Plan

The Applicant seeks consent to undertake a freehold subdivision of the site, proposed to be carried out in multiple stages (Stages 1–5), with a unit title subdivision proposed for Stage 1A and Stage 6. The overall development is structured around a central internal road network extending from Morven Ferry Road, with Stage 1 establishing the primary access, infrastructure corridors, and the Affordable Housing Precinct (along with Stage 1A) within the eastern portion of the site. This stage also includes private roads, open space lots, accessways, and infrastructure lots to service the development. Subsequent stages progressively extend the development across the site towards the Kawarau River. Table 1 below summarises the proposed subdivision within each stage, which is depicted on the Scheme Plan in **Figure 8** and **Appendix 5**.

Overall, the staging approach enables the development to occur in a logical and coordinated manner, with infrastructure, access, and open space delivered progressively as each stage is implemented.

**Table 1: Subdivision**

Stage	Lot Type	Lot Numbers
<b>Stage 1</b>	Super Lots	6000–6008
	Residential Lots	1–162
	Car Park Lots	2000–2006 & 2008–2057
	Private Open Space Lots	3000–3008
	Private Road Lots	4000–4006
	Private Accessway Lots	5000–5007
	Infrastructure Lots	7000–7003
	Principal units	1-36

<b>Stage 1A</b>	Accessory units (car park)	1C TO 36C
	Accessory units (terrace/patio)	1A TO 36A
	Accessory units (stairs)	2B, 4B, 6B, 8B, 10B, 12B, 14B, 16B, 18B, 20B, 22B, 24B, 26B, 28B, 30B, 32B, 34B, 36B
	Accessory units (storage)	1B, 3B, 5B, 7B, 9B, 11B, 13B, 15B, 17B, 19B, 21B, 23B, 25B, 27B, 29B, 31B, 33B, 35B
<b>Stage 2</b>	Residential Lots	200–226, 300–415 & 500
	Private Open Space Lots	3200–3203
	Private Road Lots	4200–4203
	Private Accessway Lots	5200–5206
<b>Stage 3</b>	Residential Lots	501–608 & 1600–1704
	Private Open Space Lots	3300–3304
	Private Road Lots	4300–4305
	Private Accessway Lots	5300–5306
<b>Stage 4</b>	Residential Lots	700–892 & 1000–1142
	Private Open Space Lots	3400–3402
	Private Road Lots	4400–4407
	Private Accessway Lots	5400–5402
<b>Stage 5</b>	Residential Lots	1200–1256 & 1800–1806
	Private Open Space Lots	3500–3501
	Private Road Lots	4500–4509
	Private Accessway Lots	5500–5505
<b>Stage 6</b>	Common Property	6000
	Principal Units	PU1, PU2, PU3, PU4, PU5, PU6
	Accessory Units	AU2A, AU6A, AU6B, AU6C

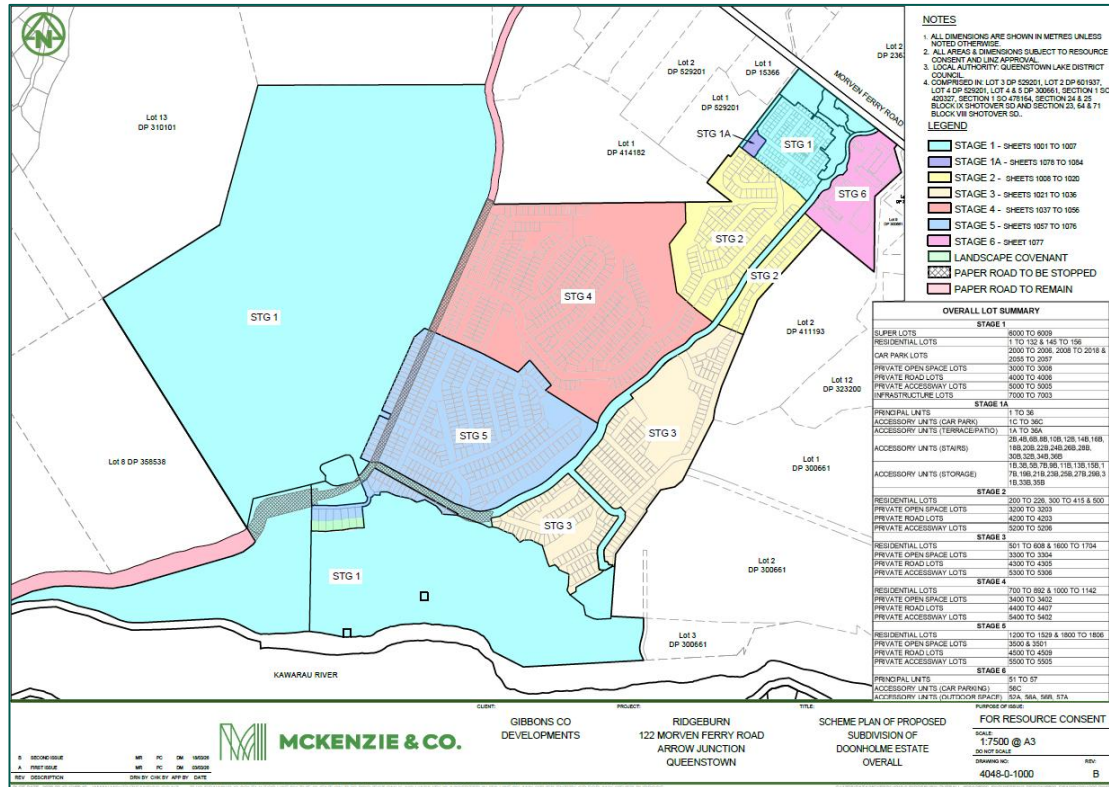


Figure 8: Subdivision scheme plan and staging.

## 5.4 Ridgeburn Masterplan Overview

The key elements of the Ridgeburn development are outlined within the Masterplan Drawings (refer **Appendix 7**), and reports accompanying the application.

The summary below outlines the principal components of the proposal. Further detail on individual neighbourhoods and supporting infrastructure is provided in Sections 5.6 to 5.11 of this report.

### 5.4.1 Residential Housing

The proposal provides for an integrated, master-planned residential development comprising a total of 1,210 residential units, including standalone dwellings, apartments, and terraced housing. Residential development includes:

- Subdivision to create 1,174 freehold residential lots and 36 principal units (Stage 1A unit title subdivision), resulting in 1,210 residential units across the site;
- A committed delivery of 180 affordable residential units within the Affordable Precinct (Neighbourhood A); and
- These dwellings include a mix of homes sold at more affordable price points and homes initially provided as affordable rental units. Within the identified Affordable Housing Area (Lots 1–180), 45 dwellings (25%) will be sold at more affordable price points and/or offered to Kā Rūnaka / mana whenua, while 135 dwellings (75%) will be retained and operated as more affordable rental units for a period of 10 years at approximately 90% of median market rental rates, before being subsequently sold at more affordable price points (adjusted for median house price increases).

The Masterplan Drawings (**Appendix 7**) illustrate the range of residential typologies proposed across the site. Within the Affordable Precinct, housing typologies and layouts are fixed and will be constructed in accordance with the approved Masterplan and Affordable Housing Design Controls. Within the remaining residential neighbourhoods, housing typologies shown on the Masterplan form part of the approved typology suite and may be applied interchangeably across suitable lots, with final dwelling design and siting resolved at later consent stages in accordance with the Design Guidelines and conditions framework.

#### 5.4.2 Commercial Activities

The proposal includes the development of a consolidated Commercial Precinct providing commercial, retail, community, and visitor and workers accommodation activities to support the residential neighbourhoods and surrounding area. Commercial development includes:

- A commercial precinct of approximately 5.2 hectares located at the north-eastern corner of the site;
- Approximately 13,200 m<sup>2</sup> of Gross Floor Area ('GFA'), comprising a mix of commercial activities including retail, community services, workspace and visitor and workers accommodation, including:
  - Approximately 7,200 m<sup>2</sup> of retail, community services, and workspace floor area; and
  - Approximately 6,000 m<sup>2</sup> of visitor and workers accommodation.
- Provision for daycare and community facilities.

The location and extent of the Commercial Precinct is defined by the Masterplan. Detailed building design will be undertaken at the land use and building consent stages in accordance with the Design Guidelines and Commercial Buildings Design Controls.

#### 5.4.3 Open Space and Recreation

The development incorporates an extensive and integrated network of public open space and recreation areas, as shown on the Landscape Drawings (**Appendix 8**). This includes:

- Approximately 32 hectares of reserve land and open space, comprising community parks, neighbourhood parks, sports fields, wetland areas, green links, and planted open space distributed across the site;
- A connected network of pedestrian and cycle paths linking residential neighbourhoods, open space areas, and the Commercial Precinct;
- Integration with, and enhancement of, the wider Queenstown Trails network to support recreation and active transport.

#### 5.4.4 Ecological Outcomes

The proposal includes a comprehensive programme of ecological restoration and management, as outlined in the Ecological Assessment (**Appendix 14**). This includes:

- Approximately 103 ha of native revegetation across Morven Hill, the Kawarau River escarpment, and river terrace areas, including shrubland and tussock land restoration planting; and

- Ongoing pest plant and animal control across revegetated areas and sensitive ecological environments to support the establishment and long-term health of native vegetation.

These measures contribute to biodiversity enhancement, landscape integration, and ecological connectivity across the site.

#### 5.4.5 Infrastructure

The development includes the provision of new and upgraded infrastructure necessary to support the proposed residential and commercial activities. Infrastructure works include:

- Upgrades to Morven Ferry Road and construction of an internal roading network;
- Water supply infrastructure, treatment facilities, and storage reservoirs;
- Stormwater management infrastructure incorporating swales, conveyance systems, detention and treatment devices, and a wetland detention pond designed to provide attenuation and water quality treatment; and
- An on-site wastewater system, including a centralised WWTP and land-based effluent disposal areas, to service the development.

### 5.5 Design Guidelines

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The Ridgeburn Design Guidelines form an integral part of the Project and are intended to guide the detailed design and delivery of development across all neighbourhoods in a consistent and coordinated manner. The Design Guidelines are implemented through the conditions of consent contained in **Volume I**, together with consent notices and certification requirements applied at subdivision, land use, and building consent stages.

The conditions contained in **Volume I** establish the regulatory framework requiring development to be carried out in accordance with the approved Design Guidelines and associated plans.

The Design Guidelines apply across all residential and commercial neighbourhoods and address matters including building form and massing, height and setbacks, materials and colour palettes, landscape integration, edge treatments, safety and accessibility, and environmental performance. Where relevant, the Design Controls reference PDP zoning provisions to provide benchmarks for built form and development standards.

The Design Guidelines are broken into the following neighbourhoods.

#### Affordable Precinct (Neighbourhood A)

The Affordable Precinct is subject to a more prescriptive application of the Design Guidelines. This neighbourhood is fully master planned, with approved lot layouts and predefined housing typologies shown in the Masterplan Drawings. Development within this precinct is required to be undertaken in accordance with those approved layouts and typologies.

The Affordable Housing Design Controls specify detailed requirements for building footprints, heights, roof forms, materials, colours, and private outdoor spaces. These controls are tailored to the specific housing typologies and densities proposed for the Affordable Precinct and are assessed against the PDP Urban Intensification Variation and Medium Density Residential Zone.

The conditions contained in **Volume I** require compliance with the approved typologies and design standards for the Affordable Precinct, rather than allowing individual lot-level certification. This approach ensures consistency in built form and delivery while maintaining alignment with the broader Ridgeburn design language and landscape context.

#### Remaining Residential Neighbourhoods (Neighbourhoods B–H and J)

The remaining residential neighbourhoods are subject to a more flexible application of the Design Guidelines within defined parameters. These neighbourhoods provide a range of lot sizes and densities and respond to variations in topography, landscape sensitivity, and proximity to open space and amenities.

For these neighbourhoods, the Masterplan Drawings illustrate indicative housing typologies and layouts. Final dwelling design and siting are undertaken at the building consent stage, subject to compliance with the Design Guidelines. The conditions framework manages variation by controlling matters such as building height, bulk, setbacks, materials, and the repetition of identical housing designs on adjoining lots.

This approach enables variation in housing design while maintaining consistency with the approved Masterplan and ensuring appropriate landscape integration and amenity outcomes.

#### Commercial Precinct (Neighbourhood K)

The Commercial Precinct (Neighbourhood K) is subject to the Design Guidelines and the conditions set out in **Volume I**. The precinct is shown on the Masterplan Drawings as a mixed-use area providing commercial, retail, community, and visitor and workers accommodation activities to support the residential neighbourhoods.

Development within the Commercial Precinct is required to be undertaken in accordance with the Commercial Buildings Design Controls and associated Design Guidelines. These controls manage building form, height and massing, site coverage, setbacks, materials, colour palette, frontage design, and integration with public spaces, and are assessed against the Business Mixed Use Zone standards of the PDP.

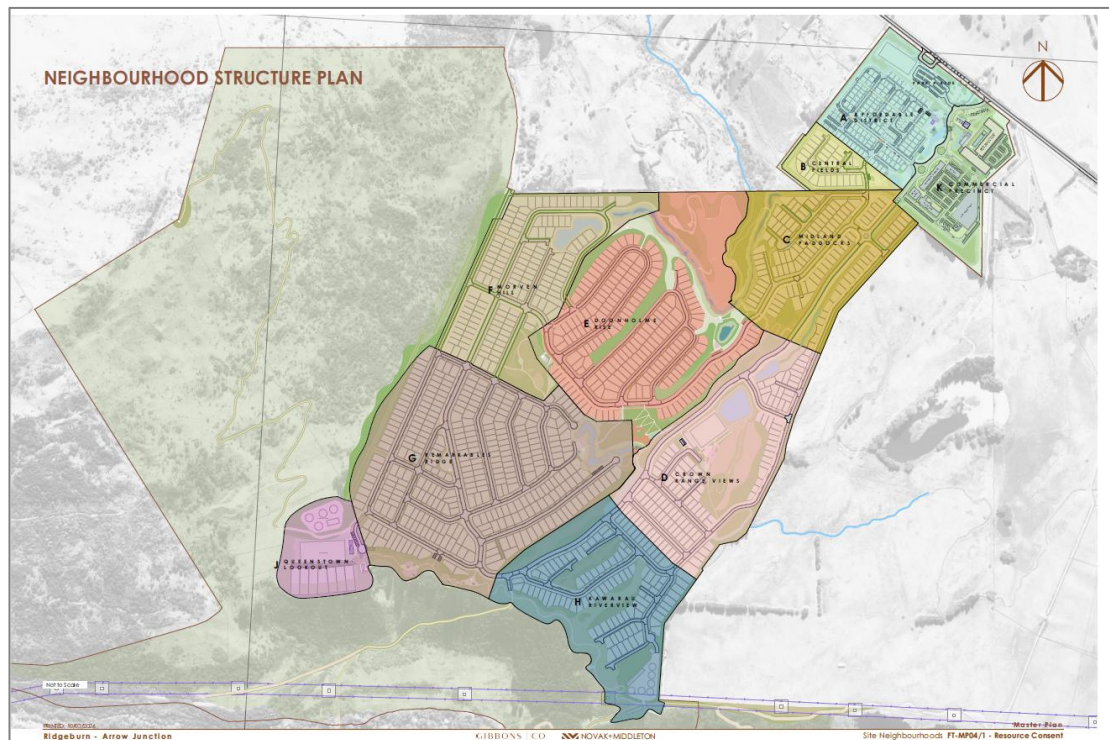
Detailed design within the Commercial Precinct is required to comply with the Design Guidelines and the Commercial Buildings Design Controls, including provisions relating to visual recession, low-reflectance materials, landscape integration, pedestrian connectivity, and CPTED principles.

The location and extent of the Commercial Precinct are fixed by the Masterplan. The scale and detailed design of individual buildings will be determined at the land use and building consent stages, subject to compliance with the Design Guidelines and conditions framework.

## 5.6 Residential Neighbourhoods (A-H & J)

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As detailed in the Ridgeburn Masterplan attached at **Appendix 7**, the development delivers Neighbourhoods, with Neighbourhoods A-H & J being residential, and Neighbourhood K being the Commercial Precinct, as shown in **Figure 9** below. Each neighbourhood comprises its own amenities. The following sections provide a description of each neighbourhood.



**Figure 9: Site Neighbourhood Plan – Page 4/21 in Masterplans**

### 5.6.1 Affordable Housing Area (Neighbourhood A)

Neighbourhood A, identified as the Affordable Precinct, comprises a total of 144 freehold residential lots and 32 principal units under unit title, accommodating 180 residential units. The affordable precinct will be constructed according to the lot and housing designs identified in the Masterplan drawings (**Appendix 7**). Development within this precinct will be undertaken in accordance with those approved layouts and typologies.

Lot sizes within the Affordable Precinct range from 59 m<sup>2</sup> to 158 m<sup>2</sup>, providing for five residential unit typologies, as detailed in the Masterplan Drawings (**Appendix 7**) and the Economic Impact Assessment (**Appendix 12**). The proposed housing mix comprises the following:

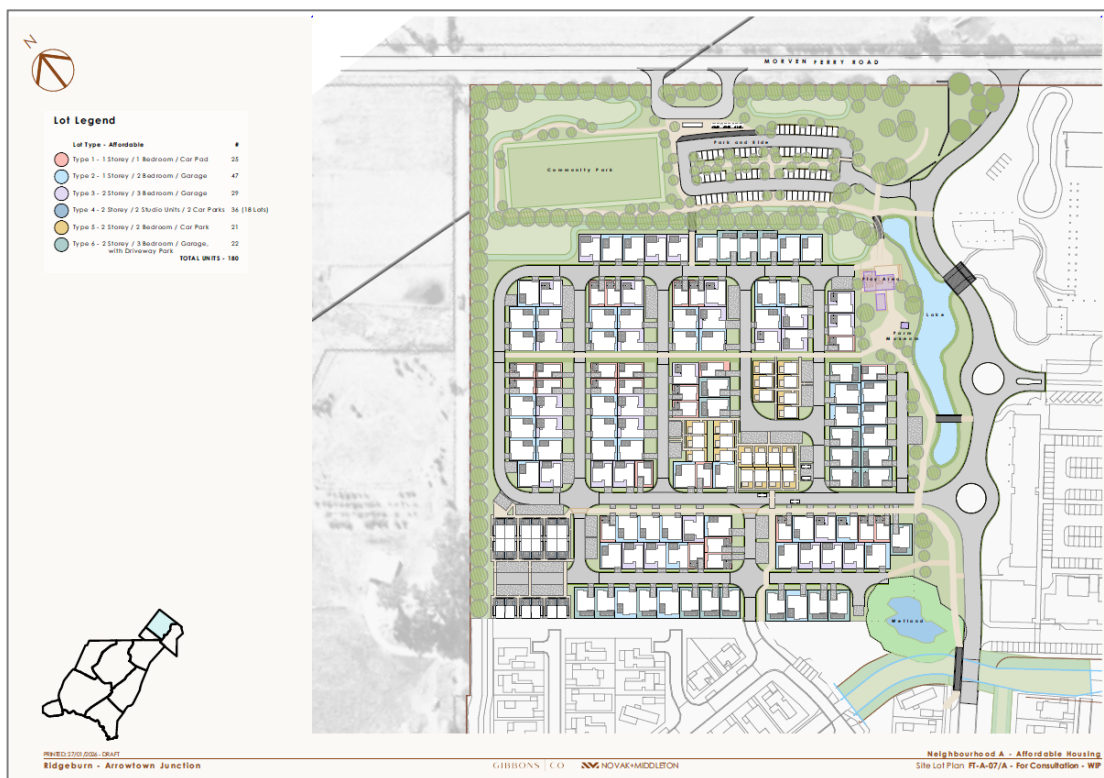
- 54 single-storey, one-bedroom residential units with car pads;
- 46 single-storey, one-bedroom residential units with a garage;
- 12 three-storey, three-bedroom residential units with an attached garage;
- 16 two-bedroom residential units with a rear yard and front patio; and
- 52 dual-key units, comprising 104 residential units in total, each with a car park.
- Delivery of affordable housing within the development will occur through an Affordable Housing Programme secured by consent notices registered under s221 of the Resource Management Act on relevant residential titles.

Affordable housing will be delivered through a combination of affordable ownership and affordable rental housing. 75% of the affordable dwellings will initially be retained as affordable rental housing for a minimum period of 10 years. During this period, rents will be capped at approximately 90% of market rent levels, with annual adjustments linked to the MBIE median

weekly rent series for the Queenstown Lakes District (refer Economic Impact Assessment **Appendix 12**).

Following the 10 year rental period, the affordable rental dwellings may be sold at controlled price points depending on dwelling type. These price points will be indexed to the current affordable price points (ranging from \$599,000 for one-bedroom units to \$999,000 for three-bedroom homes), using the Queenstown Lakes District House Price Index. Purchasers must meet eligibility requirements, including income thresholds and a requirement for the dwelling to be, owner-occupied for at least two years, and purchase in their own name.

The remaining 25% of the affordable dwellings will be sold at more affordable price points, ranging from \$599,000 for one-bedroom units to \$999,000 for three-bedroom homes. Purchasers must meet eligibility requirements, either being a purchaser via Kā Rūnaka / mana whenua or otherwise meeting an income threshold, and the dwelling must be owner-occupied and purchased in the buyer’s own name. Discussions with Kā Rūnaka / mana whenua regarding the offer is on-going and the conditions provide for either outcome.



**Figure 10: Affordable Precinct (Neighbourhood A) located adjacent to Morven Ferry Road. Source: Ridgeburn Masterplan Drawings (Appendix 7, page 7).**

The neighbourhood includes approximately 0.8 hectares (12%) of reserve and amenity space, shown in the Masterplan Drawings attached at **Appendix 7** as play areas, nature walks, and water features. Housing typologies will be constructed in accordance with the Masterplan Drawings.



**Figure 11: Artist's impression of residential Neighbourhood A. Source: Architectural Master Plan (Appendix 7).**

The Affordable Housing Area has been planned to provide a range of dwelling types suitable for a broad range of households, including renters, first-home buyers, smaller households, families, and older residents.

Design standards for the precinct are set out in the Affordable Housing Design Controls (**Appendix 6**). These controls require all external finishes, including walls, roofing, and joinery, to comply with Light Reflectance Value (LRV) limits of less than 30 percent to ensure visual recession. The colour palette comprises muted, recessive tones derived from the surrounding landscape and ecological context to achieve visual integration and consistency across the precinct.

Conditions of consent proposed by Ridgeburn Limited (**Volume I**) provide for the delivery and retention of affordability within the Affordable Precinct. Construction of the affordable housing is proposed to commence following the grant of resource consent, in accordance with the approved staging programme.



**Figure 11: Artist's impression of residential Neighbourhood A. Source: Architectural Master Plan (Appendix 7).**

### 5.6.2 Central Fields (Neighbourhood B)

Neighbourhood B, known as Central Fields, is located adjacent to the Commercial Precinct and provides residents with convenient access to local services. It comprises an area of 2.1 hectares and provides 27 residential units at an average density of 12.6 units per hectare.

The neighbourhood includes approximately 0.2 hectares (9%) of reserve (inclusive of play areas, nature walks, and water features). Residential lots are arranged along local streets, with housing typologies shown for indicative purposes only and subject to final selection by individual lot owners.

The range of dwelling options available is detailed in **Appendix 6**. To promote a diverse and varied streetscape, a condition of consent will limit the repetition of consecutive identical housing designs on adjoining lots.



**Figure 12: Location of the Central Fields neighbourhood (for further detail refer to the Architectural drawings at Appendix 7)**

The neighbourhood comprises 27 residential allotments, including three lots with an area between 200-299 m<sup>2</sup>, 12 lots with an area of between 300-349m<sup>2</sup>, eight lots between 350-399m<sup>2</sup>, two lots between 400-449 m<sup>2</sup>, and two lots between 450-999m<sup>2</sup>.



**Figure 13: Central Fields Neighbourhood (Indicative dwelling layout). Source: Ridgeburn Residential Neighbourhoods B C D E Plans - Family Housing (Refer Appendix 7)**



**Figure 14: Artist's impression of residential Neighbourhood B. Source: Ridgeburn Residential Neighbourhoods B C D E Plans - Family Housing (Appendix 7).**

### 5.6.3 Midland Paddocks (Neighbourhood C)

Neighbourhood C ('Midland Paddocks') extends across an area of approximately 10.2 hectares and comprises 117 residential units at an average density of 11.4 units per hectare.



**Figure 15: Midland Paddocks (Neighbourhood C) Novak and Middleton**

Approximately 1.2 hectares (12%) of the neighbourhood is allocated to reserve and amenity space. The layout is predominantly residential, with internal open spaces and water-related amenity areas.

Housing typologies are identified as indicative and subject to final selection by lot owners, in accordance with the Architectural Drawings attached at **Appendix 7**. A condition of consent is proposed to limit the repetition of consecutive identical housing designs on adjoining lots.

The neighbourhood comprises 117 residential allotments, including four lots with an area between 200–299 m<sup>2</sup>, 66 lots with an area between 300 -349 m<sup>2</sup>, 32 lots with an area between 350 -399 m<sup>2</sup>, seven lots with an area between 400-449 m<sup>2</sup>, and eight lots with an area between 450-999 m<sup>2</sup>, with no lots exceeding 1,000 m<sup>2</sup>.



**Figure 16: Midland Paddocks Neighbourhood (Indicative dwelling layout). Source: Ridgeburn Residential Neighbourhoods B C D E Plans - Family Housing (Refer Appendix 7)**



**Figure 17: Artist's impression of residential Neighbourhood C. Source: Architectural Master Plan (Appendix 7).**

#### 5.6.4 Crown Range Views (Neighbourhood D)

Neighbourhood D, Crown Range Views, occupies approximately 12.5 hectares and comprises 108 residential units at an average density of 8.7 units per hectare.



**Figure 18: Location of the Crown Range Views neighbourhood D (for further detail refer to the Architectural drawings at Appendix 7)**

This neighbourhood contains a high proportion of reserve and recreational land, totalling approximately 3.7 hectares (30%), including the Community Park. Residential development is shown at a lower density relative to other neighbourhoods, with extensive open space areas and indicative housing typologies for selection by future lot owners.

The neighbourhood comprises 108 residential allotments, including nine lots with an area between 200–299 m<sup>2</sup>, 70 lots with an area between 300–349 m<sup>2</sup>, 15 lots with an area between 350–399 m<sup>2</sup>, 11 lots with an area between 400–449 m<sup>2</sup>, and three lots with an area between 450–999 m<sup>2</sup>.



**Figure 19: Crown Range Views Neighbourhood (Indicative dwelling layout). Source: Ridgeburn Residential Neighbourhoods B C D E Plans - Family Housing (Refer Appendix 7)**



**Figure 20: Artist's impression of residential Neighbourhood D. Source: Architectural Master Plan (Appendix 7).**

### 5.6.5 Doonholme Rise (Neighbourhood E)

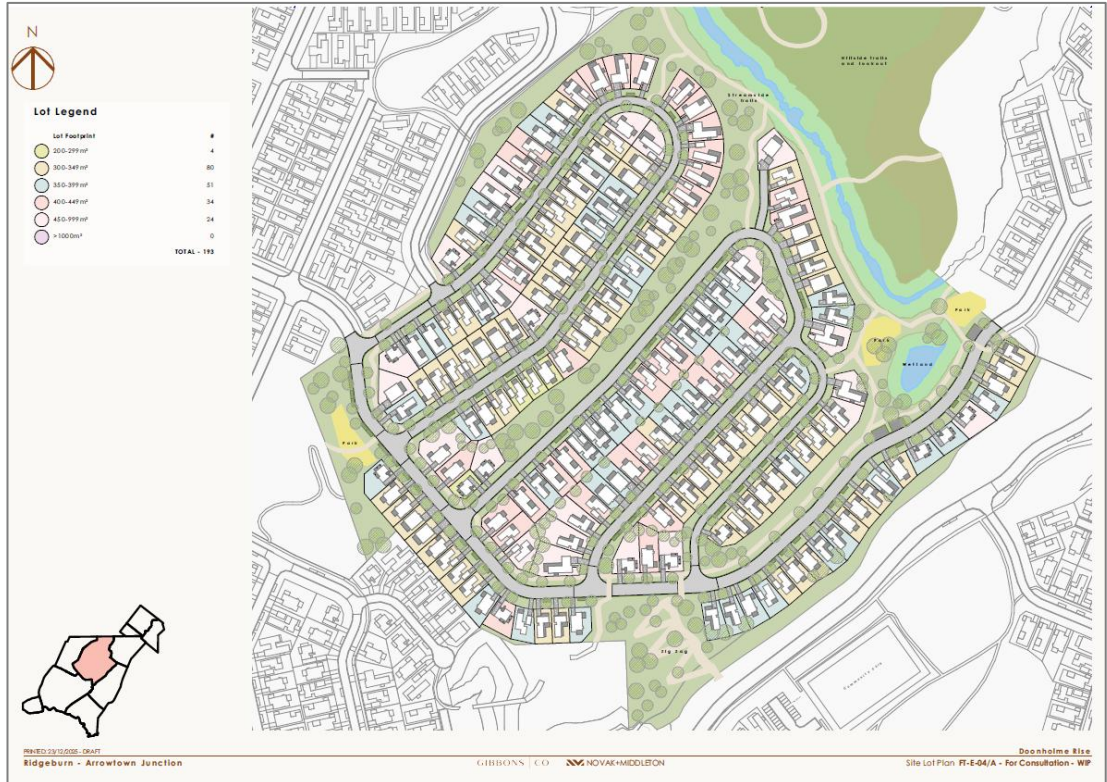
Neighbourhood E, Doonholme Rise, covers approximately 17.9 hectares and includes 193 residential units at an average density of 10.8 units per hectare.



**Figure 21: Location of the Doonholme Rise neighbourhood (for further detail refer to the Architectural drawings at Appendix 7)**

Reserve and amenity areas total approximately 4.9 hectares (27%) and comprise play areas, nature walks, and water features.

Residential built form is indicative only, and subject to future lot owners' selection, with the housing options shown at **Appendix 6**. The neighbourhood comprises 193 residential allotments, including four lots with an area between 200–299 m<sup>2</sup>, 80 lots with an area between 300–349 m<sup>2</sup>, 51 lots with an area between 350–399 m<sup>2</sup>, 34 lots with an area between 400–449 m<sup>2</sup>, and 24 lots with an area between 450–999 m<sup>2</sup>. Based on the lot size distribution and using midpoints of each size range, the average lot size is approximately 405 m<sup>2</sup>.



**Figure 22: Crown Range Views Neighbourhood (Indicative dwelling layout).** Source: Source: Ridgeburn Residential Neighbourhoods B C D E Plans - Family Housing (Refer Appendix 7)



**Figure 23: Artist's impression of residential Neighbourhood E.** Source: Architectural Master Plan (Appendix 7)

### 5.6.6 Morven Hill (Neighbourhood F)

Neighbourhood F, Morven Hill, is located at the base of Morven Hill and comprises an area of approximately 10.5 hectares, providing 143 residential units at an average density of 13.7 units per hectare.



**Figure 24: Location of the Morven Hill neighbourhood (for further detail refer to the Architectural drawings at Appendix 7)**

The neighbourhood includes approximately 1.7 hectares (16%) of reserve and amenity space and is structured around a retained and enhanced wetland and pond feature that functions as a visual and amenity focal point. The feature is associated with freshwater environments identified in the Ecological Impact Assessment and will be integrated with riparian planting and open space design to support ecological enhancement over time. Streamside paths link the neighbourhood to the wider trail network, and the neighbourhood also includes a community park with BBQ and playground facilities, and reserve areas incorporating schist outcrops.

The neighbourhood comprises 143 residential allotments, including one lot with an area between 200–299 m<sup>2</sup>, 86 lots with an area between 300–349 m<sup>2</sup>, 18 lots with an area between 350–399 m<sup>2</sup>, 24 lots with an area between 400–449 m<sup>2</sup>, and 14 lots with an area between 450–999 m<sup>2</sup>.



Figure 25: Morven Hill Neighbourhood (Indicative dwelling layout). Source: Masterplan Drawings (Refer Appendix 7)



Figure 26: Artist’s impression of residential Neighbourhood F. Source: Architectural Master Plan (Appendix 7).

### 5.6.7 Remarkables Ridge (Neighbourhood G)

Neighbourhood G, Remarkables Ridge, is the largest residential neighbourhood, with an area of approximately 22.3 hectares and accommodating 330 residential units at an average density of 14.8 units per hectare.



**Figure 27: Location of Remarkable's Ridge neighbourhood (for further detail refer to the Architectural drawings at Appendix 7)**

Housing is arranged along the ridge line and follows the natural topography, stepping down towards the eastern edge where a wetland pond and play area form a central recreational focus. Approximately 2.3 hectares (10%) of the neighbourhood is allocated to reserve and amenity areas.

The neighbourhood comprises 330 residential allotments, including 5 lots between 200-299 m<sup>2</sup>, 169 lots between 300-349 m<sup>2</sup>, 45 lots between 350-399 m<sup>2</sup>, 40 lots between 400-449 m<sup>2</sup>, and 71 lots between 450-999 m<sup>2</sup>.



**Figure 28: Remarkables Ridge Neighbourhood (Indicative dwelling layout). Source: Masterplan Drawings (Refer Appendix 7)**



**Figure 29: Artist's impression of residential Neighbourhood G. Source: Architectural Master Plan (Appendix 7).**

### 5.6.8 Kawarau Riverview (Neighbourhood H)

Neighbourhood H, Kawarau Riverview, comprises an area of approximately 11.4 hectares and includes 105 residential units at an average density of 9.2 units per hectare.



**Figure 30: Location of Kawerau Riverview neighbourhood (for further detail refer to the Architectural drawings at Appendix 7)**

Reserve and amenity areas are approximately 2.8 hectares (25%). The neighbourhood is characterised by open space and reserve land provided for walking, play, and water-related amenity. Housing follows the contours and ridge lines to maintain the integrity of the landform and minimise earthworks. The escarpment track includes walking routes and viewpoints that take advantage of the elevated position above the Kawerau River.

The neighbourhood comprises 105 residential allotments, including 13 lots with an area between 200–299 m<sup>2</sup>, 52 lots with an area between 300–349 m<sup>2</sup>, 11 lots with an area between 350–399 m<sup>2</sup>, 18 lots with an area between 400–449 m<sup>2</sup>, and 11 lots with an area between 450–999 m<sup>2</sup>.



**Figure 31: Kawarau River Neighbourhood (Indicative dwelling layout).** Source: Masterplan Drawings (Refer Appendix 7)



**Figure 32: Artist's impression of residential Neighbourhood H.** Source: Architectural Master Plan (Appendix 7)

### 5.6.9 Queenstown Lookout (Neighbourhood J)

Neighbourhood J, Queenstown Lookout, covers approximately 3.5 hectares and contains seven residential units at an average density of two units per hectare.



**Figure 33: Location of Queenstown Lookout neighbourhood, (for further detail refer to the Architectural drawings at Appendix 7).**

Approximately 2.1 hectares (60%) of the neighbourhood is allocated to reserve and amenity space. This neighbourhood is predominantly characterised by open space, with limited residential development following the natural terrace topography, maintaining the integrity of the landform while providing a strong sense of openness.



**Figure 34: Queenstown lookout Neighbourhood (Indicative dwelling layout). Source: Masterplan Drawings (Refer Appendix 7).**

## 5.7 Ridgeburn Commercial Precinct (Neighbourhood K)

### 5.7.1 Overview

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.



**Figure 35: Identification of the community and commercial neighbourhood K**

The commercial precinct will provide residents with access to a range of local amenities, including a community building, business centre, supermarket, daycare facility, and retail activities within the existing farmhouse and shearing shed buildings. The business centre is designed as a live-work precinct, providing flexible space for residents to work locally.

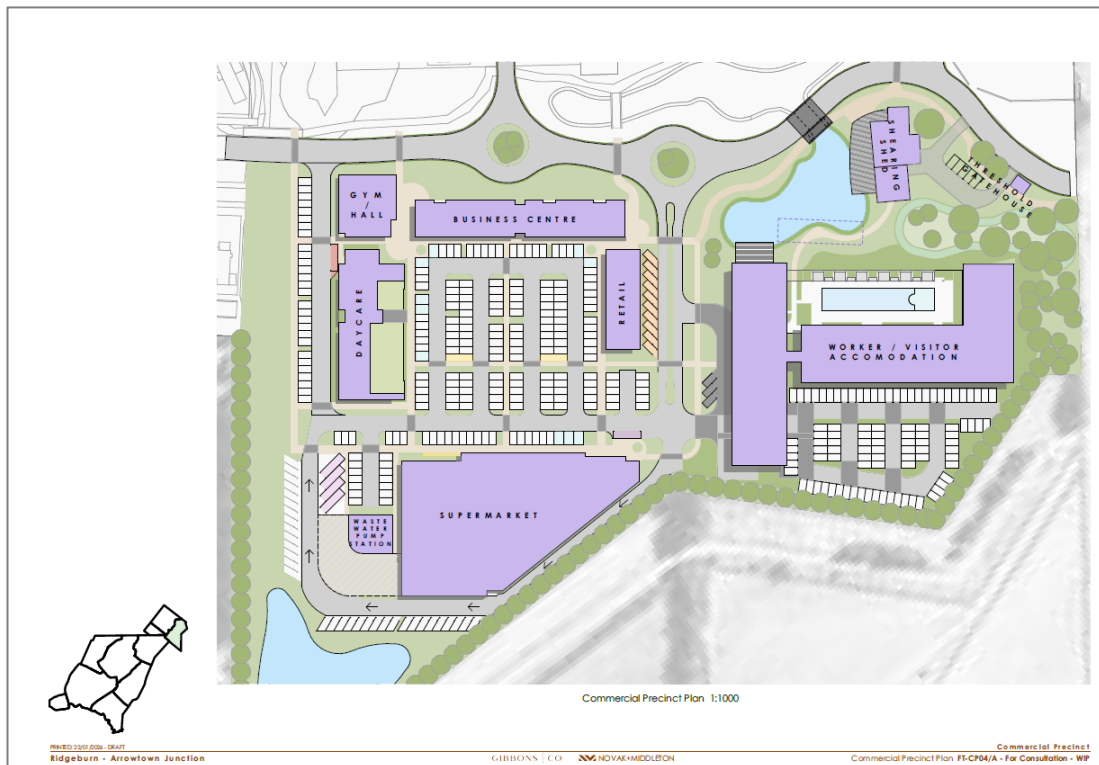
The precinct also includes dedicated accommodation intended primarily for short- to medium-term seasonal workers, with the ability to accommodate visitors where required, contributing to the wider housing needs of the district.

The buildings and approximate gross floor areas within the Commercial Precinct are summarised in Table 2 below.

**Table 2: Commercial Precinct Approximate GFA Split**

Use	GFA	Front of House & Retail	Back of House & Services	Accommodation
<b>Supermarket</b>	3,650 m <sup>2</sup>	2,500 m <sup>2</sup> (68%)	1,150 m <sup>2</sup> (32%)	
<b>Daycare</b>	750 m <sup>2</sup>	490 m <sup>2</sup> (65%)	260 m <sup>2</sup> (35%)	
<b>Community Hall / Gym</b>	450 m <sup>2</sup>	370 m <sup>2</sup> (83%)	80 m <sup>2</sup> (17%)	

Workspace and Retail	2,200 m <sup>2</sup>	1,760 m <sup>2</sup> (80%)	440 m <sup>2</sup> (20%)	
Workspace and Retail	900 m <sup>2</sup>	720 m <sup>2</sup> (80%)	180 m <sup>2</sup> (20%)	
Woolshed Bar & Pizzeria	300 m <sup>2</sup>	150 m <sup>2</sup> (50%)	150 m <sup>2</sup> (50%)	
Pump Station	220 m <sup>2</sup>		220 m <sup>2</sup> (100%)	
Visitor and Workers Accommodation	8,950 m <sup>2</sup>	870 m <sup>2</sup> (10%)	1,015 m <sup>2</sup> (11%)	7,065 m <sup>2</sup> (79%)



**Figure 367: Ridgeburn Commercial Precinct. Source: Master Plan.**

While car parking will be provided within the commercial precinct to meet the anticipated operational demand, the layout and design of the precinct place a clear emphasis on pedestrian priority and safety.

Parking areas are distributed and integrated within the overall precinct layout to avoid large expanses of vehicle-dominated space, with direct pedestrian connections provided between parking areas, building entrances and public spaces. Wide footpaths, traffic-calming measures, active frontages and landscaped edges are incorporated to reinforce low vehicle speeds and a walkable environment.

This approach aligns with the urban design framework for the precinct, which seeks to support convenient access while encouraging movement on foot and reducing the dominance of vehicles within the public realm.

The Internal Transport Assessment contained in **Appendix 25** confirms that the proposed parking supply, layout and access arrangements are appropriate for the scale and function of the

commercial activities and can be accommodated without compromising pedestrian amenity, safety or the intended character of the precinct.



**Figure 37: Artist's impression of the Commercial Precinct. Source: Architectural Master Plan (Appendix 7).**

### 5.7.2 Supermarket

The supermarket is located within the Commercial Precinct at the northern edge of the Ridgeburn Development and is positioned to serve both the on-site residential population and the surrounding area. It has an approximate GFA of 3,650 m<sup>2</sup> and is arranged with a clear separation between customer-facing retail space and back-of-house servicing functions, as shown on the attached ground floor plan in **Figure 38**.

Customer access is provided from the internal road network, with car parking located immediately adjacent to the building. The primary pedestrian entry connects directly to the internal pedestrian network within the Commercial Precinct. Servicing, loading and waste management areas are located to the rear of the building and accessed via a dedicated service lane, enabling delivery vehicles to operate without conflict with customer or pedestrian movements.

The siting, scale and access arrangements for the supermarket are designed to support its role as the primary convenience retail anchor within the Commercial Precinct, while integrating efficiently with surrounding commercial activities, internal circulation and parking provision.



**Figure 38: Supermarket location within the Commercial Precinct. Source: Architectural Master Plan (Appendix 7).**

### 5.7.3 Workspace and Community Hub

The Workspace and Community Hub is centrally located within the Commercial Precinct, positioned immediately north of the primary internal parking area and directly opposite the supermarket. Its location enables clear visibility, convenient access for residents and workers, and strong integration with the surrounding commercial, community and residential uses.

The hub comprises a series of low-rise buildings arranged around internal pedestrian spaces and parking courts. The buildings are designed to accommodate flexible workspaces, small offices, and community-oriented uses, allowing for a range of business and shared activities to operate within a compact and walkable environment. Ground floor layouts provide direct pedestrian access from surrounding footpaths, with building entrances oriented to internal streets and shared spaces to support activity and passive surveillance.

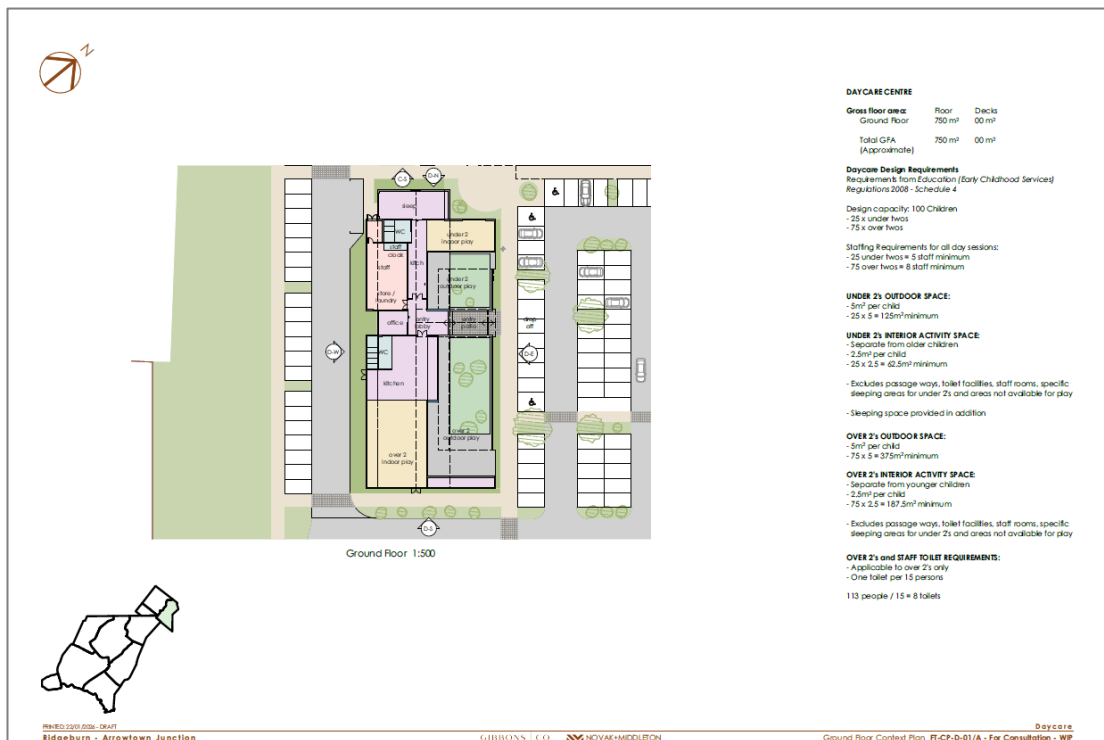
Vehicle access is provided from the internal commercial road network, with on-site parking located adjacent to and between the buildings. This arrangement allows parking and servicing to occur without dominating the public realm, while maintaining short and legible walking distances between parking areas and building entrances. Servicing areas are accommodated within the internal layout of the precinct, consistent with the broader commercial design approach.

The scale, form and layout of the Workspace and Community Hub are consistent with the wider commercial precinct and reflect its role as a local employment and activity centre rather than a large-format commercial development. The hub is physically and functionally connected to nearby community facilities, retail uses and the Affordable Housing Area, supporting day-to-day use by residents, local workers and small businesses.

The design and function of the Workspace and Community Hub align with the overall masterplanned structure of Ridgeburn, providing employment and community space within



early childhood education, and complements the mix of employment, retail and community uses within the precinct.



**Figure 40: Daycare within the Commercial Precinct. Source: Architectural Master Plan (Appendix 7).**

### 5.7.5 Visitor and Workers Accommodation

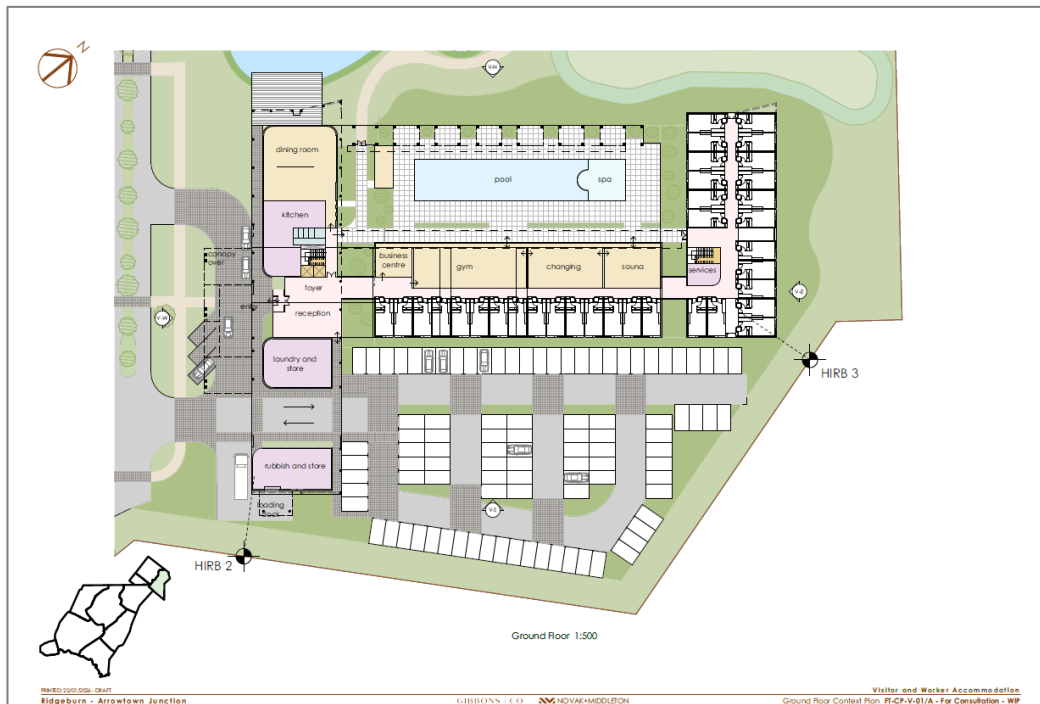
The visitor and workers accommodation is located within the Commercial Precinct at the northern end of the Ridgeburn site, adjacent to the Business Centre and leisure facilities and set back from Morven Ferry Road. The building is positioned to allow direct pedestrian access to employment areas, shared amenities and internal movement routes, while remaining integrated with the wider mixed-use precinct.

The visitor and workers accommodation provides short to medium-term lodging intended primarily for seasonal workers and employees associated with the Commercial Precinct and the surrounding Arrowtown–Frankton area. Outside periods of worker demand, the building is also intended to accommodate visitors. This responds to identified demand for flexible, non-permanent accommodation associated with employment and commercial activity in the district.

The building incorporates shared internal facilities, including reception, dining and communal spaces, gym and wellness areas, laundry and servicing areas, and landscaped outdoor spaces as shown in **Figure 41**: Visitor and workers accommodation within the Commercial Precinct. Source: Architectural Master Plan (Appendix 7).

. Guest rooms are arranged around internal circulation and orientated toward open space and water features where practicable. Vehicle access and parking are provided on site, with pedestrian connections linking directly to the Commercial Precinct and the internal walking and cycling network.

The visitor and workers accommodation forms part of the Commercial Precinct’s functional mix, supporting the operation of on-site commercial activities and providing accommodation directly associated with employment and visitor activity within the development.



**Figure 41: Visitor and workers accommodation within the Commercial Precinct. Source: Architectural Master Plan (Appendix 7).**

## 5.8 Long Term Infrastructure Ownership and Management

All common infrastructure including transport, water supply, wastewater, stormwater and open space infrastructure within the development is proposed to remain in private ownership and be managed in perpetuity through a Residential Society (or similar) except where specific services are transferred to a private utility operator. In particular, the water and wastewater treatment plants, disposal fields, reticulated pipe networks, and associated servicing infrastructure may be owned and managed by a private utility operator. The proposed governance and management structure is outlined within the Residential Society Memorandum attached to the application as **Appendix 47**.

Membership of the Residential Society will be compulsory for all owners of residential lots within each stage of the development. This requirement will be secured through consent notices and covenants registered on the record of title of each residential lot.

The Residential Society will be responsible for the ongoing ownership, operation, maintenance, repair and renewal of all privately held infrastructure and shared spaces within the development. The constitution of the Residential Society will include rules and bylaws governing the use, operation and maintenance of these shared assets.

Ongoing costs associated with the management and maintenance of infrastructure and shared spaces will be recovered through levies and user charges paid by lot owners within the development. These levies will ensure that sufficient funding is available to maintain infrastructure to an appropriate standard over the long term. The proposed conditions of consent (refer **Volume**

l) require the establishment of this private infrastructure entity and require details of governance, funding mechanisms and asset management processes to ensure infrastructure is appropriately maintained.

Public access easements are proposed over all roads and open spaces within the development, with the exception of Jointly Owned Access Lots ('JOAL's). This approach ensures that the development will function in a manner similar to a publicly vested development and that the site will not operate as a gated or exclusive community.

While no infrastructure is proposed to be vested in QLDC at this stage, key infrastructure components (including the WWTP and the primary collector road through the development) have been designed to allow for vesting to Council in the future should this become desirable or appropriate. This approach provides flexibility for the long-term management of infrastructure as the wider area develops.

## 5.9 Transport and Access

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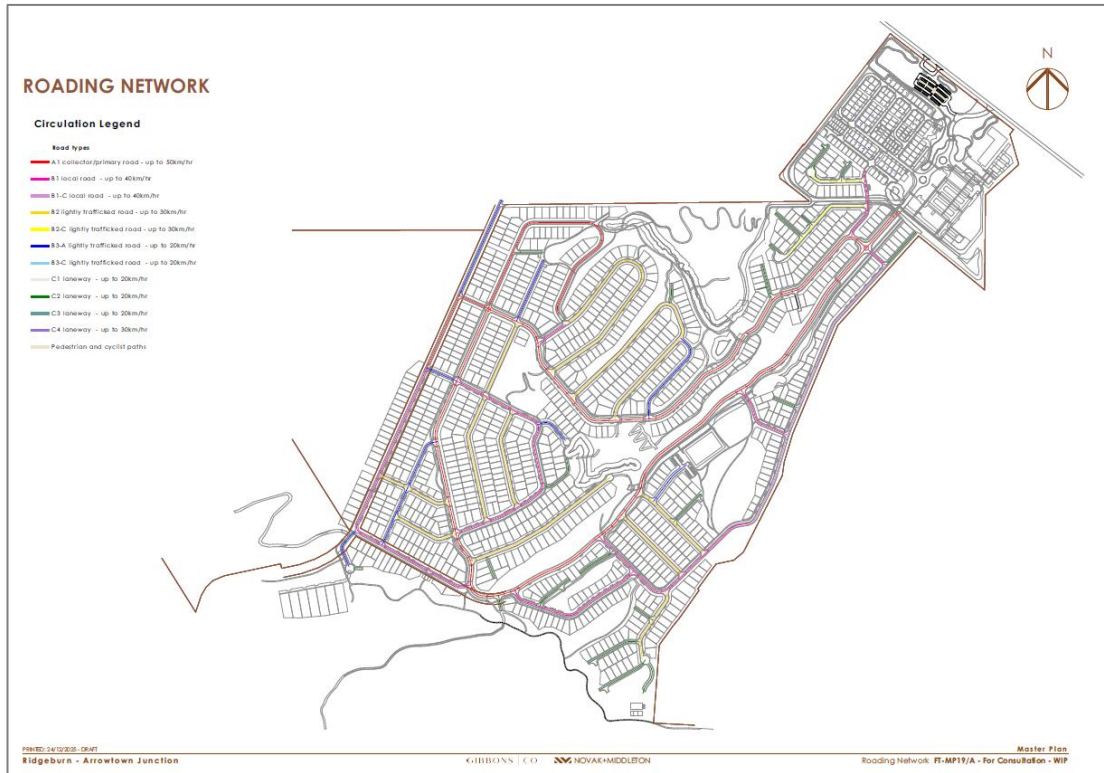
Access for the Ridgeburn development will be provided from Morven Ferry Road as shown in the Architectural Master Plan (refer **Appendix 7**). Internal roading and access to service the development is also proposed.

### 5.9.1 Internal Roading Network

The internal private roading network is designed with a clear hierarchy in accordance with urban design and traffic engineering standards. This includes:

- 23-metre-wide collector road to accommodate the majority of internal traffic and connect to Morven Ferry Road;
- Local roads ranging from 14.4 to 19.3 metres wide providing access to individual lots;
- Laneways between 8 and 9.6 metres wide for secondary and service access; and
- JOALs serving multiple properties.

Collectively, the network supports anticipated traffic volumes, provides for safe pedestrian and cycle movement, and integrates stormwater management with the existing road network. The Engineering Drawings (**Appendix 28**) include the roading typology plans and proposed cross section designs reflecting the above.



**Figure 42: Roading network plan (for further detail refer to the Architectural drawings at Appendix 7)**

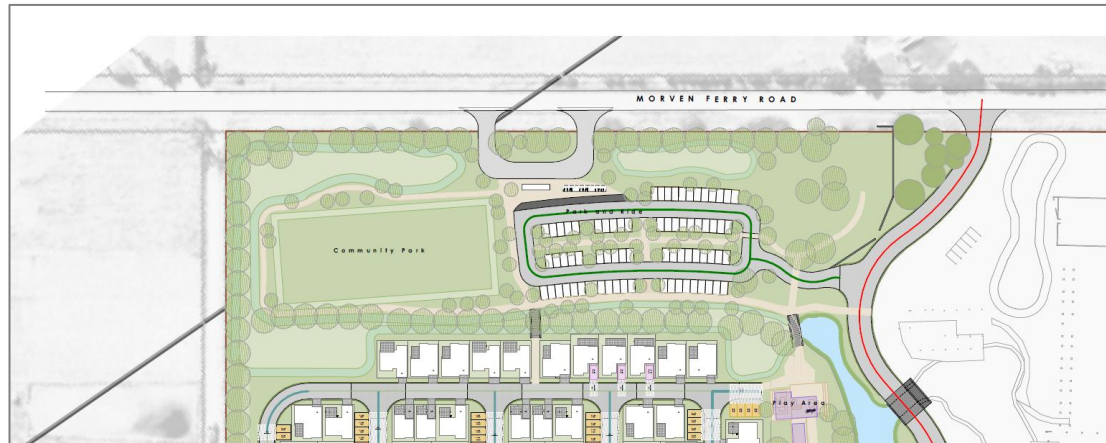
### 5.9.2 Access for Individual Lots

All proposed residential lots will be provided with vehicle access either directly from an internal road or via a JOAL connecting to the internal road network.

Vehicle crossings will be constructed as part of the subdivision works. The internal roading network has been designed to operate as a low-speed residential environment, with access arrangements integrated into the overall road hierarchy and layout. The detailed location and configuration of individual vehicle accesses will be confirmed through detailed subdivision and engineering design, in accordance with the conditions of consent. All driveways will be formed to comply with Rules 29.5.14 and 29.5.16 of the Queenstown Lakes Proposed District Plan.

### 5.9.3 Integrating Public Transport

The internal road layout includes a collector road loop designed to allow for potential future bus circulation through the development and connection to a proposed park-and-ride facility. The park-and-ride facility is proposed within the Affordable Housing Area (Neighbourhood A), adjacent to Morven Ferry Road, to support potential public transport use. Overall, the layout of the development has been designed to enable integration with future public transport services should these be introduced as the surrounding area develops.



**Figure 43: Ridgeburn Masterplan Neighbourhood A including park and ride facilities.**

#### 5.9.4 Active Transport and Recreation Trail Enhancements

A network of publicly accessible, off road walking and cycling trails is proposed as the primary internal circulation system for the site, with direct connections to the existing Whakatipu Basin trail network (refer to **Figure 45** below).

As outlined in the Transport Assessments (**Appendix 25** and **Appendix 26**), the site is well located to take advantage of existing and proposed transport options, including walking, cycling, and park-and-ride facilities. A cycle path along the southern edge of the site provides relatively direct access to Ladies Mile and Frankton, which are approximately 15 and 30 minutes away by bike, respectively. Arrowtown is also accessible within an approximate 20-minute bike ride.

As detailed in the Queenstown Trails Trust (QTT) letter (**Appendix 43**), the development will enable improved public access through the Ridgeburn development, linking the Twin Rivers Trail with Morven Ferry Road. This connection will deliver significant recreational amenity for the wider community and visitors, as well as active transport benefits for residents of the proposed development. In addition, the following cycle trail enhancements are proposed, as recommended by QTT (**Appendix 43**):

- A separated walking and cycling trail within the road reserves of Morven Ferry Road and Arrow Junction Road. As detailed in the QTT letter, this will mitigate the effects of increased traffic associated with the development and enhance the overall trail user experience. These trails will be designed to QLDC Grade 2 standards and will provide an integrated off-road connection from the Twin Rivers Trail (including links to Lake Hayes Estate and Frankton) through to the Arrow River Bridges Trail and Gibbston.
- Provision for a future trail connection to the Hogans Gully Basin and Ayrburn Heritage Precinct from the intersection of Morven Ferry Road and State Highway 6, utilising existing easements through Lot 3 DP 478112 and Section 2 SO 440817.
- Identification of additional trail easements along the southern flanks of Morven Hill, located to the west of the development site, where the Morven Hill Summit Trail is currently indicated in the Queenstown Lakes Spatial Plan<sup>5</sup>.

<sup>5</sup> Queenstown Lakes District Council. (2023). *Queenstown Lakes Spatial Plan*. Queenstown, New Zealand: Queenstown Lakes District Council.

- Construction of all trails in accordance with QLDC standards for Grade 2–3 trails.

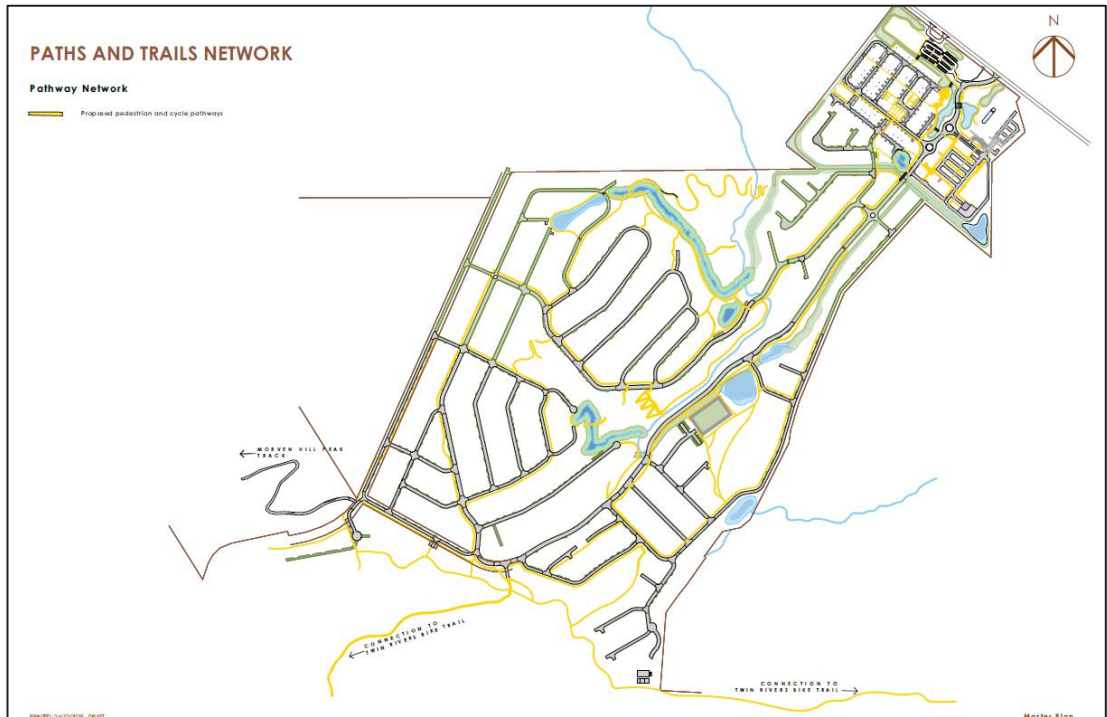
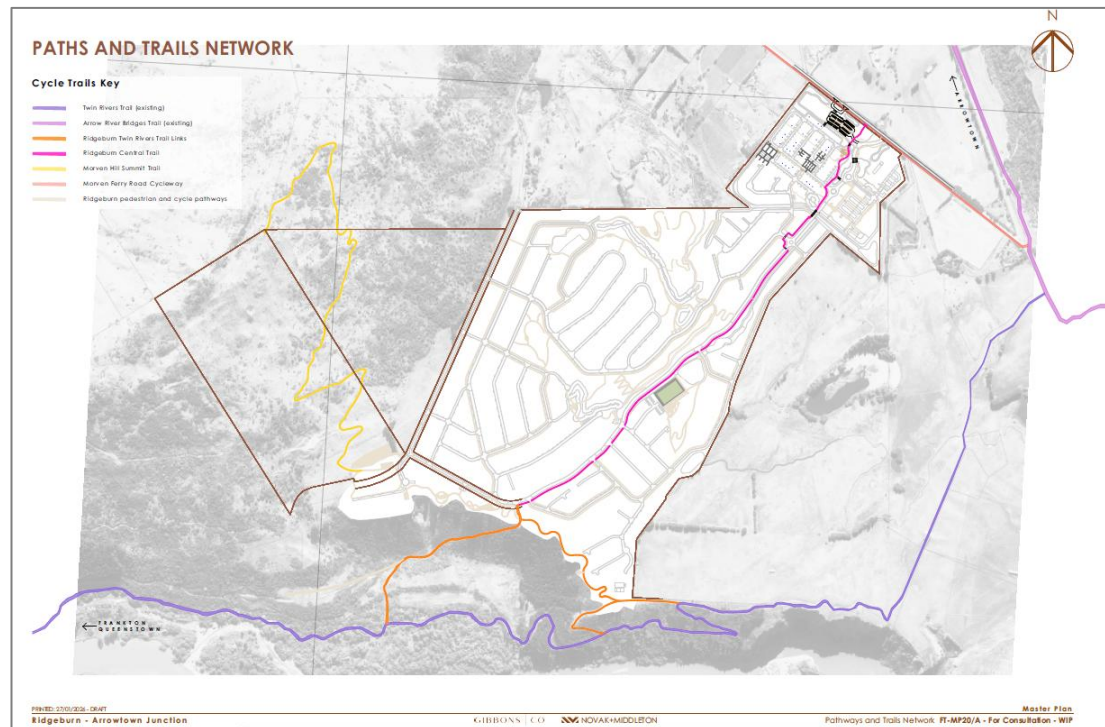


Figure 44: Masterplan Paths and Trails Network – Neighbourhood Structure Plan. Source: Masterplan Drawings (Appendix 7)



Figure 45: Design Foundation, Recreation Context, RMM Appendix 8



**Figure 46: Masterplan Paths and Trails Network – Neighbourhood Structure Plan. Source: Masterplan Drawings (Appendix 7)**

### 5.9.5 Wider Network Improvements

The proposed roading and access arrangement is set out within the External Transportation Assessment (refer **Appendix 26**). In summary, the following wider network upgrades are proposed or will need to be undertaken as part of the development:

- Upgrade of the State Highway 6 / Morven Ferry Road intersection to a roundabout;
- Upgrade of Morven Ferry Road, including provision of a 5.6-metre carriageway, 1-metre shoulders, a shared pedestrian and cycle path, and a stormwater swale, resulting in a total corridor width of approximately 20.1 metres;
- Seagull intersection treatment at the State Highway 6 / Arrowtown–Lake Hayes Road intersection, including associated approach lane upgrades; and
- Provision of a park-and-ride facility at the northern edge of the development adjacent to Morven Ferry Road.
- These transport upgrades are secured through the proposed transport conditions of consent contained in **Volume I**.

#### Staging of Transport Improvements

The delivery of transport upgrades will be staged in line with the development of the Ridgeburn site to ensure that transport infrastructure is provided in step with increases in traffic generated by the proposal.

The TA identifies the following timing for key upgrades:

- Upgrade of the State Highway 6 / Arrowtown–Lake Hayes Road intersection to a seagull layout will be undertaken at a time to be agreed with NZTA, reflecting that the timing of this upgrade is dependent on traffic demand and network performance as development progresses.
- Upgrade works to Morven Ferry Road will be undertaken prior to the occupation of the first residence within the development, to ensure safe and appropriate access is established from the outset.
- Upgrade of the State Highway 6 / Morven Ferry Road intersection to a roundabout will be completed prior to the occupation of dwellings within Phase 3 of the development (equating to approximately 321 residential units), consistent with the identified capacity threshold.

The timing and implementation of these works will be secured through the transport-related conditions of consent contained in **Volume I**.

### 5.10 Community & Recreation

A comprehensive network of publicly accessible reserves is proposed throughout the Ridgeburn Development. Community and reserve areas within the development include a 100 × 60 metre sports field, a playground, a learn-to-ride area, a pump track, pétanque facilities, and a range of walking and cycling trails and open space areas.

As detailed in the Landscape Assessment attached at **Appendix 9**, the reserve areas are designed to protect and enhance the site’s existing natural landscape features through the incorporation of indigenous vegetation planting.

The reserves will contribute to the amenity values of future residents and provide for public access throughout the development.



**Figure 47: Masterplan Paths and Trails Network – Neighbourhood Structure Plan. Source: Masterplan Drawings (Appendix 7)**

### 5.10.1 Community and Recreational Reserves

The Ridgeburn Development includes a network of community and recreational reserves distributed throughout the site and integrated within the neighbourhood layout.

The reserve network comprises a range of open space types, including larger parks and destination play areas, as well as smaller neighbourhood-scale play spaces and informal open areas. These reserves are located within and between residential areas and form part of the overall subdivision structure.

Community nodes provide a variety of facilities and spaces, including playgrounds for different age groups, picnic and BBQ areas, sports and fitness facilities, community orchards, and grassed areas for informal recreation. These facilities are shown on the Community Nodes plans and are distributed across the development rather than concentrated in a single location.

Pedestrian and cycle paths pass through and alongside reserve areas, providing connections between neighbourhoods and linking to the wider trail network beyond the site. In several locations, reserves are positioned adjacent to internal movement routes and neighbourhood centres.

The reserves respond to the site's landform and landscape features, with planting, terrain variation and existing natural elements used in their layout. In some areas, reserve spaces incorporate schist outcrops and changes in elevation, which are retained as part of the open space design.

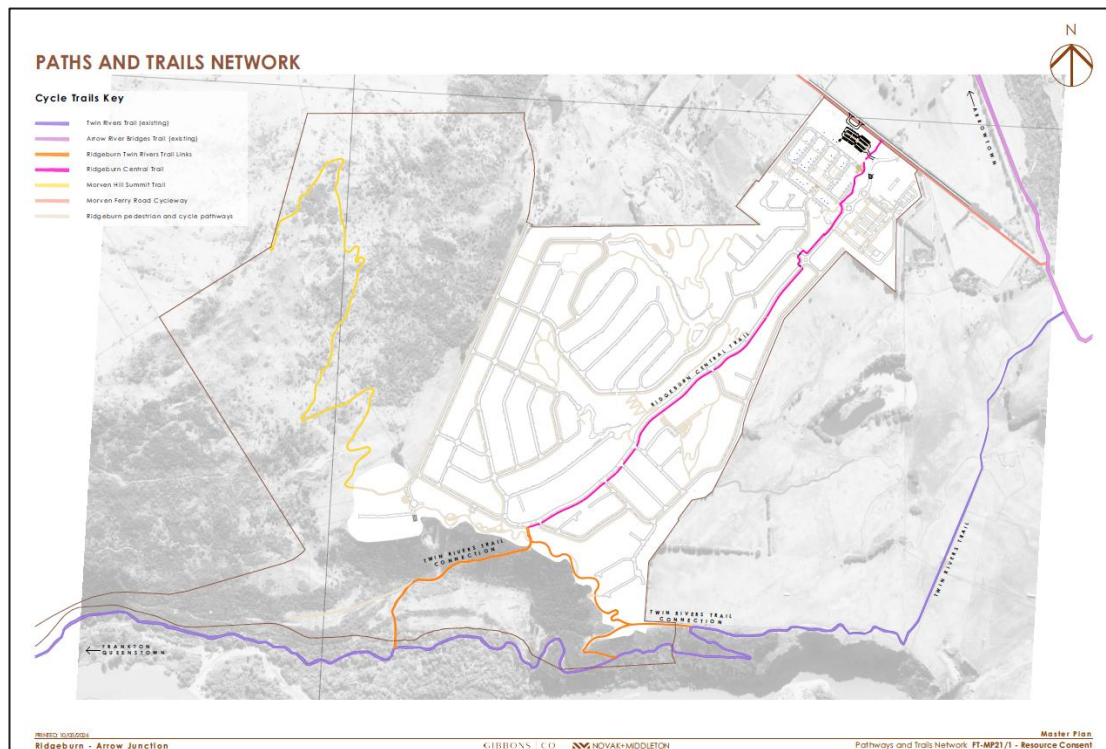


**Figure 48: Artist impression of play facilities (Appendix 7)**

### 5.10.2 Recreational Networks

As detailed in the Landscape Assessment attached at **Appendix 9**, the reserve areas are designed to protect and enhance the site's existing natural landscape features through the incorporation of indigenous vegetation planting.

The reserves will contribute to the amenity values of future residents and provide for public access throughout the development.



**Figure 49: Masterplan Paths and Trails Network – Neighbourhood Structure Plan. Source: Masterplan Drawings (Appendix 7)**

## 5.11 Landscaping & Ecological Enhancement

### 5.11.1 Landscaping

As illustrated within the Landscape Drawings (**Appendix 8**), 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 ONLs. 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 50** 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

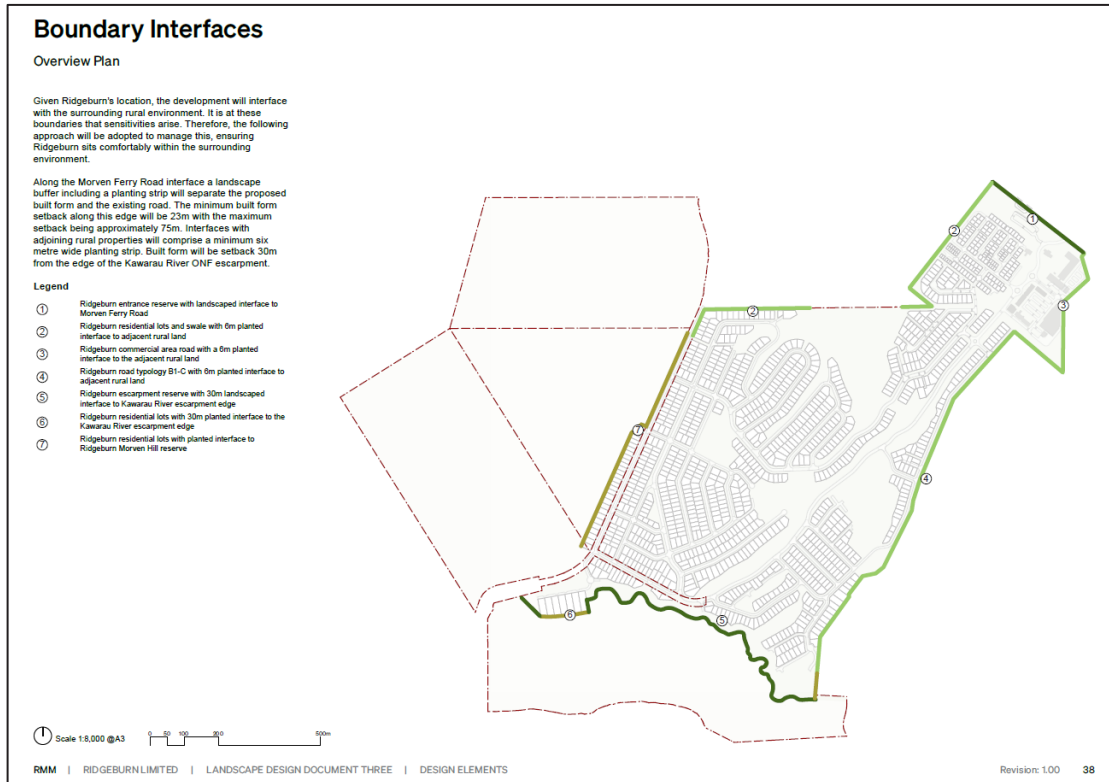
- Native buffer planting is proposed around the perimeter of the site to create an ecological edge, mitigate potential visual impacts from surrounding sites, and provide for a strong buffer between adjoining land-uses.



**Figure 50: Landscape Masterplan. Source: Page 04 of Landscape Drawings (Appendix 8).**

### 5.11.2 Boundary Interfaces

Along the Morven Ferry Road interface, a landscaped buffer incorporating structural planting will separate proposed built form from the road corridor. The minimum building setback along this edge will be 23 m, with setbacks increasing to approximately 75 m in places. Interfaces with adjoining rural properties will incorporate a minimum 6 m wide planted buffer to provide visual screening and integration with the surrounding rural environment. Built form will be set back a minimum of 30 m from the edge of the Kawarau River ONF escarpment, with this area forming a combined planting buffer and development setback. These interface treatments are illustrated in the Landscape Drawings (Appendix 8)



**Figure 51: Landscape boundary interface (refer to RMM landscape drawings at Appendix 8)**

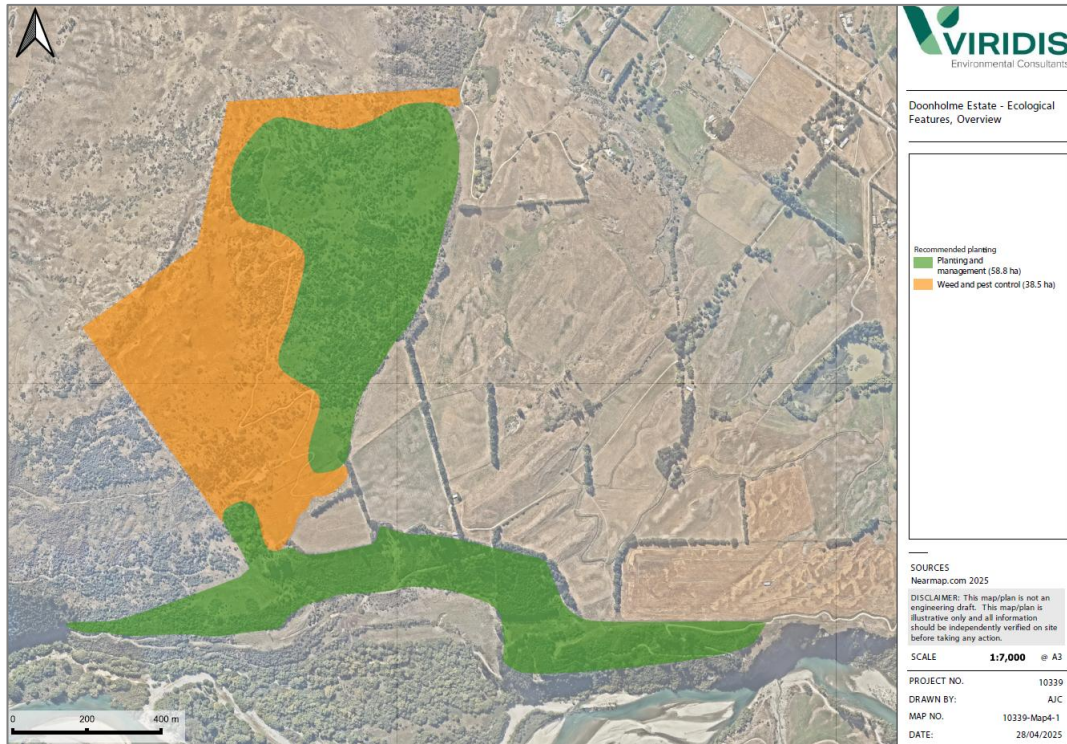
### 5.11.3 Ecological Restoration

Extensive native restoration planting and pest and weed control are proposed across Morven Hill and along the southern boundary of the site adjacent to the Kawarau River. As outlined in the Ecological Impact Assessment (**Appendix 14**), the proposal includes approximately 68 hectares of native revegetation on Morven Hill and a further 35 hectares within the Kawarau River corridor, with a total area of approximately 111.3 hectares subject to pest animal control.

Restoration works on Morven Hill and the escarpment include the planting of approximately 150,000 native plants, with final planting densities to be determined based on existing vegetation patterns. Areas where indigenous vegetation is already present are proposed to be planted at lower densities, while higher planting densities are proposed in areas where exotic vegetation is removed, in accordance with the restoration approach described in the Ecological Impact Assessment.

The Ecological Impact Assessment identifies that native vegetation within the Queenstown–Arrowtown area is limited, particularly at lower elevations. The proposed restoration areas are located across Morven Hill and the southern portion of the site, forming a contiguous area of indigenous planting and managed land across two ecological districts.

The proposal does not include the reclamation of natural wetlands. Existing natural freshwater features within the site are retained within open space areas and are proposed to be managed alongside restoration planting and ongoing pest and weed control, as outlined in the Ecological Impact Assessment contained in **Appendix 14**.



**Figure 52: Ecological Planting and Weed and Pest Control Plan. Source: Ecological Assessment (Appendix 14).**

### 5.12 Historic Heritage and Archaeology

The Archaeological Authority Report included at **Volume A** details the archaeological values of the site and provides the assessment of the Archaeological Authority under the NZHPT Act. That detail is not repeated here.

In terms of built heritage, the architectural strategy centres on preserving and adaptively reusing heritage structures, such as the original shearing shed and farmhouse, which are restored and repurposed as community facilities including a restaurant, pavilion, and gathering spaces. These interventions honour the site’s agricultural legacy while introducing amenities that enrich the experience for residents and visitors.

The Jolly Farmstead buildings (identified as F41/62) are proposed to be sympathetically restored and repurposed as part of the development, 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. This includes all works required to sensitively adapt and reuse the features on the site detailed in the Architectural design statements and plans (**Appendix 6** and **Appendix 7**).

- Woolshed Pizzeria and Bar (located within Neighbourhood K): The design approach is rooted in sensitivity to the building’s original fabric: robust stone schist walls, flagstone floors, and gabled roof forms clad in corrugated iron will be retained and strengthened, ensuring the authenticity of the structure remains evident.
- Farmhouse Sheltered Play Space (located within the Affordable precinct): The proposal involves carefully stripping back later additions to reveal the authentic stacked schist croft and cottage forms, reinstating their robust stone walls and gabled rooflines as defining features.

- Farm Museum (located within the Affordable precinct): The proposed restoration approach respects this layered history by retaining the original stone remnants and corrugated iron roof form while introducing subtle interventions to stabilise and protect the structure. Inside, the museum will continue to display farm tools, photographs, and personal items that narrate life on Doonholme Farm from the 19th century through to modern times.

In addition to the adaptive reuse of the existing heritage onsite additional structures may be constructed and repurposed to reflect the heritage of the landholdings for agricultural use. This includes the development of the following features (as detailed in **Appendix 23**):

- Ridgeburn Gate House (located within the commercial precinct): The gate house at the entrance is envisioned as a distinctive marker that frames the arrival experience while echoing the heritage character of Ridgeburn. Designed with a restrained, rural aesthetic, it will incorporate stacked schist stone walls and timber detailing, complemented by a corrugated iron roof to maintain continuity with the site's historic vernacular. The structure will serve both functional and symbolic roles, providing controlled access and visitor information while acting as a visual threshold that signals entrance and transition.
- Hay Barn Shelter and Bike Facilities (located within the Queenstown Views precinct): This structure will be relocated and repurposed as a River Trail Information Hub, Mountain Bike Cleaning Station, Covered Picnic Area, and Public Toilets. The adaptation will be undertaken with sensitivity, retaining the shed's distinctive linear form and rhythm of bays to preserve its agricultural identity.
- Community Park Changing Rooms (Located in Neighbourhood D Crown range Views): This will be reflective of the rural vernacular that defines Ridgeburn's identity. The structure will feature timber cladding in natural tones and a corrugated iron roof, chosen for their durability and low-maintenance qualities while harmonising with the surrounding agricultural heritage.
- With respect to the Steele's hut (F41/890) 19th century stone hut ruin, the remains of which are located at the southern edge of the parcel within Section 71, Block XI is proposed to be removed to enable development, however, there is potential for interpretation of this site within the development and this is reflected in the Conditions of Consent at **Volume I**.

Within the wider work areas, no other archaeological features are recorded but the area has been assessed, within the Archaeological Assessment (**Appendix 21**). Further archaeological investigation of the other areas will be undertaken as part of the development including Morven Hill and the Kawerau River Terrace, noting that the likelihood of uncovering archaeological remains is low. Mitigation measures are available in the event that they are, including amendments at detailed design stage and site recording. The Conditions of Consent allow this to be addressed during the construction phase in accordance with standard practice.

## 5.13 Infrastructure

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The Infrastructure Report (**Appendix 29**) provides a detailed overview of the infrastructure servicing proposed for Ridgeburn. Details of the various services and their function is provided in the following reports:

- Hydrogeological Site Investigations (**Appendix 32**) which provides an overview of the hydrology of the site which informs the development of disposal areas and stormwater management.

- Geotechnical Assessment Report (**Appendix 15**) provides an overview of the geotechnical considerations relevant for all development and associated infrastructure.
- WWTP Design Report (**Appendix 36**) which provides a detailed overview of the WWTP design.
- WWTP Peer Review (**Appendix 37**) which reviews the proposed design and associated compliance standards identified in the WWTP Design Report.
- Wastewater Disposal Assessment (**Appendix 38**) which details the design and operation of the wastewater disposal areas.
- Discharge to Air Assessment (**Appendix 39**) which assesses odour and spray drift associated with the operation of the WWTP and disposal fields.
- Water Supply Servicing Strategy (**Appendix 34**) which details the water demand for the site and proposed water treatment infrastructure.
- Water Supply Peer Review (**Appendix 35**) which reviews the proposed water demand calculations.
- Groundwater Take Assessment (**Appendix 33**) which assesses the effects of the proposed groundwater take.

### 5.13.1 Three Waters

The proposed three-waters strategy for the site is set out in the Infrastructure Assessment (refer **Appendix 29**) prepared by McKenzie & Co and the Engineering Drawings attached at **Appendix 28**.

The storage of hazardous substances associated with water treatment processes may be required. On-site storage will be required to meet the requirements of the Health and Safety at Work (Hazardous Substances) Regulations 2017 and all other applicable standards.

### 5.13.2 Stormwater

There is no existing public stormwater infrastructure within the site or available for connection at the boundary. As such a comprehensive stormwater network is proposed to service the constructed development.

Stormwater will be managed through an integrated network of swales, constructed wetlands, attenuation basins and piped conveyance infrastructure designed to control flows, provide water quality treatment, and safely convey runoff to the receiving environment. Runoff from developed areas will be directed through vegetated swales which provide initial conveyance and treatment before discharging to wetland detention ponds and attenuation basins. These systems will provide sediment removal and water quality treatment through settling processes and nutrient uptake by aquatic vegetation prior to discharge.

The stormwater management system has been designed to manage a range of design storm events including the 2-year, 10-year and 1% AEP events with climate change allowances incorporated in accordance with the *QLDC Land Development and Subdivision Code of Practice*. Exceedance flows during larger storm events will be safely conveyed via defined overland flow paths and road corridors to prevent adverse flooding effects within the development or on neighbouring properties.

To intercept significant upstream catchment inflows entering from Morven Ferry Road, a diversion system comprising domed grated inlet structures, table drains and a large diameter stormwater

pipeline (approximately 1950 mm diameter) is proposed along Morven Ferry Road. This system will convey intercepted flows to the existing overland flow path leading to the Arrow River near the Arrow Junction Road intersection. Energy dissipation measures will be incorporated at the outlet to reduce discharge velocities and minimise erosion.

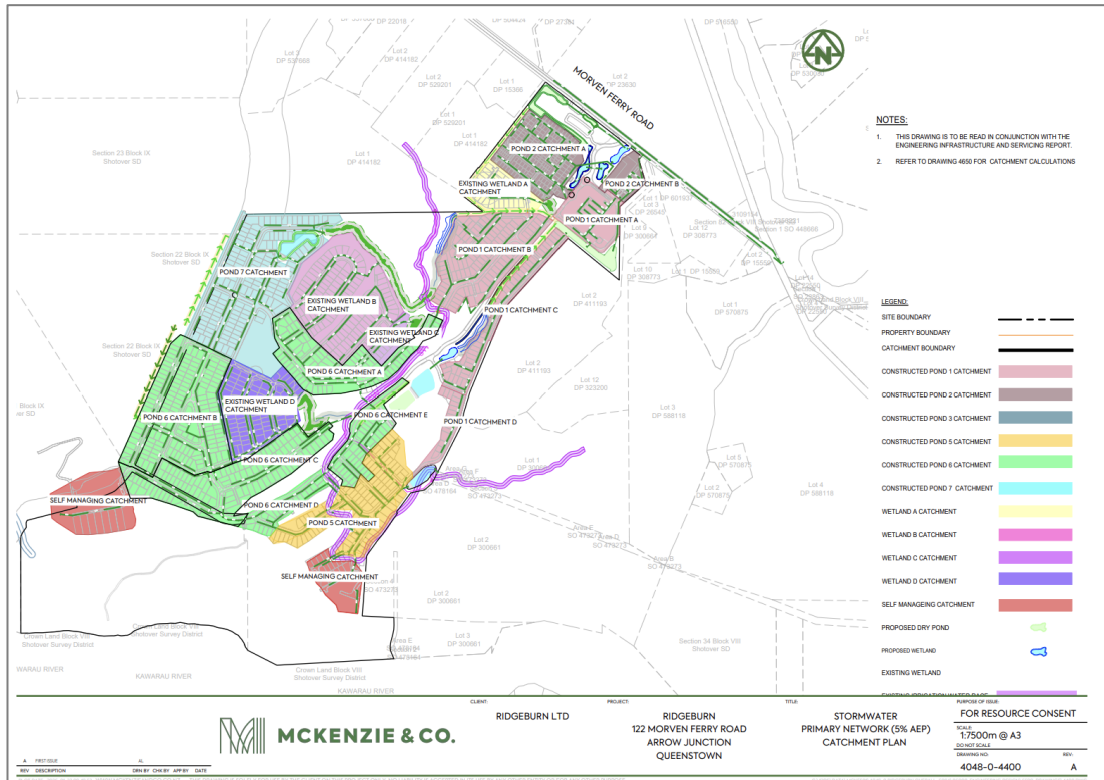


Figure 53: Overall stormwater management catchment plan (refer to Appendix 30)

### 5.13.3 Water Supply

There is currently no public reticulated water supply available to service the site. As such, potable water for the proposed development will be sourced from on-site groundwater abstraction and distributed through a dedicated water supply network, as described below.

#### Water Demand

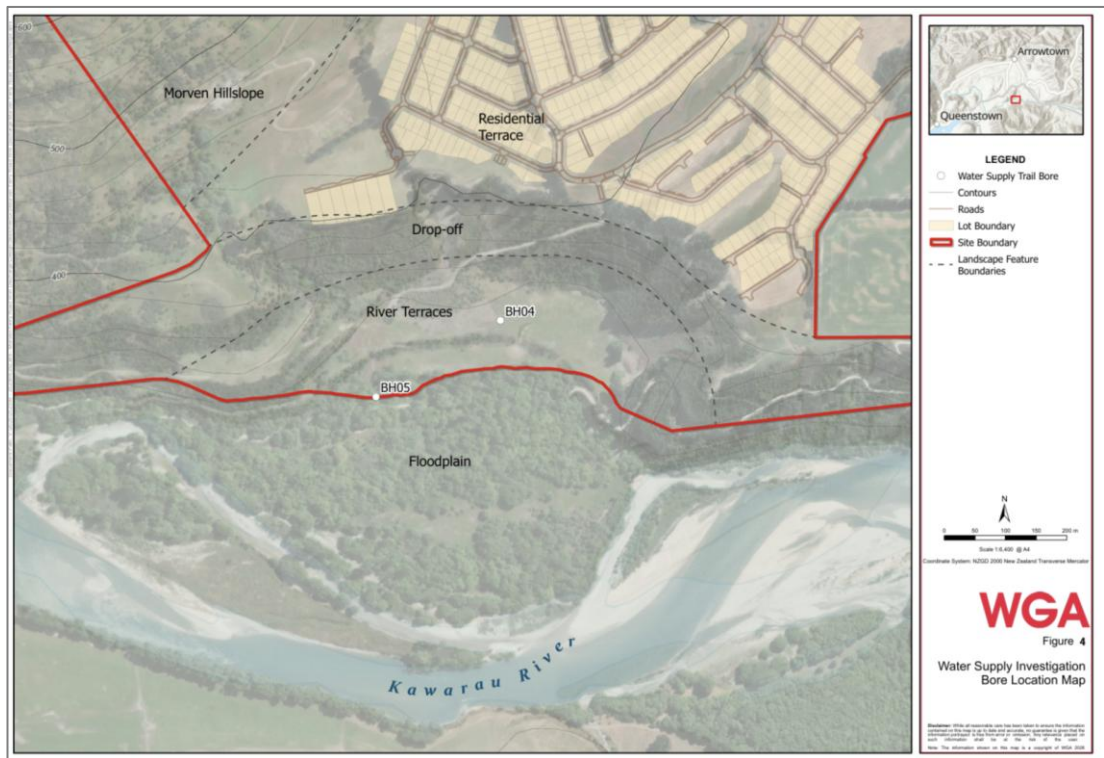
Water demand for the development has been assessed within the Infrastructure Report (Appendix 29). Residential demand has been calculated using an average water consumption rate of approximately 755 litres per dwelling per day, with a peak daily demand of approximately 1,510 litres per dwelling. Additional water demand associated with the commercial precinct has been estimated using Watercare’s Code of Practice to account for the expected usage of offices, gym facilities, childcare services, supermarket, hospitality premises and other commercial activities.

Based on these demand estimates, the total average daily water demand for the development is estimated to be approximately 1,003 m<sup>3</sup>/day, with a maximum peak daily demand of approximately 2,006 m<sup>3</sup>/day (approximately 23 L/s). Consent is therefore sought for a combined maximum daily groundwater abstraction of 2,006 m<sup>3</sup>/day and a maximum annual abstraction volume of approximately 732,190 m<sup>3</sup> to supply the development.

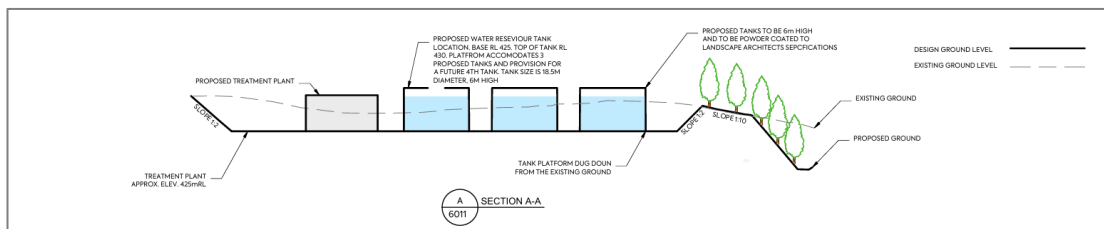
### Water Source and Infrastructure

Potable water will be sourced from two existing groundwater bores (BH04 and BH05) located within the southern portion of the site on the lower river terraces adjacent to the Kawarau River. These bores abstract groundwater from the underlying aquifer system to supply the proposed residential, commercial and community activities within the development. The location of the production bores is shown in **Figure 54**.

Groundwater abstracted from the bores will be conveyed to a centralised storage and treatment facility located at the base of Morven Hill within the southwestern area of the site (refer **Figure 55**). At this facility, water will undergo treatment processes including filtration and disinfection prior to distribution throughout the development. From the storage facility, potable water will be distributed throughout the development via a pressurised reticulation network designed to service the residential neighbourhoods, commercial precinct, and community facilities. The overall water supply network is illustrated in **Figure 56**.



**Figure 54: Location of the water supply bores on lower terraced area (Appendix 33)**



**Figure 55: Water storage tanks to be located at the foot of Morven Hill**

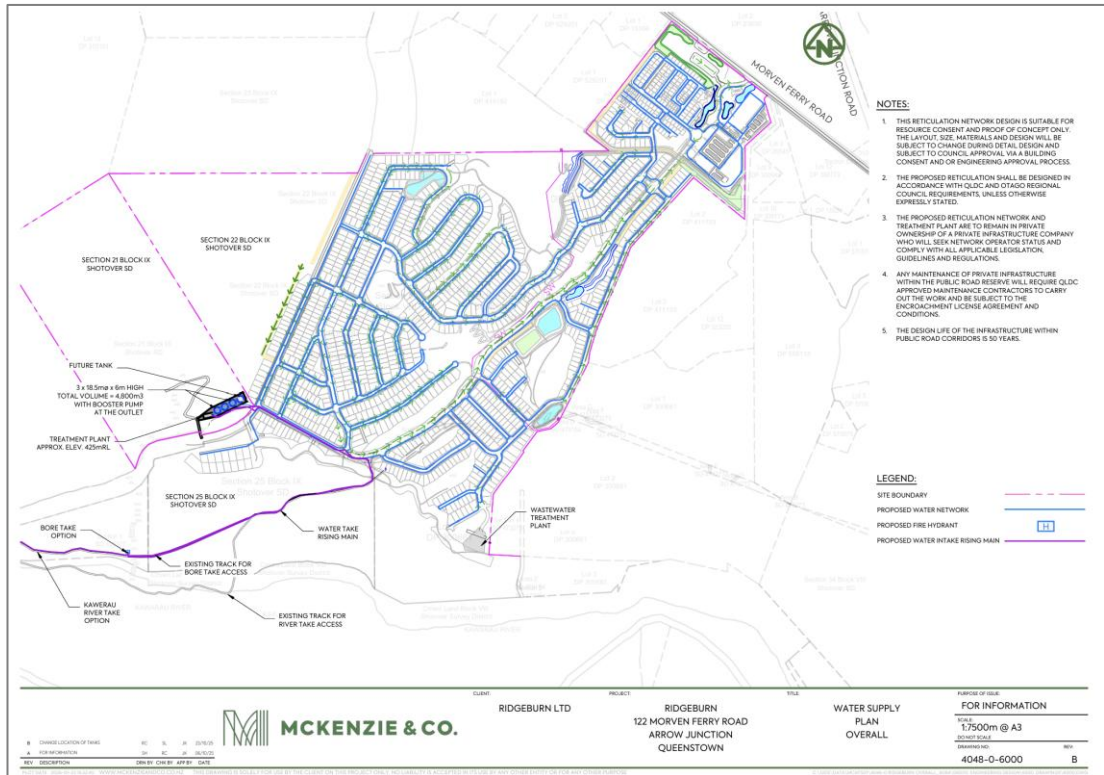


Figure 56: Overall water supply network, Mckenzie & Co (Appendix 28)

### 5.13.4 Wastewater Servicing, Treatment and Disposal

There is currently no public wastewater connection available at the site. Ridgeburn will be serviced by a private on-site wastewater treatment and associated wastewater networks and comprehensive disposal areas, as described below.

#### 5.13.4.1 Wastewater Treatment Plant (WWTP)

A comprehensive description of the wastewater treatment system and design basis is provided in the WWTP Design Report (Appendix 36). Wastewater generated from the proposed development, including residential, commercial and community activities, will be collected through a reticulated wastewater network and conveyed to a centrally located WWTP within the southeastern area of the site.

Based on the anticipated population equivalent of approximately 4,622 people, wastewater generation has been estimated using a design allowance of 250 litres per person per day, resulting in an estimated average wastewater flow of approximately 1,004 m<sup>3</sup>/day. The WWTP has been designed with a treatment capacity of approximately 1,204 m<sup>3</sup>/day, which includes a 20% contingency allowance to accommodate peak loading and variability in flows during the staged development of the site.

The WWTP will utilise a modular biological nutrient removal process designed to produce a high-quality treated effluent suitable for land-based discharge. The treatment process incorporates the following key components:

- Headworks screening and grit removal to remove coarse solids from incoming wastewater;
- Equalisation tank to balance flows entering the treatment process;

- Sequencing Batch Reactors ('SBRs') for biological treatment of wastewater;
- Ultrafiltration membrane filtration to remove suspended solids and pathogens; and
- Ultraviolet (UV) disinfection to provide final treatment prior to discharge.

Treated effluent will be conveyed to a treated wastewater storage tank prior to discharge to land-based rapid infiltration beds, thereby avoiding direct discharge to surface water bodies.

The wastewater treatment plant site will occupy an area of approximately 3,000 m<sup>2</sup> and will include the following key infrastructure components:

- Main plant building housing mechanical and electrical equipment, control systems and sludge dewatering infrastructure;
- Equalisation tank (approximately 1,500 m<sup>3</sup> capacity);
- Two sequencing batch reactor tanks (approximately 1,000 m<sup>3</sup> combined capacity);
- Membrane feed tank (approximately 250 m<sup>3</sup> capacity);
- Waste activated sludge tank (approximately 100 m<sup>3</sup> capacity);
- Treated effluent irrigation storage tank (approximately 1,500 m<sup>3</sup> capacity); and
- Odour treatment biofilter system.

Waste activated sludge generated through the treatment process will be transferred to a sludge holding tank and dewatered using a centrifuge system. The resulting dewatered biosolids will be collected in skips and periodically removed from the site for disposal at an appropriately consented landfill facility.

The WWTP will also incorporate additional operational systems including aeration blowers to maintain biological treatment processes, chemical dosing (as required), membrane cleaning systems, and an odour treatment system utilising a biofilter to treat air extracted from covered process tanks. Backup power will be provided via on-site generators to ensure continued operation of critical wastewater treatment infrastructure during power outages.

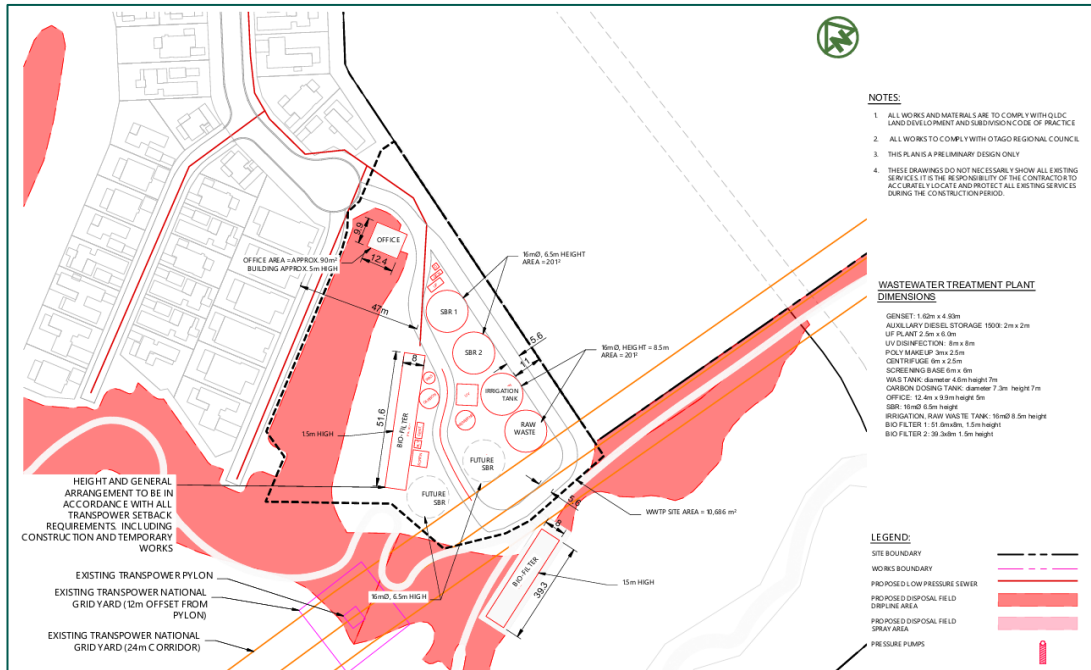


Figure 57: Layout of the WWT

### 5.13.4.2 Disposal of Wastewater to Land

Infiltration and hydrogeological investigations undertaken for the development confirm that the soils and geological conditions within the Ridgeburn site are suitable for treated wastewater disposal to land where appropriate irrigation methods are utilised. A detailed assessment of the wastewater disposal strategy, including hydraulic capacity, nutrient loading, and groundwater protection considerations, is provided in the Wastewater Disposal Assessment prepared by WGA (Appendix 38).

Wastewater flows generated by the development are estimated to range between approximately 772 and 1,004 m<sup>3</sup>/day under full occupancy conditions, with an average daily flow of approximately 890 m<sup>3</sup>/day. To account for potential infiltration, inflow and variability in wastewater generation, a 20% contingency has been applied, resulting in design wastewater flows ranging from approximately 926 to 1,204 m<sup>3</sup>/day.

Treated wastewater from the on-site wastewater treatment plant will be discharged to land within designated disposal areas located within the development. Two disposal areas have been identified based on site-specific topography, soil conditions, and groundwater protection requirements: Morven Hill and the Residential Terrace.

#### Primary Disposal Area: Morven Hill

The primary wastewater disposal area is located on Morven Hill, where treated effluent will be applied via a spray irrigation system across approximately 52.3 ha of constructable hillslope area. This area comprises loess-derived soils over schist bedrock that are suitable for land application of treated wastewater. The spray irrigation system has been designed to apply treated effluent at low hydraulic loading rates, with an average loading rate of approximately 2.3 mm/day across the constructable area.

Based on this design approach, the Morven Hill irrigation area provides a maximum winter disposal capacity of approximately 1,832 m<sup>3</sup>/day and a summer capacity of approximately 3,402 m<sup>3</sup>/day,

which exceeds the maximum anticipated wastewater discharge volume of 1,204 m<sup>3</sup>/day. This provides a significant operational reserve area and allows for system flexibility during maintenance or operational contingencies.

Native vegetation planting is proposed across the Morven Hill disposal area to support nutrient interception and uptake within the soil and vegetation system. The planting strategy will assist with attenuation of nitrogen and phosphorus loads associated with the treated wastewater irrigation.

### Secondary Disposal Area: Residential Terraces

Secondary or reserve wastewater disposal areas are proposed within landscaped open spaces across the Residential Terrace. In these locations treated wastewater will be discharged via subsurface dripline irrigation, which enables treated effluent to be applied beneath the ground surface while minimising the potential for human contact and aerosol generation.

The subsurface drip irrigation system will be installed within landscaped areas and open spaces across approximately 8.8 ha of constructable area and will operate at low hydraulic loading rates consistent with the soil classification and slope characteristics of the terrace landforms.

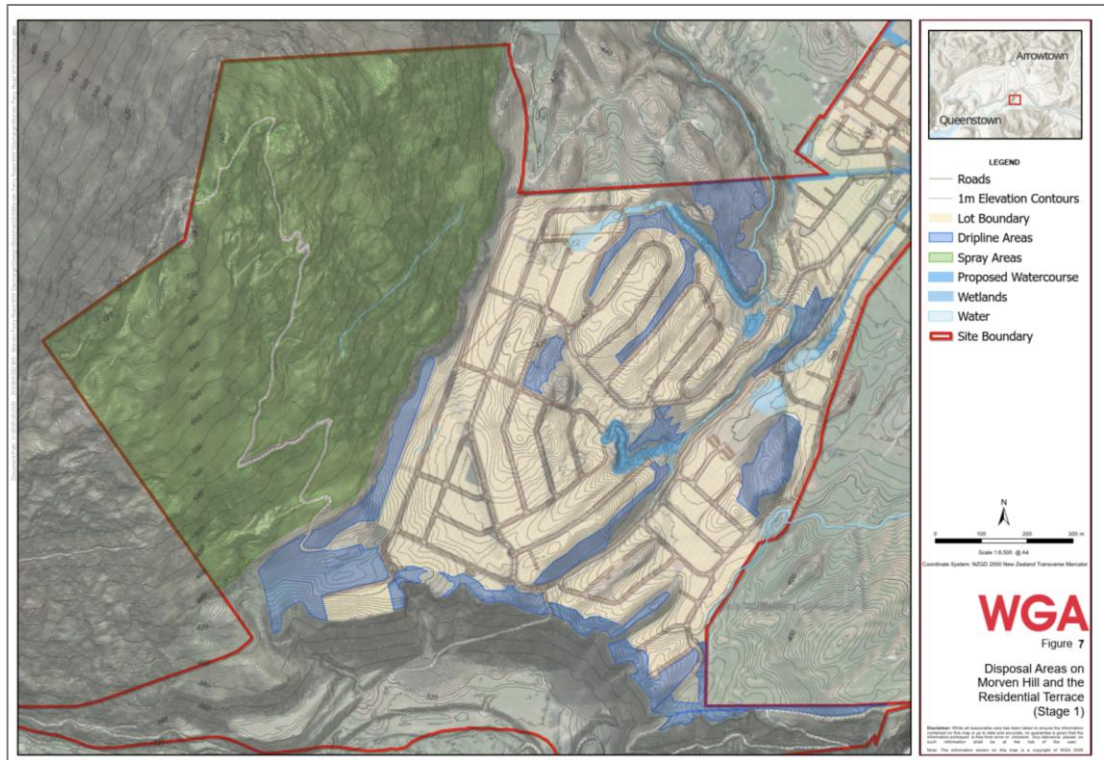
The terrace irrigation areas are designed to supplement disposal on Morven Hill, provide additional operational flexibility and redundancy, and support vegetation growth within landscaped areas of the development. Setback distances from residential lots, paved areas, stormwater features, and surface water bodies will be implemented in accordance with the design criteria set out in the Wastewater Disposal Assessment (**Appendix 38**).

### Disposal Capacity and Operational Flexibility

Combined disposal capacity across the Morven Hill spray irrigation area and the residential terrace drip irrigation areas significantly exceeds the maximum design wastewater flow from the treatment plant. The combined potential disposal capacity is estimated to be approximately 2,080 m<sup>3</sup>/day during winter and 3,650 m<sup>3</sup>/day during summer, providing substantial redundancy and operational flexibility for the system.

Wastewater disposal areas have also been located and designed to maintain appropriate separation from the groundwater supply bores (BH04 and BH05). Disposal of treated wastewater on the river terraces has been avoided to ensure protection of the groundwater source used for the development's potable water supply.

**Figure 58** illustrates the proposed wastewater irrigation areas, with spray irrigation areas located on Morven Hill and subsurface drip irrigation areas located within the residential terrace areas of the development.



**Figure 58: Irrigation areas for wastewater disposal. Green identifies areas of Morven Hill for Spray irrigation and blue areas located within the residential terraces are identified for subsoil drip irrigation. Refer to WGA report at Appendix 38 for further details.**

### 5.13.5 Power and Telecommunication

Initial discussions with local infrastructure providers (Aurora) confirm that the project’s power needs can be met through their network. Overhead and underground power lines run adjacent to the site. Reticulated electrical network will be designed onsite to ensure reliable distribution and capacity for future growth, including street lighting and high-demand commercial connections. Further detail of power networks and supply is included at **Appendix 29** in the Infrastructure report.

Fibre optic and copper telephone lines are present along the road frontage. Connections can be established to each lot and commercial unit via underground ducts or overhead lines, providing high-speed internet, telephone, and data services. The network will be designed to meet current and anticipated future demand for residential, commercial, and emergency services. Tuatahi Fibre has confirmed that its network can be extended to provide connection availability. Further detail of telecommunication networks and supply is included at **Appendix 29** in the Infrastructure report.

### 5.13.6 Waste Management

Management of residential refuse and commercial waste has been confirmed for the Ridgeburn development. Roadside collection (street-side bins) will be serviced by a private smaller designed side load vehicle; suitable manoeuvring is confirmed in the Engineering Plans (**Appendix 28**). Areas where there are multi dwellings, commercial tenants and those areas where there are public recreation uses may utilise larger bins (for example 600-1100 litre bins on wheels) and established waste and servicing areas are provided within commercial areas. Confirmation of private waste servicing is provided in the letter from All Waste at **Appendix 42**.

### 5.13.7 Existing Infrastructure

Existing telecommunication facilities are located on Morven Hill, accessed via the existing farm access tracks. The development of Ridgeburn will continue to provide for access to telecommunication facilities. All necessary easements and access arrangements will be confirmed through appropriate processes.

Transpower infrastructure (national grid) traverses the site toward the southern boundary. The development has been deliberately designed to avoid this asset, with no structures proposed within the national grid yard. The Master Plan and Engineering Drawings (refer **Appendix 7** and **Appendix 28**) depicts the location of the line relative to the Ridgeburn development. All necessary easements and access arrangements will be confirmed through appropriate processes.

The existing water race on the site is proposed to be diverted underground, with an upstream catchment area exceeding 50 hectares, and stormwater from the upstream catchment is proposed to be conveyed via swales and discharged into a combination of piped infrastructure and vegetated swales before entering the wetland detention pond, which will serve as the site's primary treatment and attenuation facility

## 5.14 Streams, Wetlands and Ponds

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The Project includes minor realignment of two low-value intermittent streams (Waterways 1 and 2) to accommodate site infrastructure. These realignments will maintain existing hydrological connectivity and result in a net increase in stream length and area. The proposed realignments will not result in any net loss of stream extent or area. All streams will be enhanced through the establishment of approximately 10 m wide riparian planting to improve bank stability, shading, and habitat values as detailed in the Ecological Impact Assessment (**Appendix 14**).

The proposal includes the reclamation of several constructed ponds (i–iii and v–vii), which are artificial and of low ecological value, with some only intermittently holding water. Reclamation will be undertaken when ponds are dry where practicable, and if water is present, ecological supervision will ensure any fish are salvaged and relocated. Replacement habitat will be provided through the construction of stormwater ponds, which will offer improved and more permanent ecological and habitat values as detailed in the Ecological Impact Assessment attached at **Appendix 14**.

No direct disturbance is proposed within natural wetland areas however, minor earthworks and vegetation clearance will occur within 10 m of wetlands A, B and D as identified in the Ecological Impact Assessment (**Appendix 14**). These areas will be rehabilitated through the establishment of planted buffer zones and wetland enhancement planting. Overall, the proposed works within proximity to streams and wetlands avoids direct impacts on wetlands and is expected to improve ecological function over time (refer Ecological Impact Assessment, **Appendix 14**)

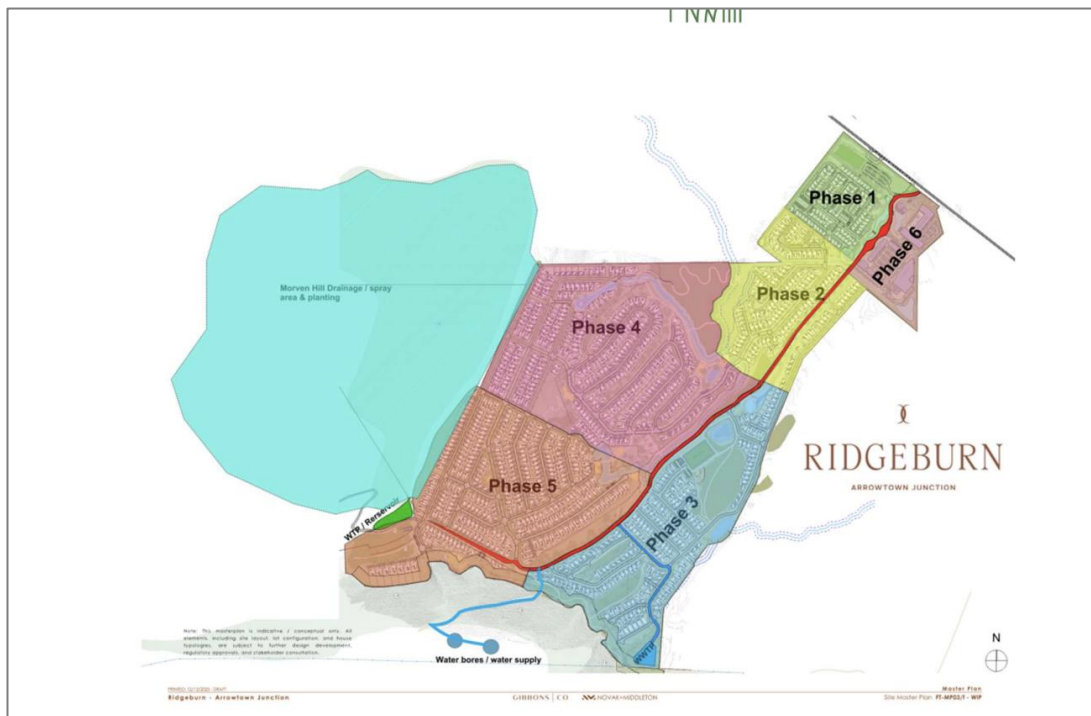
## 5.15 Construction and Development Phasing

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### 5.15.1 Development Phases

The development of Ridgeburn will be undertaken in a phased manner, which is detailed in the development programme (**Appendix 4**) and depicted in **Figure 59**. This will provide for phased development enabling the delivery of the supporting infrastructure and access and the

establishment of affordable neighbourhoods and ensuring the balance of the neighbourhoods will be constructed within a six year period.



**Figure 59: Ridgeburn Development Phasing Plan illustrating the distribution of development phases (1–6), including the sequencing of residential neighbourhoods and the commercial and community hub precinct**

The development phases will involve the following:

- **Preconstruction phase:** including the implementation of environmental monitoring and mitigation actions (remediation and ecological), archaeological requirements and the establishment of site wide erosion and sediment control. This phase also includes the removal of exotic pine trees, the management of the irrigation water race, upgrades to Morven Ferry Road to enable construction and the construction of the water and wastewater infrastructure onsite including the irrigation and planted areas on Morven Hill.
- **Phase 1:** Affordable precinct (neighbourhood A) including all site works/earthworks required to establish building platforms and install civil infrastructure and the vertical construction of the neighbourhoods, establishment of landscaping and open space areas. This area also includes the establishment of the park and ride facility and the adaptive reuse of the Farmhouse for a recreational play space and the establishment of the farm museum.
- **Phase 2:** Central Fields and Midland paddocks (Neighbourhoods B & C) including all site works/earthworks required to establish building platforms and install civil infrastructure and the vertical construction of the neighbourhoods, establishment of landscaping and open space areas.
- **Phase 3:** Crown Range Views and Kawerau Riverview (neighbourhoods D & H) including all site works/earthworks required to establish building platforms and install civil infrastructure and the vertical construction of the neighbourhoods, establishment of landscaping and open space areas.

- **Phase 4:** Doonholme Rise and Morven Hill (neighbourhoods E & F) including all site works/earthworks required to establish building platforms and install civil infrastructure and the vertical construction of the neighbourhoods, establishment of landscaping and open space areas.
- **Phase 5:** Remarkables Ridge and Queenstown Lookout (neighbourhoods G and J) including all site works/earthworks required to establish building platforms and install civil infrastructure and the vertical construction of the neighbourhoods, establishment of landscaping and open space areas.
- **Phase 6:** Commercial and community hub precinct (neighbourhood K) including all site works/earthworks required to establish building platforms and install civil infrastructure and the vertical construction of the commercial and community hub areas, establishment of landscaping and open space areas. This stage also includes the adaptive reuse of the woolshed area within the commercial precinct.

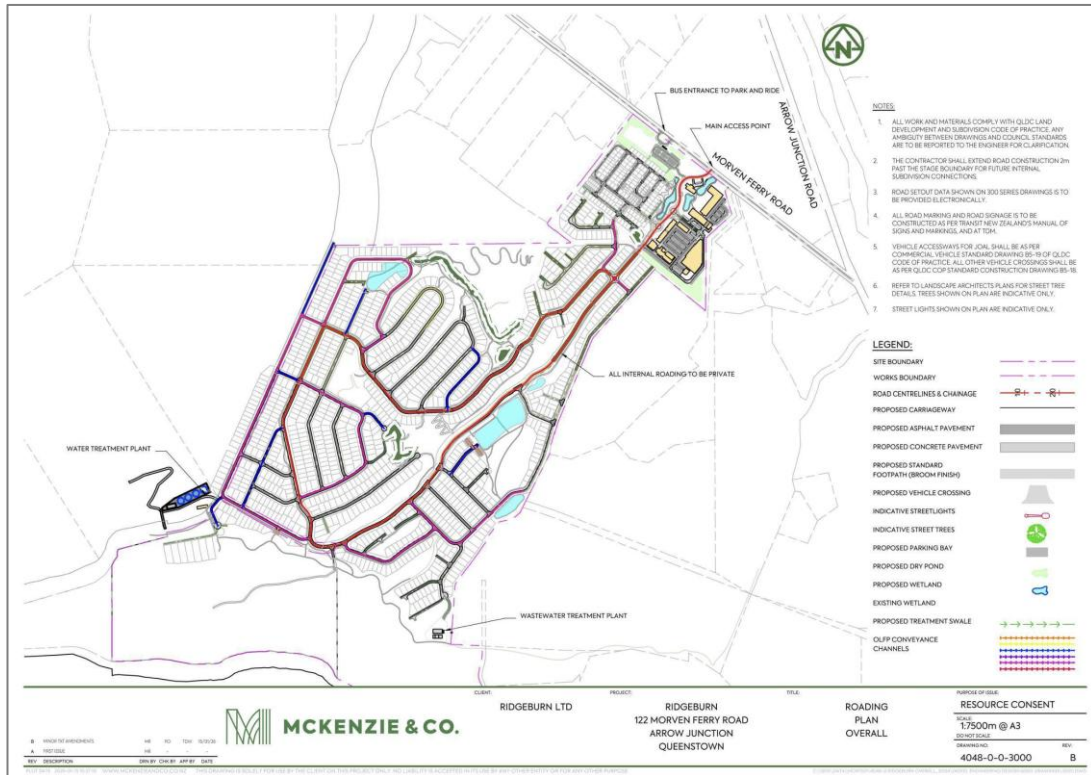
### 5.15.2 Traffic Management and Upgrades

Construction activities associated with the Ridgeburn development will generate temporary increases in heavy vehicle movements during enabling works, bulk earthworks, infrastructure construction, and building phases. To support safe construction access and long-term operation of the development, and as required through the proposed conditions of consent, external transport upgrades will be undertaken. These works include:

- Upgrades to Morven Ferry Road to support safe construction access and long-term operational access;
- Construction of a roundabout at the State Highway 6 (SH6) / Morven Ferry Road intersection; and
- Associated intersection and corridor improvements along SH6, including improvements at the SH6 / Arrowtown–Lake Hayes Road intersection, to support safe access and traffic movements.

Construction traffic access will be established from Morven Ferry Road. This will ensure clearly defined access and egress points to the site with construction. Initial construction access for enabling works and Stage 1 bulk earthworks will be via Morven Ferry Road, prior to establishment of the permanent internal roading network.

During site establishment, and the introduction of heavy construction traffic, pavement and surface investigations, to determine the condition and structural capacity of Morven Ferry Road will be confirmed. Where strengthening, pavement rehabilitation, widening, or localised remedial works are required to safely accommodate construction traffic, these upgrades will be undertaken either prior to, or during, the early enabling works stage. All external road works will be designed, in accordance with the requirements of NZTA and QLDC.



**Figure 60: Overall roading plan showing roading hierarchy**

### 5.15.3 Surface Water Management

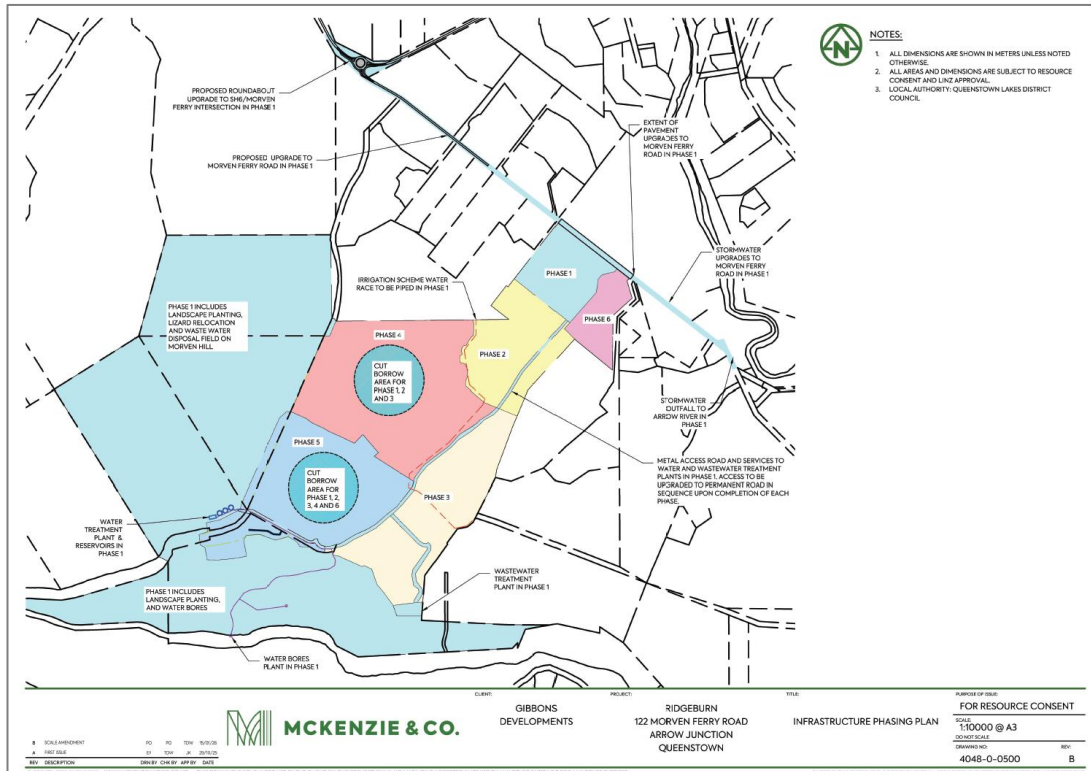
The management of surface water during the development of Ridgeburn will be managed through a combination of site wide stormwater management and sediment and erosion controls. Diverting clean water and managing discharges associated with areas of the site subject to earthworks and construction activities. The progressive piping of the existing water irrigation race will also ensure that surface water flows are managed through the duration of construction. This is addressed further through the Construction Management Plan and Environmental Management Plan documents and engineering drawings.

### 5.15.4 Earthworks

Earthworks activities on site will be required to establish the development, access and supporting infrastructure. The areas of works which are discussed include:

- **Bulk earthworks:** Residential terraces and development platforms within the site, including Sediment retention ponds, soakage basins and diversions;
- **Site infrastructure:** Infrastructure corridors (including the establishment and construction of the wastewater infrastructure, stormwater infrastructure and potable water infrastructure and the realignment of the irrigation race);
- **Morven Hill:** Morven Hill ridgeline planting and stabilisation areas;
- **Road access:** Access road corridors including Morven Ferry Road upgrades; and
- **Road Upgrades:** SH1 roundabout construction footprint.

The overall extent of earthworks is identified in **Figure 61** and discussed in detail below.



**Figure 61: Ridgeburn infrastructure and earthworks phasing plan showing bulk earthworks areas, infrastructure corridors, Morven Hill planting areas, and proposed transport upgrades.**

**Bulk Earthworks**

Overall, earthworks will involve an area of 806,003m<sup>2</sup> and will be undertaken in accordance with geotechnical recommendations included in the Geotechnical Assessment Report. The earthworks methodology follows some key principles designed to minimise environmental impacts and reflect a phased approach of establishing the complete development of the site (as detailed earlier). Key design principles include:

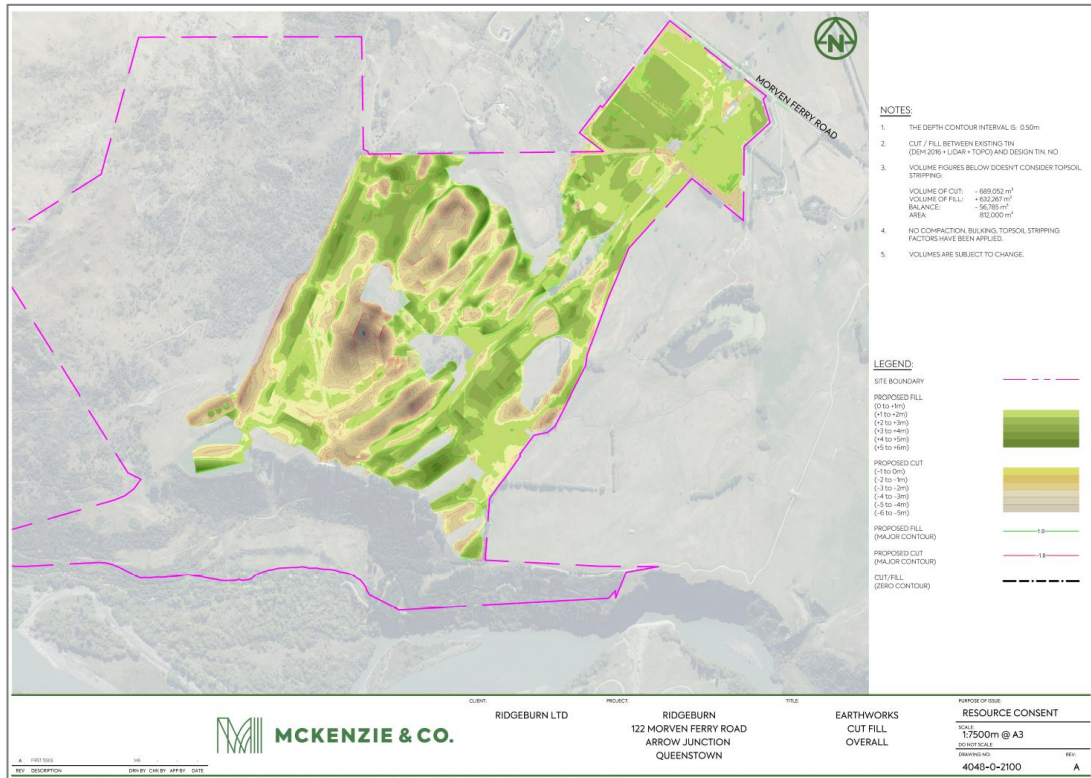
- **Alignment with existing landforms:** Will be aligned with existing landforms to minimise earthworks quantities while maintaining the necessary maximum grades for safe and functional roading.
- **Cut to Fill within phased areas:** A cut fill balance will be sought to be achieved within a number of ‘zones’ within the development has been sought minimizes the need to transport materials across the site. The design focuses on re-profiling the existing ground primarily along the spines of the proposed sub-catchments. The cut material from these areas will be relocated for engineered filling along the periphery of stream zones, minimizing waste and optimizing resource use.
- **Lot Formation:** Flat building lots have been formed to accommodate future development needs, reducing the need for additional earthworks.

The amount of bulk cut material taken and final shaping from the site has been informed by the amount of fill material needed (including compaction factors) to facilitate flat lot platforms and transport corridors. Topsoil will be retained and reused, in accordance with any recommendations from geotechnical and contaminated site remediation requirements. This approach will minimise topsoil removal off site and place topsoil in thicker layers in landscaping areas and wastewater

disposal activities within the residential terrace areas. Detail of cut/fill areas is included in the Environmental Management Plan (EMP) (**Appendix 41**) in summary the application includes:

- An area of 806,003m<sup>2</sup>;
- Net cut volume of 689.052m<sup>3</sup> a net fill volume of 632,267m<sup>3</sup> with a total balance of 56,785m<sup>3</sup>.

Excavation will vary in depth with a maximum cut depth anticipated at 10m and maximum fill depth of 7m, this is detailed in the Engineering plans (**Appendix 28**) and in **Figure 62** below.



**Figure 62: Ridgeburn bulk earthworks cut and fill plan.**

Erosion and sediment control devices are proposed to be implemented for each area in accordance with the EMP. The following principles are to be implemented across all site works areas:

- Execute bulk earthworks during favourable weather conditions to minimise the risk of erosion and sediment runoff;
- Prioritise erosion control over sediment control, recognising that preventing erosion is the most effective way to mitigate sediment discharge from earthworks sites;
- Implement appropriate controls in accordance with the approved Sediment and Erosion Control Plan, ensuring that the design specifications align with the operation's requirements;
- Implement roading and associated earthworks in manageable sections to expedite the stabilisation of disturbed earth and minimise exposed catchment areas;
- Redirect clean water runoff from upstream catchments away from exposed earthworks whenever possible;
- Stabilise all works promptly after completion; and
- Retain erosion and sediment control devices until the completed works are fully stabilised.

### Site Infrastructure

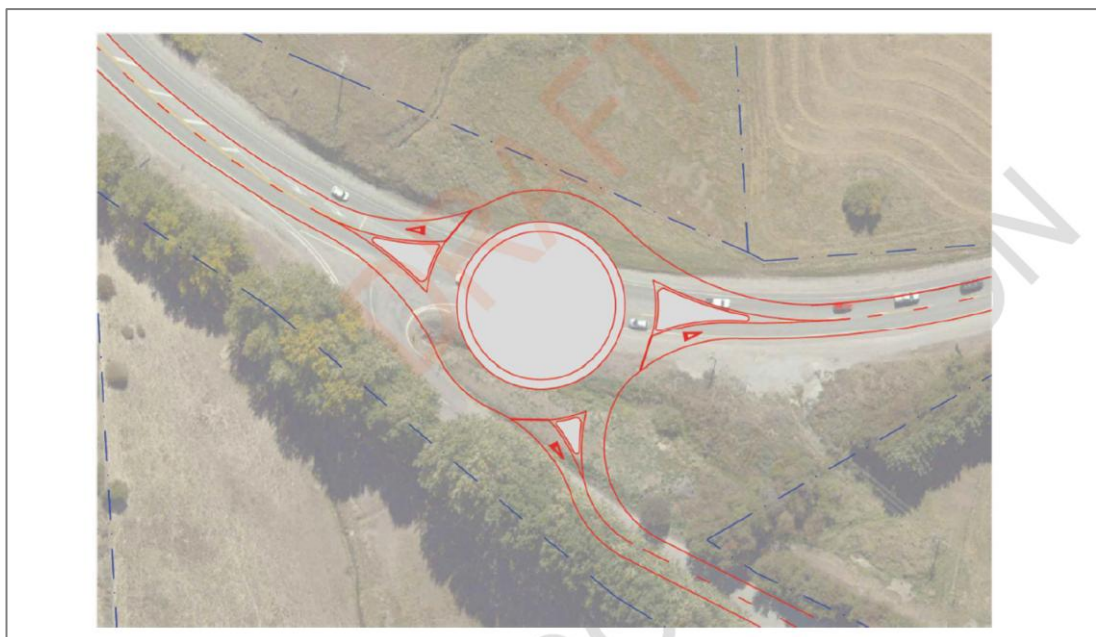
Infrastructure corridors including the establishment and construction of the wastewater infrastructure, stormwater infrastructure and potable water infrastructure will be required and will traverse the site. Work which includes land disturbance, earthworks, excavation and trenching include:

- The development of wastewater disposal spray irrigation on Morven Hill;
- Minimal soil disturbance associated with establishing lizard habitat and planting of native vegetation on Morven Hill and within the River terrace areas;
- Improvements to the existing access track on Morven hill and the existing farm access track to the lower terrace areas;
- The development of pump sheds on lower terraced areas and connections to piped infrastructure associated with eh water bores; and
- The development of the platform for the water supply and storage infrastructure including cut and fill to ensure the reservoirs are visually recessive and subject to landscape buffer areas.

Land disturbing activities associated with the establishment of site infrastructure will be limited in nature and subject to management with appropriate sediment and erosion control devices and stabilised as soon as practicable.

### Road Access

Upgrades to Morven Ferry Road upgrades will be initiated as required through initial construction phases as identified above. Further upgrading of this road corridor and the intersection with SH6 will be undertaken in accordance with all relevant QLDC and NZTA design requirements including those related to erosion and sediment control. The timing of further upgrades to Morven Ferry Road and intersection upgrades will be confirmed in the Construction Management Plan.



**Figure 63: Indicative plan of road intersection improvements (roundabout) with SH6 and Morven Ferry Road, refer to Traffic Report (Appendix 26) and Engineering Drawing set (Appendix 28).**

Detailed design of the Morven Ferry Road upgrades and the SH6 / Morven Ferry Road roundabout will be undertaken in consultation with NZTA and QLDC and will be implemented in accordance with the transport-related conditions of consent in **Volume I**.

### Existing Site Infrastructure

The existing site is used for agricultural and farming practices, and the site is traversed by an existing irrigation water race.

The conveyance function of the water race will be maintained throughout the construction and development of Ridgeburn. This will include the piping of section of the race and establishment on defined entry and exits points to the west and east of the site. The race will be maintained operational throughout construction until the approved diversion/piping works are implemented.

Initial piping of the race is proposed to be completed during phase 1 works, undertaken during dry-bed conditions, in consultation with the irrigation operator and ecologist. While the final piped alignment will be confirmed through detailed design to achieve the most direct practicable route while maintaining downstream supply and avoiding unnecessary disturbance. During the site development appropriate setbacks, temporary protection, and monitoring will apply, this is discussed further in the Infrastructure Report (**Appendix 29**)

Access to telecommunication facilities on Morven Hill and to Transpower assets within the site will also be maintained through the Construction Management Plan during the development phases.

## 6.0 Approvals Required

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### 6.1 Overview

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The following section of this report is provided in accordance with clauses 5(1)(e), 5(1)(f), 5(1)(h), 5(2) and 5(3)(a) of Schedule 5 of the FTAA to identify the resource consents required under the RMA and the relevant provisions which require these consents to be obtained.

The application seeks all resource consents necessary for the implementation and ongoing operation of the Project. For completeness, the application also seeks consent for any matters that are not listed below but which are subsequently identified as being necessary through the processing of the application. If such matters are identified, the Applicant will, as a matter of urgency, provide to the Panel an assessment of any relevant adverse effects that are different to, additional to, or cumulative upon those discussed in this report and which would be generated by the Project as a consequence of the additional consent matters.

The application seeks resource consents under the PDP and the ORP for the reasons outlined in Section 6.1.1 and Section 6.1.2 of this report. A full assessment against the relevant rules is provided in **Volume H**.

In summary, the Project requires non-complying activity consent under the PDP and discretionary activity consent under the ORP. Notwithstanding this, the Project is to be assessed under the FTAA, and the usual gateway tests under section 104D of the RMA do not apply.

In addition, the proposal requires the realignment and partial stopping of a paper road located within the site. This will occur through a separate process under either the Local Government Act

or Public Works Act (as these approvals are not provided via the FTAA), subsequent to the granting of this resource consent.

### 6.1.1 QLDC Proposed District Plan

The site is zoned 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.

#### Rural Zone – Chapter 21

- A **discretionary activity** consent under Rule 21.4.9 for the use of land or buildings for residential activities. The includes approximately 1,210 residential units across the wider development site.
- 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:
  - The construction of one residential unit on each lot being created by the subdivision;
  - The construction of 52 dual key residential units within the Affordable Housing Area;
  - The construction of commercial buildings within the commercial precinct;
  - The establishment of multiple community buildings; and
  - Roading, access, lighting, landscaping and earthworks associated with the above.
- 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. The proposal comprises residential development within the Rural Zone that is not otherwise provided for as a permitted, controlled or discretionary activity. The development is therefore assessed overall as a non-complying activity under this rule.
- A **discretionary activity** pursuant to Rule 21.4.19 for visitor accommodation, as it is likely that the visitor and 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 21.5.4 to allow a lesser setback of buildings from Water bodies. The site contains several wetlands (A–D) and intermittent waterways. While most buildings are located outside the defined wetland and waterway beds, the masterplanned layout results in some lots and associated development occurring within the required 20m setback as shown on the A2 Masterplans Architectural drawings contained in **Appendix 7**. Any effect on waterbodies can be managed in accordance with the Ecological Assessment (refer **Appendix 14**);

## Wakatipu Basin Rural Amenity Zone – Chapter 24

- A **non-complying activity** pursuant to Rule 24.4.1 for any activity not expressly provided for in Table 24.1.
- A **restricted – discretionary activity** pursuant to Rule 24.4.6 for the construction of buildings for residential activity not provided for by Rules 24.4.5 to Rule 24.4.7A.
- 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 7**);
- A **discretionary activity** pursuant to Rule 24.4.20 for cafes and restaurants within the commercial precinct;
- A **discretionary activity** pursuant to Rule 24.4.21 for visitor accommodation. On-site visitor and workers accommodation will be provided for in the commercial precinct;
- A **discretionary activity** pursuant to Rule 24.4.22 for community activities, due to the proposed daycare and community hall;
- 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 24.5.5 in regard to the visitor accommodation building that is located within the commercial precinct exceed the 500 m<sup>2</sup> ground floor area standard required by this rule.
- 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 500m<sup>2</sup>, whichever is the lesser. The combined building area as a result of this proposal will exceed 500m<sup>2</sup>;
- 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. The proposed residential neighbourhood layout and building typologies include dwellings located closer than 10m to site boundaries;
- A **non-complying activity** pursuant to Rule 24.5.8.2 in regard to a breach to the maximum height of 8 metres. Buildings within the Commercial Precinct, including the Visitor / workers accommodation building, are designed up to 15m in height as shown in the Commercial Precinct Design Controls in **Appendix 6**. This exceeds the 8m height standards.
- 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. While most buildings are located outside the defined wetland and waterway beds, the masterplanned layout results

in some lots and associated development occurring within the required 30m setback as shown on the A2 Masterplans Architectural drawings contained in **Appendix 7**. Any effect on waterbodies can be managed in accordance with the Ecological Assessment (refer **Appendix 14**);

#### 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 400m<sup>3</sup> in the WBRAZ;
- A **restricted discretionary activity** pursuant Rule 25.5.11 for earthworks that exceed 2,500m<sup>2</sup> where the slope is 10° or greater and 10,000m<sup>2</sup> where the slope is less than 10°;
- A **restricted discretionary activity** pursuant to Rule 25.5.15 for cut depth that exceeds 2.4m. Engineering plans indicate that excavation depths will vary across the site, with a maximum cut depth of approximately 10 metres;
- A **restricted discretionary activity** pursuant to Rule 25.5.16 for fill that exceeds 2m in height;
- A **restricted discretionary activity** pursuant to Rule 25.5.19.1 for earthworks within 10m of the bed of any waterbody, drain or water race that flows into a lake or river and that not exceeds 5m<sup>3</sup> in total volume, within any consecutive 12-month period.
- A **restricted discretionary activity** pursuant to Rule 25.5.21 for more than 300m<sup>3</sup> of cleanfill transported by road to or from an area subject to earthworks.

#### Subdivision – Chapter 27

- A **restricted discretionary activity** consent pursuant to Rule 27.5.9 for subdivision within the WBRAZ;
- A **restricted discretionary activity** consent pursuant to Rule 27.5.10 for subdivision of land within the National Grid Subdivision Corridor;
- A **discretionary activity** consent pursuant to Rule 27.5.12 for subdivision within the Rural Zone;
- A **discretionary activity** consent pursuant to Rule 27.5.15 for subdivision of a site containing a known archaeological site;
- A **discretionary activity** consent pursuant to Rule 27.5.17 for unit title subdivision;
- A **non-complying activity** consent pursuant to Rule 27.5.22 for subdivision that does not comply with the minimum lot areas specified in Part 27.6;
- A **non-complying activity** consent pursuant to Rule 27.7.34 for subdivision for residential activity that does not provide building platforms.

#### Transport – Chapter 29

- A **restricted discretionary activity** pursuant to Rule 49.4.9 for a park and ride facility;
- A **restricted discretionary activity** pursuant to Rule 29.4.11 as the project is a high traffic generating activity;

- A **restricted discretionary activity** pursuant to Rule 29.5.1 as aspects of the parking and loading layout do not fully comply with PDP requirements as detailed in the Internal Transportation Assessment at **Appendix 25**;
- A **restricted discretionary activity** pursuant to Rule 29.5.4 as mobility parking provision does not fully comply, including aisle width as detailed in the Internal Transportation Assessment at **Appendix 25**;
- A **restricted discretionary activity** pursuant to Rule 29.5.7 as some residential parking spaces do not meet minimum apron length requirements as detailed in the Internal Transportation Assessment at **Appendix 25**;
- A **restricted discretionary activity** pursuant to Rule 29.5.13 as the proposed road design does not fully comply with the Council's Land Development and Subdivision Code of Practice;
- A **restricted discretionary activity** pursuant to Rule 29.5.17 as minimum sight distance requirements are not achieved for some vehicle accesses, as detailed in the Internal Transportation Assessment at **Appendix 25**;
- A **restricted discretionary activity** pursuant to Rule 29.5.21 as some vehicle crossings are located within 25m of intersections, as detailed in the Internal Transportation Assessment at **Appendix 25**;

#### Energy and Utilities – Chapter 30

- A **controlled activity** pursuant to Rule 30.5.1.10 for stormwater detention ponds;
- A **controlled activity** pursuant to Rule 30.5.1.11 for the construction of buildings associated with the storage and treatment of water and wastewater that exceed 10m<sup>2</sup> and 3m in height;
- A **discretionary activity** consent pursuant to Rule 30.5.1.18 for water and wastewater treatment facilities;
- A **discretionary activity** consent pursuant to Rule 30.5.2.2 for buildings associated with water storage that are located within the ONL;
- A **discretionary activity** consent pursuant to Rule 30.5.2.3 for buildings associated with the WWTP that exceed the permitted building height limit for the WBRAZ;
- Signs – Chapter 31
- A **discretionary activity** pursuant to Rule 31.10.2 for operational, directional and safety signage relating to the movement of vehicles and people around Ridgeburn;
- A **discretionary activity** pursuant to Rule 31.11.1 for signage within the Rural Zone and Wakatipu Basin Rural Amenity Zone that exceeds the permitted standard of 2m<sup>2</sup> per site, with signage proposed at up to 2m<sup>2</sup> per commercial building for the identification of individual premises;

Subject to assessment under the PDP, its overall activity status is likely to be a **non-complying activity**.

#### 6.1.2 Otago Regional Plan: Water for Otago

The following consents are required under the Otago Regional Plan:

- A **discretionary activity** consent under Rule 12.2.4.1 for the take and use of groundwater that will exceed the permitted activity volumes;
- A **discretionary activity** consent under Rule 12.3.4.1 for the diversion of water that does not comply with Rule 12.3.2.1. This relates to the proposed piping of the water race beneath Ridgeburn, as well as the diversion of stormwater.
- A **discretionary activity** consent under Rule 12.A.2.1 for the discharge of treated human sewage to land that will exceed the permitted activity volumes and is partly located within the Lake Hayes catchment;
- A **discretionary activity** consent pursuant to Rule 13.5.3.1 for the realignment and partial reclamation of two intermittent streams;
- A **discretionary activity** consent pursuant to Rule 14.3.2.1 for temporary stormwater bunds which will act as a defence against water;
- A **restricted discretionary activity** under Rule 14.5.2 for earthworks associated with residential development that exceed 2,500m<sup>2</sup> and will occur on contaminated land.

Under the ORP: Water the overall activity status is a **discretionary activity**.

### 6.1.3 Otago Regional Plan: Air for Otago

A **discretionary activity** consent is sought under Rule 16.3.7.3 for the discharge of contaminants to air from the operation of the WWTP and associated land application of treated effluent. The proposed land application does not meet the permitted activity standard in Rule 16.3.7.1 due to the volume of wastewater to be discharged and the proximity of disposal area to residential dwellings, public roads, and public amenity areas. The proposed wastewater discharge will occur via spray irrigation, as well as sub-surface irrigation, as detailed in the Air Discharge Assessment at **Appendix 39**.

### 6.1.4 Otago Regional Plan: Waste

A **discretionary activity** consent is sought under Rule 5.6.1(1) for earthworks on land identified as contaminated as a result of past HAIL activities.

### 6.1.5 Other Rules

The application also seeks any other resource consents necessary to implement the Project which are not detailed above.

### 6.1.6 Consent Duration

In accordance with Section 123 of the RMA, a consent duration of 35 years is requested for the groundwater take, stormwater diversion, discharge of wastewater, and water defence works. The proposed duration is intended to provide long-term certainty and enable the substantial infrastructure investment necessary for these activities. A consent duration of 15 years is sought for the regional earthworks consents.

In accordance with Section 125 of the RMA, a lapse date of 10 years is sought for all consents to provide some programme flexibility.

## 6.2 National Environmental Standards for Freshwater 2020

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The proposal triggers consent requirements under the National Environmental Standards for Freshwater (NES-F). As the site is zoned rural and not identified for urban development under a district or regional plan, the pathway under Regulation 45C is not applicable. The consent requirements are as follows:

- The proposal includes vegetation clearance and earthworks within 10 m of natural inland wetlands which is a **non-complying activity** pursuant to Regulation 54(a) and (b). It is noted that no earthworks are proposed within the natural inland wetlands.
- The proposal includes the realignment of two intermittent streams, which will involve reclamation of the stream channel to be diverted. This is a **discretionary activity** pursuant to Regulation 57.

## 6.3 National Environmental Standard for the Assessment and Management of Soil Contaminants to Protect Human Health

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As outlined in the Detailed Site Investigation (**Appendix 17**), due to the presence of historic HAIL activities and the identification of contamination exceeding applicable soil contaminant standards, proposed redevelopment works require consent as a **restricted discretionary activity** under Regulation 10 of the NES-CS.

## 6.4 Wildlife Act 1953

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The proposal requires approval under section 53 of the Wildlife Act 1953 for the capture and handling of lizards on site, the temporary holding of lizards prior to release for up to one working day, being less than 8 hours, the relocation of lizards within the same property, and the incidental killing of any lizards that are not captured despite best-practice efforts. This matter is addressed in the AEE report at **Volume B**.

## 6.5 Heritage New Zealand Pouhere Taonga Act 2014

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The proposal requires approval under section 44 of the Heritage New Zealand Pouhere Taonga Act 2014 to modify or destroy recorded archaeological sites (F41/62 and F41/890) and as a precautionary measure, to modify potential archaeological areas for the full extent of the site if they are discovered during the course of construction. This matter is addressed in the AEE report at **Volume A**.

## 6.6 Other National Environmental Standards

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The proposal does not require resource consent under any of the other National Environmental Standards, including:

- National Environmental Standards for Sources of Drinking Water;
- National Environmental Standards for Telecommunication Facilities;
- National Environmental Standards for Electricity Transmission Activities;
- National Environmental Standards for Plantation Forestry;
- National Environmental Standards for Marine Aquaculture;

- National Environmental Standards for Air Quality 2004.

## 6.7 Overall Activity Status

Overall, the application requires **non-complying activity** consent under the PDP, **discretionary activity** under the ORP, **non-complying activity** under the NES-F and a **restricted discretionary activity** under the NES-CS.

A conservative approach has been taken in the assessment below and the application has been assessed overall as a non-complying activity.

Where there is a group of activities in an application which are closely associated with each other, or are directed towards one dominant use or purpose, they should be assessed holistically as a single “bundle”, according to the most stringent activity status. This does not preclude assessment or decision-making on the consents being considered separately.

## 7.0 Consultation Undertaken

The following section of this report is prepared in accordance with Schedule 5, Section 6(e) of the FTAA, which requires the identification of individuals or groups who may be affected by the proposed activity, as well as any responses to the views of those consulted, including the perspectives of iwi or hapū engaged during the process. This section also addresses Schedule 5, Section 6(f), which stipulates that if iwi or hapū choose not to respond when consulted, any reasons they have provided for that decision must be recorded.

Consultation has been undertaken jointly by the applicant and project team in a robust manner, and records have been well maintained. This approach has enabled evolving items to be considered and feedback provided which has enabled refinement of the design or to inform subsequent detailed design stages.

An overview of the consultation undertaken with parties who may be affected by the activity, as required by Schedule 5, Section 6(e), is provided below. Further details, including meeting minutes and records of engagement, are available in the Consultation Summary Report in **Volume C**. No other individuals or groups are considered to be affected by the proposed activity for the reasons provided in the environmental effects assessment in **Section 9.0** of this report, which determines that effects as a result of the Project are

Consultation with the Department of Conservation and Heritage New Zealand has occurred in relation to the Wildlife Permit and Archaeological Authority sought. This consultation is detailed in **Volume A** and **Volume B**.

**Table 3: Summary of Consultation**

Persons or Group	Consultation Undertaken
Relevant local authorities	A series of pre-application meetings with Otago Regional Council and QLDC have occurred in relation to the Project. This includes discussions on the Project from a broad level to more focussed discussion on particular subject matters including consent conditions and feedback received from the referral application. Meeting

	minutes from those meetings are enclosed with the Consultation Summary Report attached at <b>Volume C</b> .
<p>Relevant iwi authorities, hapu and Treaty settlement entities, including</p> <ul style="list-style-type: none"> <li>• iwi authorities and groups that represent hapū that are parties to relevant Mana Whakahono ā Rohe or joint management agreements; and</li> <li>• the tangata whenua of any area within the Project area that is a taiāpure-local fishery, a mātaītai reserve, or an area that is subject to bylaws or regulations made under Part 9 of the Fisheries Act 1996; and</li> </ul>	<p>Since the referral decision, the Applicant has continued engagement with Te Ao Mārama Inc (TAMI) on behalf of Kāi Tahu Papatipu Rūnaka (Kā Rūnaka), while keeping Te Rūnanga o Ngāi Tahu (TRONT) informed, with engagement facilitated by Ailsa Cain, an independent cultural and engagement advisor engaged to coordinate information sharing, facilitate discussions, and support the incorporation of iwi perspectives into the proposal.</p> <p>Engagement has included the provision of technical information, discussions regarding potential cultural effects, and ongoing consideration of potential mitigation and management measures relevant to Ngāi Tahu values.</p> <p>This engagement has informed the preparation of the CIA; however, engagement is ongoing and further work is being undertaken with Te Ao Mārama Inc to identify appropriate pathways to address the cultural effects identified in the CIA.</p> <p>A summary of the consultation undertaken with iwi authorities and their representatives is provided in the Kauati report prepared by Ailsa Cain (<b>Appendix 44</b>).</p>
Adjacent owners and occupiers of the site	The Applicant has undertaken direct engagement with the owners and occupiers of land adjacent to the Ridgeburn site, including the rural-residential properties and larger holdings in an effort to introduce the Project, and obtain views. Engagement took place between December 2025 and February 2026 and involved written correspondence. Details of this engagement is contained in the Consultation Summary Report attached at <b>Volume C</b> .
any relevant applicant groups with applications for customary marine title under the Marine and Coastal Area (Takutai Moana) Act 2011; and	This does not apply because the Project is for development on land and does not involve any activities within the coastal marine area.
ngā hapū o Ngāti Porou, if the Project area is within or adjacent to, or the Project would directly affect, ngā rohe moana o ngā hapū o Ngāti Porou; and	This does not apply because the Project area is not within or adjacent to ngā rohe moana o ngā hapū o Ngāti Porou.

the relevant administering agencies; and	A record of engagement with Environmental Protection Authority (EPA) and the Ministry for the Environment (MFE) is included in the Consultation Summary Report attached at <b>Volume C</b> .
If the proposed approvals for the Project are to include an approval described in section 42(4)(f) (land exchange), the holder of an interest in the land that is to be exchanged by the Crown.	This does not apply to the Project.

## 8.0 Statutory Requirements Relating to Iwi Authorities

### 8.1 Treaty Settlements

The following section of this report is provided in accordance with clause 5(1)(i) of Schedule 5 of the FTAA, which requires an application to provide information about any Treaty settlements that apply in the Project area. An assessment of any Treaty settlements that apply in the Project area is outlined in the Assessment of Ngāi Tahu Settlement attached at **45**.

While the Ngāi Tahu Claims Settlement Act 1998 and the Ngāi Tahu Deed of Settlement 1997 apply across the wider Ngāi Tahu takiwā, the assessment confirms that no specific Treaty settlement redress sites or statutory acknowledgement areas are located within the Ridgeburn Project area, as detailed in **Appendix 45**.

#### 8.1.1 Ngāi Tahu Claims Settlement Act 1998

As detailed in the Assessment of Ngāi Tahu Settlement – Ridgeburn prepared by Kauati and attached at **Appendix 45**, the Ngāi Tahu Claims Settlement Act 1998, underpinned by the Ngāi Tahu Deed of Settlement 1997, is regarded as a landmark in New Zealand’s Treaty jurisprudence. Kāi Tahu consider the Settlement Act, together with Te Tiriti o Waitangi, to establish a binding legal agreement with the Crown. The Settlement Act upholds that:

*“Kāi Tahu holds and exercises rangatiratanga within the Kāi Tahu takiwā;*

*The Crown and agents of the Crown must act in good faith;*

*All areas and places within the Kāi Tahu takiwā are important and form part of an intertwined network of values, places and resources which are relevant to Kāi Tahu tribal history, contemporary values and the future of the iwi;*

*Settlement provided a basis for continuing evolution from which Kāi Tahu can express its ancestral relationship with the Kāi Tahu takiwā into the future.”<sup>6</sup>*

The Applicant has consulted with Ngāi Tahu entities in relation to the Project and a record of the discussions is provided in the Schedule of consultation with Māori (**Appendix 44**).

<sup>6</sup> Assessment of the Ngāi Tahu Settlement – Ridgeburn (Appendix 46), prepared by Kauati, dated 24 March 2026.

## 8.2 Planning Document Recognised by a Relevant Iwi Authority

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Clauses 5(1)(h) and 5(2)(g) of Schedule 5 of the Act require an application to provide an assessment against any planning document recognised by a relevant iwi authority and lodged with a local authority.

A summary of relevant iwi management plans is attached at Appendix 45. These confirm that two iwi management plans apply to the Queenstown Lakes District and the Project area:

- Kāi Tahu ki Otago Natural Resource Management Plan 2005 (KTKO), administered by Aukaha on behalf of Papatipu Rūnaka; and
- Te Tangi a Tauira – The Cry of the People, administered by Te Ao Mārama Inc on behalf of Papatipu Rūnaka.

## 8.3 Kai Tahu ki Otago Natural Resource Management Plan 2005

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The policies and outcomes of Kai Tahu ki Otago – Natural Resource Management Plan 2005 is provided in the Summary of Iwi Management Plans attached in **Appendix 46**, and includes:

- Recognition of Kāi Tahu authority and ensuring that Kāi Tahu cultural values are integrated into resource management decisions;
- Promoting the philosophy of ki uta ki tai, emphasising interconnected catchment-based management;
- Protecting the mauri of ecosystems;
- Safeguarding wāhi tapu, mahika kai, and cultural landscapes;
- Sustainable use of resources and encouraging efficient irrigation, wetland restoration, and native species protection; and
- Mechanisms for consultation, cultural assessments, and ongoing review.

The proposal has had regard to these matters through engagement with Kāi Tahu entities, including Te Ao Mārama Inc and Kā Rūnaka, and the preparation of a CIA. A range of potential management and mitigation measures have been identified as conditions of consent (**Volume I**), including ecological restoration and indigenous planting, water quality protection, accidental discovery protocols, and opportunities for ongoing iwi engagement in the preparation and implementation of relevant management plans. These measures are subject to further refinement through ongoing engagement with mana whenua.

## 8.4 Ngāi Tahu ki Murihiku Natural Resource and Environmental Iwi Management Plan 2008

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Te Tangi a Tauira (2008) is the Ngāi Tahu ki Murihiku Natural Resource and Environmental Iwi Management Plan, outlining values and policies for sustainable resource management from the mountains to the sea (ki uta ki tai). It guides local authorities and stakeholders in incorporating Ngāi Tahu perspectives, promoting kaitiakitanga and intergenerational wellbeing in environmental planning.

Key provisions are outlined in the Assessment of Treaty Settlement Provisions and Iwi Management Plans attached at **Appendix 45** with the key outcomes sought including:

*“Recognition of Kāi Tahu authority and ensuring that Kāi Tahu cultural values are integrated into resource management decisions.*

*Promoting the philosophy of ki uta ki tai, emphasising interconnected catchment-based management.*

*Protecting the mauri of ecosystems.*

*Safeguarding wāhi tapu, mahika kai, and cultural landscapes.*

*Sustainable use of resources and encouraging efficient irrigation, wetland restoration, and native species protection.*

*Mechanisms for consultation, cultural assessments, and ongoing review.”<sup>7</sup>*

Provisions 3.5.7 and 3.5.8 of Te Tangi a Tauria address development and earthworks, with a focus on protecting archaeological values and maintaining waterway health. These provisions emphasise avoiding contamination of waterways and ensuring taonga species are not adversely affected during construction and earthworks activities.

The proposed earthworks and construction activities have had regard to these provisions. Measures incorporated into the proposal include erosion and sediment control measures to manage potential effects on waterways, including sediment retention ponds, diversion bunds and silt fencing. Earthworks will also be undertaken in accordance with an EMP and an Accidental Discovery Protocol to ensure that any archaeological material, kōiwi or taonga discovered during works is appropriately managed.

#### 8.4.1 Summary

The Project area lies within the Ngāi Tahu takiwā; however, no Treaty settlement redress sites or statutory acknowledgement areas are located within the site. The proposal has had regard to the Kāi Tahu ki Otago Natural Resource Management Plan and Te Tangi a Tauria through engagement with Te Ao Mārama Inc and Kā Rūnaka, and through the preparation of a CIA.

A range of potential management and mitigation measures have been identified and are reflected in the proposed consent conditions, including ecological restoration, water quality management, erosion and sediment controls, and the implementation of an Environmental Management Plan and Accidental Discovery Protocol. These measures are consistent with the types of outcomes sought by these iwi management plans; however, they remain subject to further refinement through ongoing engagement with mana whenua.

Accordingly, while the proposal has had regard to the relevant iwi management plans, the extent to which the identified measures will address cultural effects will be confirmed through continued engagement and finalisation of conditions.

## 8.5 Customary Marine Title Groups

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The following section of this report is provided in accordance with clause 5(1)(j) of Schedule 5 of the FTAA which requires:

<sup>7</sup> Assessment of Iwi Management Plans (Page 3), prepared by Ailsa Cain, dated 21 August 2025

*a list of any relevant customary marine title groups, protected customary rights groups, ngā hapū o Ngāti Porou (where an application is within, adjacent to or directly affecting ngā rohe moana o ngā hapū o Ngāti Porou), or applicants under the Marine and Coastal Area (Takutai Moana) Act 2011; and*

This information requirement does not apply to the proposal. As detailed in the Schedule of Consultation with Māori (**Appendix 44**), Te Rūnanga o Ngāi Tahu has lodged a claim for customary marine title and protected customary rights covering the river plume of the Mata-au Clutha River. However, because the Ridgeburn site is located outside the coastal marine area, this provision is not relevant to the Project.

## 8.6 Protected Customary Rights

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Clause 6(1)(h) of Schedule 5 of the Act requires an application to include an assessment of any effects of the activity on the exercise of a protected customary right.

There are no protected customary rights that relate to the site and as such an assessment under Clause 6(1)(h) is not required.

## 8.7 Iwi Consultation

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The following section of this report is provided in accordance with Clause 6(1)(e) and clause 6(1)(f) of Schedule 5 of the Act which requires:

*identification of persons who may be affected by the activity and any response to the views of any persons consulted, including the views of iwi or hapū that have been consulted in relation to the proposal*

*if iwi or hapū elect not to respond when consulted on the proposal, any reasons that they have specified for that decision*

Engagement with Ngāi Tahu entities has occurred during preparation of the application and has primarily involved a series of meetings with Te Ao Mārama Inc and Kā Rūnaka representatives. This engagement enabled the preparation of the CIA by Te Ao Mārama Inc and enabled discussion of the cultural values associated with the site and surrounding environment.

The recommendations and matters identified through the CIA have been considered in the development of the proposal and have informed the identification of potential mitigation measures and proposed conditions of consent. These measures remain subject to further refinement through ongoing engagement with Te Ao Mārama Inc and Kā Rūnaka. A record of the engagement undertaken is provided in the Kauati report prepared by Ailsa Cain (**Appendix 44**).

## 9.0 Assessment of Effects

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The following section of this report is provided in accordance with clauses 5(4), 6 and 7 of Schedule 5 of the FTAA. These provisions require an assessment of the actual or potential effects on the environment. Clause 6 of Schedule 5 sets out information required to assess environmental effects. Clause 7 of Schedule 5 sets out the matters to be covered in the assessment of the environment effects. **Appendix 2** identifies the owners and occupiers of the land adjacent to the project area. The persons identified in **Appendix 2** are considered to be the same people who may

be affected by the activity (with reference to clause 6(1)(e) of Schedule 5) and are considered in the assessment of effects below relative to the respective disciplines or topics identified.

The actual and potential effects of these matters on people in the neighbourhood and, where relevant, the wider community, as well as on the environment more generally, are assessed below and in the supporting technical reports submitted with the application.

Having regard to the above, the scope of the application and consents required, the effects on the environment (including on the matters set out at clause 7 of Schedule 5) arising from the activity are assessed below.

## 9.1 Positive Effects

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The proposal is a development project that will have significant positive effects for the following reasons:

- **Establishment of native vegetation:** The proposal will result in the establishment of extensive areas of indigenous vegetation across the site, including large-scale revegetation on Morven Hill, the Kawarau River escarpment and the river terrace. Approximately 103 hectares of native shrubland and tussockland planting will be established, replacing existing highly modified pastoral land. Once established, this revegetation will represent one of the largest areas of lower elevation native vegetation within the ecological district and will provide long-term ecological benefits, including increased indigenous biodiversity, improved landscape connectivity and enhanced ecological resilience relative to existing conditions.
- **Protection in perpetuity of habitat for lizards:** The proposal will provide for the long-term protection and enhancement of habitat for indigenous lizard species through the retention and restoration of indigenous vegetation, exclusion of grazing, and long-term management of restored areas. These areas will be protected from future development, ensuring habitat is retained in perpetuity. The proposed restoration will improve vegetation structure, shelter and food resources, resulting in improved habitat quality and long-term viability for lizard populations relative to the existing environment.
- **Freshwater Ecological Outcomes:** The proposal will deliver positive freshwater ecological outcomes through stream realignment, riparian enhancement and wetland protection. The proposal will result in a net gain of 36 lineal metres and 454 square metres of intermittent stream habitat. All streams and wetlands will be protected by planted riparian buffers, resulting in improved shading, bank stability, filtration of overland flow and increased ecological function compared with existing conditions. No works will occur within wetlands, and enhancement planting will further improve wetland ecological values over time.
- **Provision of affordable housing:** The proposal will contribute to addressing housing supply and affordability pressures within the Queenstown Lakes District, where housing affordability has been identified as a significant and ongoing issue. The development provides for approximately 1,210 residential units across the site, including around 180 affordable homes comprising a proportion to be sold within defined price brackets, and a proportion to be utilised as long-term affordable rental housing retained for a period of 10 years, after which they may be sold within defined price brackets. The inclusion of these homes will increase the supply of housing available at relatively lower price points within a district characterised by limited availability of

such dwellings. This will improve housing choice for a broader range of households, including local workers, and will contribute positively to the functioning of the local housing market.

- **Economic activity:** The project will deliver substantial economic benefits to the Otago Region during the construction and development period through significant capital investment and employment generation. The development is expected to generate approximately \$997 million in direct capital expenditure within the region over a seven-year construction period. This investment is anticipated to support approximately 6,554 full-time equivalent job-years across direct, indirect and induced employment, with peak annual employment of around 1,462 full-time equivalent roles during periods of highest construction activity. The scale and duration of this activity will provide a sustained and meaningful stimulus to the regional economy.
- **Strengthening Regional Cycle trail connections:** The proposal will deliver significant positive effects through the strengthening of regional cycle and walking trail connectivity within the eastern Wakatipu Basin. The development provides for new and improved off-road walking and cycling links within the Morven Ferry Road and Arrow Junction Road reserves, creating safer and more legible connections between the Twin Rivers Trail, the Arrow River Bridges Trail, and the wider Queenstown Trail network. These connections reduce reliance on on-road cycling along narrow rural roads, improve safety for existing trail users, and enhance recreational and active transport opportunities for both residents and visitors. As set out in correspondence from the Queenstown Trails Trust included in **Appendix 43**, the proposed trail connections are recognised as making a positive contribution to the existing and future trail network and supporting improved connectivity across the Basin. The proposal also enables future trail connections toward the Hogans Gully Basin and the Ayrburn Heritage Precinct, supporting the long-term development of an integrated trail network. Collectively, these measures will enhance public access to the landscape and deliver enduring recreational and active transport benefits.
- **Preserving Historic Heritage:** The proposal will result in positive effects for historic heritage through the identification and management of archaeological values associated with historic land use within the site. This includes retaining and restoring key built heritage features that will serve as a focal point for the development. An Archaeological Authority is included for consideration as part of this FTAA application, supported by an Archaeological Management Plan prepared by a suitably qualified archaeologist. Overall, the proposal represents an improvement on the existing situation, where archaeological values are currently unmanaged.
- **Remediation of contamination:** The proposal will result in a clear improvement in site conditions through the remediation and long-term management of localised soil contamination associated with historical land uses, including pastoral farming, fuel storage, clay target shooting and historic fly tipping. Contaminated soils exceeding applicable human health standards will be removed and disposed of appropriately, with validation confirming the suitability of the site for residential and commercial use. A conservative remediation approach is applied across the site, providing a high level of protection for human health, including for future sensitive land uses. Overall, the proposal will replace unmanaged contamination with a remediated and controlled environment, resulting in a net environmental and human health benefit.
- **Positive social outcomes:** The proposal will generate a range of positive social outcomes through increased housing supply, improved housing accessibility, employment generation and

enhanced community connectivity. The proposal will contribute to addressing housing affordability pressures within the Queenstown Lakes District by increasing the availability of housing at relatively lower price points and improving housing choice for a wider range of households, including local workers. The proposal also includes provision for up to 25% of affordable housing units to be offered to Kā Rūnaka / mana whenua, which has the potential to support positive social outcomes for iwi, subject to ongoing engagement and confirmation through the development of the affordable housing delivery programme. In addition, the proposal provides improved public access to open space areas, restoration planting, and walking and cycling connections within the site and to the wider trail network. These features will enhance recreational opportunities, strengthen connectivity to key landscape features such as Morven Hill, and contribute positively to community wellbeing.

## 9.2 Economic Effects

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The economic effects of the Ridgeburn Development are addressed in the Economic Impact Assessment (EIA) prepared by Property Economics contained in **Appendix 12**. The EIA considers the proposal in the context of the wider Queenstown Lakes District economy and assesses the economic implications associated with construction activity and investment, employment generation, commercial and retail effects including effects on existing centre, and housing and business demand relative to the proposed supply.

### 9.2.1 Economic Activity and Employment

In terms of construction activity and investment, the EIA identifies that the development will generate substantial capital expenditure over an estimated seven-year development period. Direct capital expenditure associated with the construction and development of the project is estimated at approximately \$997 million within the Otago region. This level of investment represents a significant economic injection into the regional economy through construction works, infrastructure delivery, professional services, materials supply and related industries. The scale and duration of this activity is expected to contribute materially to regional economic output and business activity during the development phase.

Associated with this investment are significant employment effects. The EIA estimates that the development will generate approximately 6,554 full-time equivalent (FTE) job-years across the seven-year development period. These employment effects include both direct employment associated with construction activity and indirect and induced employment generated through the wider supply chain and supporting sectors of the regional economy. During the peak construction year the development is estimated to support approximately 1,462 FTE jobs within the Otago region. The EIA concludes that these employment outcomes represent a substantial contribution to labour demand and economic activity during the development phase.

### 9.2.2 Effects On the Centre Network and Commercial Demand

Ridgeburn also includes provision for neighbourhood-scale commercial and retail activity intended primarily to meet the day-to-day needs of residents within the development and surrounding catchment. The EIA assesses the commercial component in the context of the existing commercial centre hierarchy within the Wakatipu Basin, including the Queenstown Town Centre, Remarkables Park Centre, 5-Mile Shopping Centre and the Arrowtown Town Centre. These centres perform higher-order retail and commercial functions and serve wider district and visitor catchments.

The EIA concludes that the proposed commercial activities will function as a local convenience centre rather than a destination retail centre. Its role is to provide day-to-day retail and service activities for the resident population rather than attract discretionary retail expenditure from a wider catchment. In this context, the scale and nature of the commercial activities will not compete with or undermine the role and vitality of the established higher-order centres within the district. While some redistribution of convenience expenditure may occur as residents undertake localised shopping within the development, this reflects improved accessibility and convenience rather than a reduction in overall retail demand. Accordingly, the EIA concludes that any retail distribution effects would be limited and would not adversely affect the vitality, viability or efficient functioning of the existing commercial centres within the district.

The EIA also notes that there is currently limited local convenience retail provision north of the Shotover Bridge, with residents in this area largely relying on centres in Frankton and elsewhere in the Wakatipu Basin for day-to-day retail needs. In this context, the proposed commercial activities are appropriately scaled and located to serve the immediate residential catchment while complementing the existing centre hierarchy rather than competing with it. The provision of local convenience retail and service activities will enable a greater proportion of residents' day-to-day needs to be met within the development itself, reducing the need for residents to travel elsewhere for basic services and supporting a more self-contained community.

The location of the development within the Arrowtown–Frankton growth corridor, with good connectivity to existing employment areas and higher-order centres, further supports the suitability of the proposed commercial activities. The commercial component therefore performs a clear neighbourhood convenience role within the wider network of centres.

These findings are further reinforced by the conclusions Queenstown Lakes HBA. That analysis finds that there are substantial shortfalls in commercial accommodation, commercial and retail capacity to meet demand in the Whakatipu Ward in the short, medium and long term<sup>8</sup>. In this context, the proposed commercial activities contribute to meeting identified commercial demand while improving access to convenience retail services within the Arrowtown–Frankton growth corridor. This is positive effect of the proposal, particularly given the challenges in locating suitable land for new commercial activities within the existing urban area.

### 9.2.3 Housing Demand and Supply

The EIA concludes that the proposed level of housing delivery will make a material contribution to increasing residential capacity and improving housing choice within the Queenstown Lakes District as already discussed above.

The EIA makes the following comments in respect of the Queenstown Lakes housing market, noting that its demographic profile is unlike any other New Zealand city<sup>9</sup>:

- House prices in Queenstown Lakes are nearly twice the national level reflecting the premium nature of the property market.
- Only 69% of dwellings are occupied (well below the national average of 88%). This indicates a well-known prevalence of holiday homes and part-time residents, which dilutes the housing supply available for permanent residents.

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<sup>8</sup> Refer to Table 15-1 and 15-2 of the Queenstown Lakes HBA 2025.

<sup>9</sup> Refer to Section 6 of the EIA.

- Only 32% of residents lived in the same dwelling five years earlier compared to 45% nationally indicating a high degree of mobility and a transient workforce. This strong population turnover creates acute pressure on housing affordability when combined with the factors above.
- Recent residential sales price data shows a significant skew in the district's residential property market toward high-end housing, with approximately three-quarters of all sales occurring above \$1m. This demonstrates that, notwithstanding some lower-priced new-build activity, the overall volume of housing available below \$1 million remains highly constrained.
- In terms of the rental market, over the last four years, the median rent has gone up around \$300 a week, equating to significant growth of around +60%. This steep growth reflects both the rebound of the local economy and the persistent undersupply of rental housing. Based on more recent December 2025 data, stated average weekly rent in Queenstown reached \$891, \$200/week more expensive than anywhere else in NZ. This represents an 11.8% increase since December 2024. Over the same period, the national average weekly rent dropped 2.4% year-on-year.

The Queenstown Lakes HBA and related statutory planning documents identify these broad market trends but fail to address them adequately. This is highlighted in the conclusion of the HBA that there is insufficient housing capacity over the short, medium and long term to meet demand. This is particularly the case in detached greenfield capacity in the Whakatipu ward, where shortfalls extent to 1,400 in the long term. Notwithstanding this, the EIA further identifies a range of methodological issues with the HBA which raise questions about the reliability of the outputs. This may result in the HBA over-estimating the amount of plan-enabled capacity that is realisable in practice.

The HBA itself highlights the impact of infrastructure constraints on providing reliable housing supply to the market. This is a well-documented challenge for the Council and can only be resolved over time with progressive network upgrades as funds are available, noting that priorities and lead times are subject to change and delay through Long Term Plan and Annual Plan processes over political cycles. This context is important to consider when interpreting the 'infrastructure ready' capacity in the HBA, particularly in the medium and long term where infrastructure is not currently in the ground. In contrast, this development is unconstrained by Council decisions on infrastructure investment given that a private infrastructure solution is proposed and the Applicant will implement or otherwise contribute to wider transport network upgrades. This means that a significant, certain and steady supply of housing can be provided over the short to medium term to meet market demand in comparison to development within urban areas, which is more uncertain.

Related to this, the EIA addresses potential 'displacement effects'. This refers to the potential for development on the Ridgeburn site to meet demand at the expense of development in already zoned areas. In forming a view on this, we need to consider:

- (a) Whether displacement would occur as a result of this project;
- (b) If it does, then what are the realistic and reasonably foreseeable adverse effects that arise which are relevant under the FTAA and RMA.

In relation to (a), the EIA concludes that while there is potential for a degree of displacement associated with the project, this would be insignificant when weighed against the Project's contribution to housing supply, affordability outcomes, and the significant contribution to regional

economic activity. This conclusion relies on the nature of the Queenstown housing market, which is high growth and unaffordable in a New Zealand context.

In relation to (b) the degree of displacement is very difficult to reliably quantify given that there are a range of factors that influence whether sites are developed. These factors extend beyond zoning and infrastructure, with landowner intentions being key. It would therefore be a highly speculative exercise. Given this uncertainty, in our opinion, the assessment of potential displacement effects need to be considered with caution and in the context of the policies that guide the planning approach to housing supply in the NPSUD. Those policies emphasise the need to increase housing supply and market competition as a means of improving housing affordability. In our opinion, the NPSUD anticipates and encourages a level of displacement to occur in order to improve market competition.

Within this context, the EIA concludes that the additional housing capacity provided by the development will contribute positively to the functioning of the district's housing market by increasing the availability of dwellings across a broader range of price points. The provision of affordable housing and rental dwellings is expected to improve housing accessibility and support workforce accommodation within the district. The EIA further identifies that Queenstown's housing market is characterised by strong demand and constrained supply, meaning additional housing delivery is expected to address supply pressures rather than displace development that would otherwise occur elsewhere within the district.

#### 9.2.4 Peer Review and Summary

The EIA has been independently peer reviewed by Insight Economics (**Appendix 13**). The peer review concludes that the EIA provides a sufficiently robust and proportionate assessment of the economic effects of the proposal to inform decision-making under the FTAA. It confirms that the methodology is consistent with established economic practice and that the analysis provides a reasonable evidential basis for the construction-phase, housing market and commercial effects identified in the EIA. While minor matters of terminology and presentation are noted, these do not materially affect the substance of the analysis or the reasonableness of its conclusions. The peer review also acknowledges that while some redistribution of activity may occur, this would not materially undermine the overall regional economic benefits of the proposal.

Overall, in our opinion, the economic effects of the proposal on the environment will be positive. This reflects the significant construction investment and employment generated during the development phase, together with the longer-term benefits associated with increased housing supply, improved housing choice and affordability, and the provision of neighbourhood-scale commercial activity that will serve the local community without undermining the efficient functioning of existing commercial centres within the district.

### 9.3 Construction and Land Disturbance Effects

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The development of the site to establish infrastructure and the vertical construction of the neighbourhoods will involve site works over a period of six years. These works will be staged as described in section 5.15 and will be subject to the management methods and mitigations detailed in section 9.14 of this report.

Effects associated with the enabling and construction of all built development of Ridgeburn are discussed in this section. Effects associated with the established development and ongoing operation are discussed under separate headings below.

### 9.3.1 Contamination

A PSI and DSI have been undertaken for the site (**Appendix 16** and **Appendix 17**) as well as a Remediation Action Plan (RAP) and Contaminated Site Management Plan (CSMP), prepared by Springline (**Appendix 19**).

Investigations have confirmed that the historic use of the site for pastoral farming and rural and residential use have involved activities listed on the Hazardous Activities and Industries List (HAIL). These activities, confined in nature and extent, have been identified as detailed in section 4.8.4.

The RAP identified the objective for managing the identified contaminated soils is to ‘... remove all contaminated soil within the identified HAIL areas and validate the remaining soils to demonstrate compliance with the adopted land-use criteria’. The preferred method for achieving remediation is the excavation and off-site disposal of the impacted soil, materials and structures. This will be undertaken at the commencement of site work with all requisite additional testing undertaken in accordance with construction management and environmental management plans, subject also to conditions of consent. Overall, the remediation of identified HAIL sites will have a positive environmental outcome for the site, with effects associated with removal and disposal subject to the recommendations in the RAP.

The preliminary results indicate that arsenic enrichment is naturally occurring background and identified concentrations are considered unlikely to pose a risk to human health. Systematic soil sampling across the site, to confirm arsenic concentrations and origin, is proposed as a component of earthworks phases in order to evaluation of spatial distribution and depth variability of naturally enriched soils. This will then provide for the management of the disposal to appropriate off-site disposal or on-site reuse of surplus soils generated during development. Through application of this methodology Springline conclude that effects on the environment and human health can be appropriately managed.

Overall, identified contaminated soils and can be appropriately remediated employing a methodology which will appropriately manage effects to the wider environment and on human health. The net effects outcome will be a positive, with the remediation of identified contaminants and their removal from the site. With respect to elevated background levels of arsenic identified as being naturally occurring in soils, conditions of consent will ensure that appropriate testing and management methods will be implemented and the site is considered appropriate for residential use.

### 9.3.2 Exotic Pine Removal

The exotic pine plantation located within the sloped terrace area to the south of the residential terraces will be removed through site enabling works, prior to the comprehensive phased development of the site. The removal of the exotic pines will be undertaken in accordance with the Construction Management Plan and the following mitigation measures will ensure any potential adverse effects are appropriately managed:

- Access for and removal of the pine trees will use the existing access track located within this area of the site;

- Earthworks and sediment control measures will be utilised in accordance with the earthworks management plan;
- Tree felling will be subject to the recommendation of the ecological assessment and any observation of bird nesting seasons and areas observed with appropriate onsite supervision;
- Accidental protocol conditions are applicable to removal activities;
- The requirements of the Construction Management Plan will be observed in relation to site works (noise) and traffic management and access.

Further, the area where the pines are currently located will be replanted with native vegetation, providing additional habitat for native species within the wider site area.

As a result, of the mitigations and methodology proposed the potential adverse effects associated with the removal of exotic pines are considered appropriately managed. Positive effects, in relation to the proposed native revegetation within this area of the site, are also identified in relation to this aspect of enabling works.

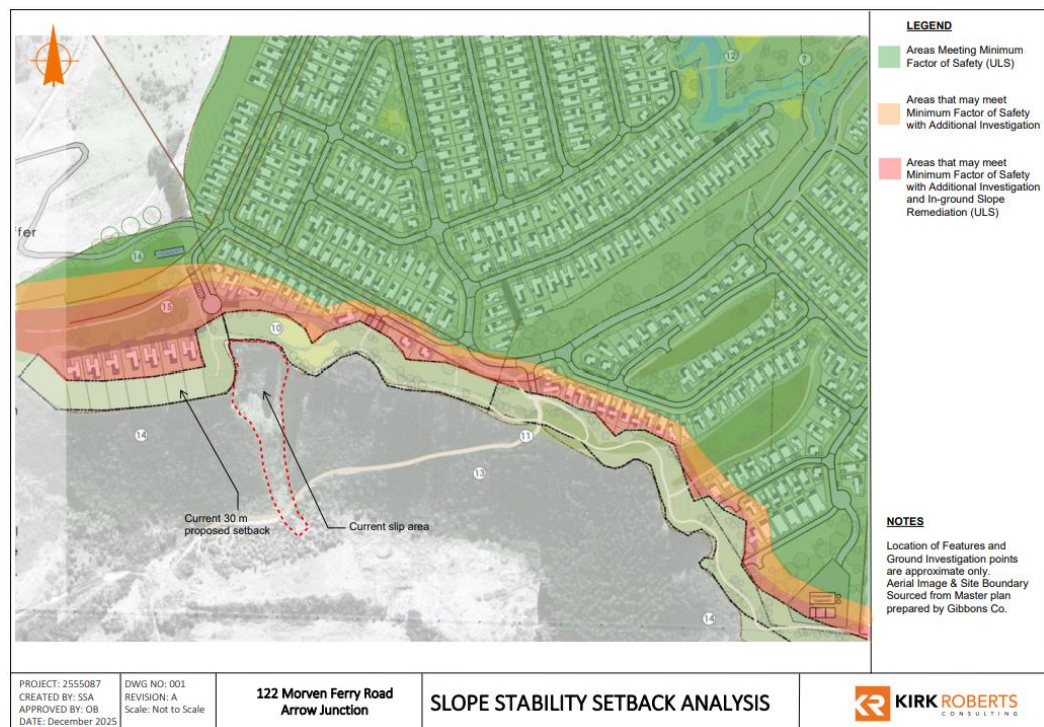
### 9.3.3 Geotechnical and Site Stability

The geological setting for the site is described in the Geotechnical Assessment Report appended at **Appendix 15**. Generally, the site is underlain by Haast Schist, which is exposed at the ground surface in isolated locations and is overlain elsewhere by variable depths of soil. The thickness of soil cover is expected to vary across the site.

Overall, on site investigation and assessment of the proposal confirm that the site is suitable for the proposed development with management of any area specific ground conditions achieved through on-site design. Rockfall and slope stability assessment has confirmed that rockfall risk is low to negligible and in the case of the lower terraces able to be managed through setbacks and mitigation measures where required. Risks associated with liquefaction and lateral spreading risk is assessed as low to negligible. The site is considered suitable for subdivision, subject to the requisite management and mitigations outlined, by the Kirk Roberts report.

Detailed assessment outlines the following management approaches, which will be implemented through conditions of consent and adopted through construction and vertical design processes as required.

- **Slope stability:** set back areas have been developed using conservative assumptions that reflect the sloping nature of the alluvial riser across the southern portion of the site (river terraces) south of the residential terraces. Within the areas identified as yellow and red additional mitigation measures may be required (dependent on further detailed analysis) to ensure factors of safety are achieved for any buildings to be located in these areas. The area identified in green, including the majority of the residential land use and water infrastructure, is identified as maintaining an adequate factor of safety without need for more detailed assessment of mitigation measures.



**Figure 64: Appendix 15 Kirk Roberts geotechnical assessment Slope stability setback Analysis (Appendix 15)**

- Groundwater conditions:** regional groundwater is generally at depth due to the site elevation of approximately 380 m RL; however, perched groundwater tables are present across the site, as evidenced by field observations and subsurface investigations. Perched groundwater is expected to occur at the interface of permeable and less permeable soil layers, particularly during winter months and following periods of sustained rainfall. Perched groundwater may be encountered during earthworks associated with access roads and building platform preparation. Management of perched groundwater will be achieved through appropriate subsoil drainage measures, including drainage associated with retaining structures.
- Rockfall and slope:** in relation to Morven Hill, the investigation indicates a low likelihood of rockfall affecting the proposed development. Further detailed rockfall modelling is not considered necessary, noting that setbacks from the base of the hill slope areas are provided and extensive planting forms part of the overall development of the site.
- Management of existing infrastructure:** A Transpower transmission structure is located within the south-east of the site, positioned on or near the crest of the slope associated with the river terraces. Limited works are proposed in proximity to the corridor and all requisite setbacks for development are achieved. Transpower New Zealand Limited maintains its own hazard management and slope stability policies applicable to transmission structures and associated assets. All relevant hazard, slope stability, and asset protection requirements for the transmission structures will be incorporated into the detailed design and construction planning, as necessary, to ensure that any works undertaken do not adversely affect the stability or long-term performance of Transpower assets.
- Foundation recommendations:** the Kirk Roberts report identified that the proposed development and subgrade across the site is generally consistent with “Good Ground” in accordance with NZS3604:2011. Specific foundation design will be identified as required through detailed design phases.

### 9.3.4 Earthworks

Earthworks activities on site will be required to establish the development, access and supporting infrastructure. The areas of works which are discussed include:

- Residential terraces and development platforms for neighbourhoods A to J and the community and commercial area K.
- Development of the wastewater, potable water and stormwater infrastructure, including infrastructure corridors for all on site services. This includes Earthworks within the river terraces and Morven Hill, including areas identified as outstanding natural landscape and outstanding natural features.
- Morven Hill ridgeline planting and stabilisation areas, located on the hill itself, to establish wastewater services and native re vegetation planting.
- Access road corridors including Morven Ferry Road upgrades and the SH1/ Morven Ferry road roundabout construction footprint, to the north of the site.

Overall, the earthworks activities associated with the development of Ridgeburn will have a limited temporal period, be comprehensively managed throughout all phases and will not result in adverse impacts on the surrounding environment in relation to sediment discharges to waterways or water courses, visual effects, impacts on site stability, and human health. Potential effects on archaeological and cultural values are addressed through the Archaeological Authority process and ongoing engagement with mana whenua. Potential cultural effects from earthworks activities primarily relate to disturbance of soils and landforms, sediment discharges to waterbodies and the inadvertent discovery of archaeological or cultural material. These matters have been identified through engagement with Kāi Tahu entities and through the CIA prepared for the proposal, and are subject to ongoing engagement and refinement.

These potential effects will be managed through the following measures:

- The recommendation of the RAP (**Appendix 19**) will be implemented to ensure that contaminated soils are appropriately managed (see section 9.3.1 above).
- The potential for sediment to be generated will be limited, with measures to control discharges implemented comprehensive across the site area. All sediment and erosion control devices will be designed and constructed in accordance with appropriate standards. Erosion and sediment controls utilised for each phase of development will be tailored to the area of the site and nature of the works, utilising site wide controls as part of the design as appropriate. The methodology discussed at section 5.15.4 will limit the areas of the site which are open and ensure site stabilisation following earthworks activities.
- Activities will be staged across the site, with landscape planting established progressively as each development phase is completed.
- The methodology will minimise the degree of cut/fill required, following the sites natural topography.
- Setbacks will be maintained, in accordance with EMP from all waterways and water courses.
- Earthworks and land disturbing activities associated with waterways will be where possible undertaken in dry bed conditions, subject to management methods and mitigations identified in the Ecological Assessment (**Appendix 14**) and confirmed through conditions of consent.

- In relation to the management of cuts and the suitability of fill materials the Kirk Roberts report identified methodologies and mitigations to ensure long term slope stability in relation to any excavation. Retaining structures have also been considered and recommendations included for design in the Kirk Roberts report.
- All earthworks and land disturbing activities will be subject to accidental discovery protocols confirmed through conditions of consent.
- Controls will be implemented through the EMP to ensure that dust control measures are utilised as required, subject to conditions and as detailed in the CMP and EMP.
- Engagement with Te Ao Mārama Inc on behalf of Kāi Tahu Papatipu Rūnaka will continue through the implementation of the project, including the opportunity for mana whenua involvement in relevant environmental management and restoration activities, consistent with the recommendations of the CIA and reflected in proposed conditions of consent, subject to ongoing engagement with mana whenua.

Earthworks proposed in relation to Morven Hill and the River terraces, located within areas identified as ONF, will be limited in area. The location of the water reservoir is in proximity to an existing farm quarry, with an existing open cut face. The additional cut required at the toe of Morven Hill will enable the water reservoir infrastructure to appear visually recessive and will be stabilised and limited in duration. The proposed cut and location has been assessed from a landscape and geotechnical perspective. The design is considered as appropriate in relation to geotechnical requirements, noting the requisite batters and ground conditions to ensure long term site and slope stability. Limited earthworks will also be required to establish neighbourhood J. These works will also be limited and are located within an existing modified paddock area. Stabilisation and landscaping will immediately follow earthworks activities to establish requisite ground profiles. The earthworks will be limited in area and located within the modified (by quarrying activities and cropping) lower areas of the overall feature and landform of the hill. This will ensure that the form of the hill and its legibility and prominence in the landscape are not noticeably impacted by the extent, duration or volume of earthworks in this location. As discussed in the landscape values assessment the viewing audience, associated with this area is limited and effects will be transient.

From a cultural perspective, the limited extent and duration of these earthworks, together with the implementation of environmental management measures and engagement with mana whenua, will assist to manage potential effects on the relationship of Ngāi Tahu with the surrounding landscape and waterways, including values associated with mahinga kai and kaitiakitanga; however, the extent to which these measures address cultural effects will be confirmed through ongoing engagement with mana whenua.

Earthworks located within lower river terraces, associated with the potable water bores, and piped connections will also be limited in scale and duration and undertaken in accordance with the EMP and CMP. Appropriate environmental management considerations in relation to lizard habitats, and the potential for archaeological sites will be implemented and confirmed through conditions of consent.

### 9.3.5 Existing Infrastructure

Effects associated with the development of Ridgeburn, including earthworks and construction activities will not adversely impact the ongoing operation and function of the infrastructure located on and traversing the site.

The Ridgeburn site is traversed by a section of the National Grid, with transmission towers located within the lower river terrace area and toward the southeastern boundary of the site. Earthworks and construction activities are not identified as impacting this corridor or supporting infrastructure. The CMP, EMP and geotechnical reports have considered this nationally significant infrastructure, and the effects of land disturbance and construction activities are appropriately managed.

The telecommunication towers located on Morven Hill will not be impacted by land disturbance or construction activities. Setbacks will be maintained and access for operational purposes will be maintained through the development period, subject to the CMP.

The irrigation water race which traverses the site will be maintained as operational for the duration of construction.

The site is traversed by the Twin Rivers Trail. This trail utilises a section of the farm access raceways leading to the lower river terraces. Activities including the upgrade to this track, removal of exotic pines, and the construction of water infrastructure may result in the need to manage access for health and safety reason for limited duration. This will be managed through the CMP to ensure the safety of users. Effects will be transient in nature and will, upon completion, improve the quality of the trail where it traverses the site. Overall, effects are considered to be limited in duration and result in a positive effects outcome.

### 9.3.6 Construction Activities

Construction activities will include the development of water infrastructure, utilities, formation of roading networks and the vertical construction of residential and commercial neighbourhoods within the site. As identified in the overall development programme (**Appendix 4**) construction will occur over a 6 year period. The overall approach to the development of the site is to manage the site comprehensive to ensure that effects on neighbouring land uses and the wider environment area appropriately managed and to ensure the amenity and enjoyment of the establishing areas within the Ridgeburn development.

- All site works and construction activities will be managed through site-wide controls subject to the CMP and EMP. Vertical construction activities will be subject to
- Hours of work will be limited and accord with the QLDC PDP requirements.

Construction traffic, noise and vibration are considered in further detail below.

The Contractor is responsible for the management of all wastes within the site so as not to cause adverse environmental effects (including environmental nuisance off site).

### 9.3.7 Construction Traffic

A Transportation Assessment (TA) prepared by Carriageway Consulting Limited is provided in support of the application and is attached as **Appendix 25** and **Appendix 26**. Construction traffic effects are also addressed through the Construction Management Plan (CMP) (**Appendix 40**) prepared in support of the application.

Construction traffic effects will arise from vehicle movements associated with enabling works, earthworks, infrastructure installation, roading works and building construction across the Ridgeburn Development site. These effects will be temporary in nature and will vary over time as different stages of the development are constructed. Given the scale and staged delivery of the proposal, construction traffic volumes are expected to fluctuate, with periods of higher activity during earthworks and infrastructure construction, followed by lower-intensity phases as development progresses.

The TA concludes that, based on the capacity of the existing road network and experience with similar large-scale developments, construction-related traffic effects can be appropriately managed. The surrounding road network has sufficient capacity to accommodate construction traffic, provided appropriate management measures are implemented.

Construction traffic effects will be managed through the implementation of Construction Traffic Management Plans (CTMP), which are provided for within the Construction Methodology Plan and will be prepared, implemented and refined for each stage of the development, as required by conditions of consent. The Construction Methodology Plan establishes a clear framework for construction traffic management and identifies the minimum measures to be included within each CTMP, including construction access arrangements, haul routes, traffic control measures, hours of operation, and measures to maintain safety for all road users and neighbouring properties.

Initial construction access is proposed via Morven Ferry Road, with the condition and capacity of the road to be confirmed prior to sustained construction traffic. Where required, upgrades to Morven Ferry Road and the State Highway 6 intersection, including the construction of a new roundabout, will be delivered in accordance with approved CTMP and secured through conditions of consent.

With CTMP implemented in accordance with the Construction Methodology Plan and consent conditions, construction traffic effects are expected to be temporary, localised and appropriately managed. Accordingly, construction traffic effects on the surrounding transport networks will be minor, noting they will be limited in duration and will be subject to CTMP and roading infrastructure upgrades as required.

### 9.3.8 Construction Noise and Vibration

Construction noise and vibration have been assessed with consideration of the existing noise environment which includes rural farm machinery, aircraft noise and road traffic noise.

Noise and Vibration assessment undertaken by Marshall Day (**Appendix 24**) consultants confirms that construction noise and vibration can comfortably comply with the relevant criteria for the period of works (daytime) proposed in the CMP and the effects associated with construction noise and vibration will be barely perceptible (in relation to vibration) and appropriately managed including through use of onsite practices and mitigations, in relation to noise. The effects associated with construction noise and vibration are overall considered to be minor and appropriately managed.

The assessment undertaken by Marshall Day (**Appendix 24**) has considered noise and vibration from earthworks activity and for earthworks and site establishment activities, the construction of residential neighbourhoods, the major retail/commercial and visitor and workers accommodation buildings, located in close proximity to sensitive receivers. The following matters are noted:

- Site works are anticipated to be undertaken using suitably sized conventional excavators. However, where service trenches or other excavations encounter near surface or shallow Haast

Schist, excavation may be more difficult and may require specialised excavation techniques, such as the use of rippers, hydraulic rock breakers. Consideration of site earthworks for the purpose of the noise assessment has included excavators, scraper, truck movements, bulldozer operating across the site. Additionally concrete pours at building platforms, concrete batching, and piling activities have also been considered to provide flexibility for the final construction design of all built elements of Ridgeburn. The assessment confirms that setbacks to nearby receivers will ensure compliance with the daytime noise limit of 70 dB LAeq at all nearby dwellings. Due to the separation distances able to be achieved onsite, noise levels are anticipated to be significantly lower than 70 dB for most of the time.

- Additional mitigations may be required including the use of localised/temporary noise barriers when undertaking earthworks within 40m of an occupied dwelling. This will be implemented, as required, by the EMP and CMP.
- The assessment provided by Marshall Day (**Appendix 24**) confirms that vibration from the proposed construction activities may be just perceptible at the closest receivers (less than 1 mm/s PPV) for the highest vibration sources. Predicted levels from all activity would comfortably comply with building protection criteria contained in DIN 4150-3 and also the recommended amenity level.

## 9.4 Ecological

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The Ecological Impact Assessment (EIA) prepared by Viridis Limited concludes that the Ridgeburn Development will result in a significant positive ecological outcome through the establishment of approximately 103 hectares of indigenous vegetation across the site. This restoration will substantially increase the extent of native vegetation within the wider area and represents a regionally significant ecological enhancement. While the proposal will result in localised adverse effects associated with vegetation clearance and development, the assessment confirms that these effects can be appropriately managed and that long-term protection and enhancement of indigenous lizard habitat will be achieved through restoration and ongoing management.

### 9.4.1 Phased Construction of the Site

The EIA recognises that the Ridgeburn Development will be constructed in stages and that ecological values and species will be present within different areas of the site at different times. The phased approach necessitates the management of ecological effects on an area-by-area basis, which the assessment confirms is achievable and appropriate.

Vegetation clearance associated with the development includes the removal of exotic pine trees, pastoral grassland, exotic shelterbelts and other mature but largely non-indigenous vegetation. The ecological assessment concludes that much of the vegetation proposed for removal is of low to moderate ecological value due to long-term modification. Adverse effects associated with vegetation removal are therefore assessed as localised and manageable.

The proposal also involves works affecting highly modified freshwater features within the site, including artificial ponds and a water race associated with historic land use. Where realignment or removal of these features is proposed, they are assessed as being of low ecological value, and effects on freshwater ecology are assessed as low. No natural inland wetlands meeting the regulatory definition are proposed to be reclaimed.

Historical land use has resulted in areas of modified ground conditions, and remediation of contaminated soils forms part of the overall development. The ecological assessment confirms that remediation activities can be undertaken in a manner that avoids adverse ecological effects and supports subsequent indigenous revegetation.

The ecological assessment confirms that all construction-related ecological effects, including those arising from vegetation removal, freshwater works and remediation activities, can be managed through the measures identified in the ecological assessment and the Construction Methodology Plan, with implementation to be secured through conditions of consent.

#### 9.4.2 Ongoing Management and Outcomes

A central ecological outcome of the proposal is the long-term restoration and protection of indigenous habitats. Approximately 103 hectares of indigenous shrubland and tussockland is proposed to be established across the site, including on Morven Hill and other non-developed areas. Once established, this revegetation will represent a significant area of indigenous vegetation within the wider landscape and will contribute meaningfully to regional biodiversity values and ecological connectivity.

The ecological assessment confirms that the restored areas will provide high-quality habitat for indigenous lizard species, including both geckos and skinks. While some existing habitat will be lost within the development footprint, this will be outweighed by the protection and enhancement of large areas of restored habitat that will be excluded from future development. Over time, these areas are expected to provide improved habitat structure, shelter and food resources, supporting the long-term viability of lizard populations.

The establishment and maturation of indigenous vegetation is also expected to support increased use of the site by indigenous bird species, relative to existing pastoral conditions. As revegetation develops, habitat availability and ecological function will improve across the site.

While no direct works are proposed within the Kawarau River or Arrow River, the ecological assessment notes that large-scale revegetation on land adjoining the Kawarau River escarpment will enhance terrestrial ecological values adjacent to the river corridor. These measures are expected to contribute positively to ecological values within the wider environment without generating adverse effects on the river systems.

Overall, the ecological assessment concludes that the proposal will deliver enduring ecological benefits through large-scale indigenous revegetation and habitat protection. In this context, the ecological effects of the Ridgeburn Development are considered appropriate and positive overall.

### 9.5 Historic Heritage and Archaeological Effects

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#### 9.5.1 Archaeology

Origin Consultants has undertaken archaeological investigations of the Ridgeburn site and prepared an Archaeological Assessment in support of the application, provided as **Appendix 21**. The assessment considers the site's historic land use, the presence and likelihood of archaeological material, and the potential effects of the Ridgeburn Development on identified archaeological values.

An effects assessment is included in **Appendix 23** in relation to the NZHPT Act requirements.

The archaeological assessment confirms that the site has a history of human activity associated with 19th century gold mining and subsequent pastoral land use. Two recorded archaeological sites are identified within the project area, along with a broader area of archaeological sensitivity associated with the Kawarau River terrace. These sites reflect historic mining and rural occupation and form part of the cultural and historical context of the wider Morven Ferry and Arrow Junction area.

The proposed development will involve earthworks and ground disturbance that have the potential to affect subsurface archaeological material. The assessment concludes that potential effects on archaeological values can be appropriately managed through the implementation of the Archaeological Management Plan, which provides for targeted archaeological monitoring in areas of known sensitivity and clear procedures for the identification and recording of archaeological material should it be encountered. Implementation of the Archaeological Management Plan will be secured through conditions of consent.

Overall, having regard to the expert advice provided by Origin Consultant in the Archaeological Assessment at **Appendix 21**, integration of archaeological management measures through conditions of consent ensures that historic heritage values will be appropriately recognised and addressed as development proceeds. In this context, the historic heritage and archaeological effects of the Ridgeburn Development are considered appropriate and acceptable.

### 9.5.2 Built Heritage

Origin Consultants has undertaken a heritage assessment of the Doonholme farm buildings which are proposed to be restored and integrated within the development as a key feature of the commercial precinct.

These structures are not scheduled under the PDP nor are they identified in the NZHPT register, however the assessment concludes that they do have heritage values worthy of protection when considered against the scheduling criteria of the PDP and could be considered as having Category 3 status. **Figure 65** below shows the location of the historically significant structures. The assessment includes recommendations for future land use of these structures to highlight their historical significance, including the public use of the structures. These recommendations have been carried through to the masterplan.

While there will be some loss of archaeological features of low significance (Steele's Hut), in our opinion, the effects of the proposal on the heritage values of the site are positive overall given that the more historically significant Doonholme farm buildings will be retained and enhanced as a key feature.



**Figure 65: David Jolly's farm buildings indicated in yellow, other structures with historic significance in red (from Figure 6 of the Origin Assessment).**

## 9.6 Landscape and Visual Effects

A Landscape Assessment ('LA') prepared by RMM is attached as **Appendix 9**. The assessment describes the site's landscape characteristics, the relevant policy provisions of the PDP, and assesses the actual and potential landscape, natural character and visual effects of the proposed Ridgeburn Development. This effects assessment adopts the Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guideline and indicates the degree of visual change taking into account the qualities of the receiving environment.

The site is bounded by Morven Hill to the west, the Kawarau River corridor to the south, Morven Ferry Road to the north, and rural properties to the east. The landform is varied, comprising flat to gently sloping alluvial terraces, hummocky moraine terrain, ephemeral streams and kettle depressions, and the lower eastern slopes of Morven Hill. Land cover is predominantly pastoral, with areas of rough pasture on steeper land, exotic shelterbelts and specimen trees, and farm buildings associated with ongoing rural use. The site forms part of the Morven Ferry Triangle, an area characterised by a mix of rural, rural lifestyle and rural residential development, resulting in a receiving environment that is already modified and transitional in nature.

Morven Hill and the Kawarau River are identified as Outstanding Natural Features in the Proposed District Plan, while the eastern portion of the site is located within the Whakatipu Basin Rural Amenity Zone and an area identified as a Rural Character Landscape. The PDP does not anticipate urban development within the site or immediate surrounds, and the proposal is assessed within a policy framework that seeks to protect identified landscape values and manage adverse effects. The Landscape Assessment evaluates the proposal in this context, focusing on the extent to which landscape values are retained and whether effects are appropriately managed through design and mitigation.

In visual terms, the assessment confirms that the site is generally well contained within its immediate setting and is not prominent within the wider Whakatipu Basin. From Morven Ferry Road and Arrow Junction Road, built development will be largely screened by existing vegetation, intervening landform and extensive proposed planting, and will generally not be visible. The proposal will not be visible from Arrow Junction Road, the Lake Hayes–Arrow Junction Highway or relevant sections of the Twin Rivers Trail and will be difficult to discern from the Gibbston Highway.

Upgrades to Morven Ferry Road and Arrow Junction Road, together with increased traffic volumes, has the potential to alter the streetscape character experienced by existing residents and road users. These changes are assessed as resulting in a low-moderate degree of adverse visual amenity effects, most apparent during peak travel periods. With that said, from a planning perspective we observe that wider traffic patterns are dynamic and derive from a range of factors. They cannot be solely attributed to the development. Further, future residents and visitors associated with the development are unlikely to experience these changes as adverse, as they will not have experienced the existing baseline conditions.

From more distant and elevated viewpoints, including the Crown Range Road, Tobin's Track, Coronet Peak Road and parts of the Remarkables Ski Field Access Road, the proposal will be visible in certain locations. When visible, the development will be perceived within the broader context of existing and consented development across the Whakatipu Basin and against the visually dominant backdrop of the Remarkables mountain range, rather than as an isolated element within an otherwise undeveloped landscape.

Visual effects from Tobin's Track Summit and Coronet Peak Road are assessed as nil to low, while the adverse visual effects from elevated sections of the Crown Range Road are assessed as moderate to moderate-high. In relation to those viewpoints, the assessment notes that while the development will result in a spread of residential development and slightly reduce the rural outlook, only forming a small part of the overall scene, its location within the wider setting will appear as a coherent extension to the west to east pattern of development that has occurred over the past two to three decades within the Whakatipu Basin. The distance and fleeting nature of the views from Crown Range Road are also relevant in considering their relative importance. Adverse visual effects from the Remarkables Ski Field Access Road are assessed as low-moderate in nature.

In landscape terms, the assessment distinguishes effects on landscape character and values from visual and visual amenity effects. The majority of built development is located outside the Morven Hill Outstanding Natural Feature. Limited elements within the Outstanding Natural Feature, comprising water tanks and seven residential properties located on the lower southeastern toe of Morven Hill, are assessed as capable of being absorbed without adversely affecting the outstanding physical, perceptual or associative values of the feature. These elements are located on land of lower landscape sensitivity, are set back from the escarpment edge, and will be visually contained by landform and planting.

The proposal includes approximately 68 hectares of native revegetation on Morven Hill and a further 35 hectares within the Kawarau River corridor. This revegetation exceeds the area of urban development and will replace existing rough pasture and exotic vegetation. The Landscape Assessment concludes that this restoration will in time enhance the natural character and landscape values of both Outstanding Natural Features, improve landscape coherence, and strengthen their physical and perceptual presence when viewed from the east and from elevated locations within the Basin. The provision of public access to the summit of Morven Hill via an existing farm track will further enhance its associative and recreational values.

The proposed development is separated from the Kawarau River corridor by a planted open space buffer, ensuring that built form does not encroach upon or dominate the river landscape. Native revegetation within the river corridor will further reinforce the outstanding landscape values of this feature and contribute positively to landscape character and visual amenity.

At the scale of the local receiving environment, the assessment concludes that the proposal will result in a high degree of adverse effects on existing rural character within the Morven Ferry Triangle, reflecting the transition from a predominantly rural landscape to a residential environment. These effects are localised due to the site's landform complexity and containment. While the source of amenity will change, the assessment concludes that the resulting environment is anticipated to achieve a high level of amenity through integrated design, open space provision and extensive landscape restoration. At the wider Basin scale, the assessment concludes that the development will read as a coherent extension of the established west-east pattern of urban development accessed from State Highway 6.

Overall, the Landscape Assessment concludes that while the proposal will result in localised adverse effects on rural character and moderate to moderate-high adverse visual effects from certain elevated viewpoints, these effects are localised and occur within an already modified and evolving landscape context. The proposal will not adversely affect the outstanding landscape values of Morven Hill or the Kawarau River and will enhance those values through large-scale native revegetation and improved public access. In light of these findings, the landscape and visual effects of the proposal are considered acceptable in landscape and visual terms.

### 9.6.1 Peer Review and Summary

The Landscape Assessment prepared by RMM has been independently peer reviewed by Shannon Bray of Wayfinder Landscape Planning & Strategy. Mr Bray's review **Appendix 10** finds that the assessment generally aligns with the *Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines*, applying an appropriate methodology and structured evaluation of landscape character, values and effects. The peer review notes that the assessment clearly describes the receiving environment, evaluates visibility and landscape effects across multiple spatial scales, and appropriately situates the proposal within the wider Whakatipu Basin landscape context. While some areas where additional clarification could assist are identified, including explanation of mitigation planting effects and further integration of cultural landscape considerations, these do not materially alter the overall findings. Overall, Mr Bray considers the assessment to be methodologically sound, internally consistent, and suitable for informing decision-making.

## 9.7 Established Development

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### 9.7.1 Subdivision Design and Layout

An Urban Design Assessment ('UDA') prepared by Barker & Associates is attached as **Appendix 11**. The assessment considers the subdivision design and layout of the Ridgeburn Development, including the road hierarchy, block configuration, lot sizes and typologies, open space integration and pedestrian connectivity, and evaluates the extent to which the proposed subdivision achieves a coherent, legible and functional urban form.

The site is large and topographically varied, and the subdivision layout has been strongly shaped by landform, the presence of watercourses and wetlands, and the relationship of the site to

surrounding settlements and transport corridors. These factors have informed the overall structure of the subdivision, including road alignments, the distribution of densities across the site and the placement of open spaces, resulting in a layout that responds directly to the physical and spatial characteristics of the site.

The proposed subdivision establishes a clear and legible movement framework. A primary internal road network provides access and circulation through the site and connects with the surrounding road network, supported by a hierarchy of local roads and laneways. This structure enables efficient vehicle movement while also supporting pedestrian and cyclist permeability, with the Urban Design Assessment identifying a layout that is intuitive to navigate and well connected.

Block structure varies across the site in response to context. Finer-grain blocks are located in proximity to the commercial centre and the Affordable Housing Area, supporting walkability, shorter travel distances and a more urban character. In other areas, block sizes and layouts respond to underlying landform and accommodate a more open suburban pattern. The assessment concludes that this variation provides diversity in character while maintaining a coherent and legible overall structure.

The subdivision provides for a wide range of lot sizes and housing typologies, accommodating 1,210 residential units, including a significant affordable housing component. Lot sizes range from compact sites within higher-density neighbourhoods to larger lots in areas of lower intensity development. The UDA concludes that this mix supports housing choice and demographic diversity, while contributing positively to streetscape quality and neighbourhood identity.

The assessment confirms that the proposed lots are functional and capable of accommodating future dwellings with appropriate levels of residential amenity. Building platforms, setbacks and orientation enable good sunlight access, outlook and privacy, while providing flexibility for future dwelling design. In higher density areas, potential amenity sensitivities are addressed through lot configuration, typology selection and the integration of open space and landscaping, ensuring that residential amenity effects are appropriately managed.

Pedestrian and cyclist connectivity is a defining element of the subdivision design. An interconnected network of streets, paths and open space corridors provides direct and legible connections throughout the site and links to the wider Queenstown Trails network. The assessment identifies that this network supports active transport, enhances access to open space and local amenities, and reduces reliance on private vehicles.

Open spaces are well distributed throughout the subdivision and integrated with the street and block network. These include neighbourhood parks, local open spaces, riparian corridors and landscaped buffers. The UDA concludes that the location and design of these spaces support usability, accessibility and passive surveillance, and play an important role in structuring the subdivision and providing visual relief within the urban environment.

Overall, the UDA concludes that the proposed subdivision design and layout represent a coherent and well-integrated response to the site and its context. The subdivision achieves an appropriate balance between density, connectivity, amenity and urban structure, and will support the development of a high-quality, liveable neighbourhood. In urban design terms, the subdivision layout is considered appropriate and will contribute positively to the emerging pattern of development within the eastern Whakatipu Basin.

## 9.7.2 Acoustic Amenity

An Acoustic Assessment prepared by Marshall Day Acoustics is provided in support of the application and is attached as **Appendix 24**. The assessment considers the existing noise environment, predicted operational and construction noise effects arising from the Ridgeburn Development, and the extent to which the proposal can achieve reasonable acoustic outcomes having regard to the scale and nature of the development.

The site and surrounding area are currently characterised by a relatively quiet rural noise environment, with existing noise sources including infrequent local road traffic, rural machinery, aircraft overflight and natural sounds. Noise monitoring confirms low existing ambient noise levels, particularly during night-time periods. The introduction of a large residential and mixed-use development will therefore result in a change to the existing acoustic environment.

The assessment concludes that noise generated by commercial and retail activities within the development, including car parking areas, loading and plant, can be designed to comply with appropriate and reasonable noise limits at nearby existing dwellings. This is achieved through site layout, separation distances, screening, control of delivery hours and the selection and mitigation of mechanical plant. Predicted operational noise levels from these sources are not expected to result in adverse effects on surrounding residential amenity.

Noise from internal roads within the development has been assessed as this is not specifically excluded under 36.4.1 of the PDP. Except for one nearby receiver where internal road noise is masked by higher noise levels from Morven Ferry Road, predicted noise levels from internal traffic movements are considered acceptable. Noise from the proposed wastewater treatment plant has been assessed and can be appropriately managed through enclosure, plant selection and separation distances to achieve appropriate night-time noise outcomes.

Construction noise and vibration effects have been assessed against applicable standards. The assessment concludes that construction activities can be managed to comply with daytime noise limits at nearby dwellings, with vibration effects predicted to be low and well below levels associated with cosmetic or structural damage. Construction activity will be staged, and with appropriate controls in place, construction noise and vibration effects are expected to be temporary and manageable.

Overall, the Acoustic Assessment concludes that while the proposal will alter the existing acoustic environment, the resulting noise effects have been appropriately assessed and, subject to the proposed mitigation measures being implemented and secured through conditions of consent, are considered appropriate and acceptable in the context of the scale and nature of the Ridgeburn development.

## 9.7.3 Operational Traffic Effects

### 9.7.3.1 Effects on the Wider State Highway Network

A Transportation Assessment (TA) prepared by Carriageway Consulting Limited is provided in support of the application and is attached as **Appendix 26**. The TA considers the operational traffic generation, distribution and effects of the proposed Ridgeburn Development on the surrounding state highway and local road network, including road safety, network efficiency and the performance of key intersections.

The Ridgeburn Development will be constructed and occupied in stages, with operational traffic effects increasing progressively over time as development occurs. The TA assesses traffic effects at full development to understand the operational effects of the proposal once the site is fully built out, while recognising that traffic demands will increase progressively as development occurs.

The TA provides a comprehensive assessment of the surrounding transport network and identifies that the primary operational effects of the development occur at the locations where traffic generated by the site enters the State Highway 6 corridor, including the SH6 / Morven Ferry Road intersection and the SH6 / Arrowtown–Lake Hayes Road intersection. The TA assesses the performance of these intersections under future traffic scenarios and identifies a range of mitigation measures to maintain safe and efficient operation of the surrounding transport network, including:

- SH6 / Morven Ferry Road roundabout
- SH6 / Arrowtown–Lake Hayes Road intersection improvements
- Development staging linked to transport upgrades
- Park-and-ride facility at Morven Ferry Road
- Provision for future bus circulation
- Pedestrian and cycle connections to the regional trail network

These mitigation measures are reflected in the targeted transport-related conditions of consent attached in **Volume J**.

Together, these measures are proposed to address the operational traffic effects generated by the Ridgeburn Development at the locations where development traffic interacts directly with the surrounding transport network.

The TA also identifies that parts of the wider State Highway 6 corridor are already subject to capacity constraints as a result of existing traffic conditions and forecast background traffic growth, independent of the Ridgeburn Development. These wider network constraints would persist regardless of whether the proposal proceeds. The assessment therefore focuses on the incremental effects generated by the proposal and the mitigation measures required to address those effects at the locations where development traffic enters the surrounding network.

In addition to intersection performance, the TA considers opportunities to support travel by modes other than private vehicles. The proposal includes provision for a park-and-ride facility adjacent to Morven Ferry Road and allows for future bus circulation through the development as the surrounding area develops. Internal pedestrian and cycle connections are also proposed and integrate with the wider regional trail network, improving accessibility for residents and visitors and supporting travel by active modes. These measures contribute to reducing reliance on private vehicle travel and support the efficient operation of the wider transport network.

In addition, as identified in the TA and confirmed by the independent peer review (**Appendix 27**), a substantial proportion of trips associated with the development will be internal, pass-by, or already occurring on the wider network, with on-site retail, commercial and community services accommodating a share of day-to-day demand within the development and thereby reducing the need for some external trips and assisting in managing demand on the wider transport network.

It must be acknowledged that the receiving transport environment already includes capacity constraints on parts of the wider State Highway 6 corridor. These constraints arise from existing traffic conditions and forecast background growth across the Wakatipu Basin rather than from the Ridgeburn Development itself. As identified in the independent transport peer review prepared by Parlane & Associates, locations such as the Shotover Bridge corridor function as strategic regional transport links that accommodate traffic from a wide range of existing and planned development. Operational constraints at these locations therefore reflect cumulative regional growth rather than effects generated by the proposal alone. This approach is consistent with the assessment framework applied to other large-scale developments in the eastern Wakatipu Basin, including the recently approved Homestead Bay Fast-track application (FTA-2506-1071).

Overall, the TA concludes that, subject to the identified mitigation measures being implemented and secured through transport-related conditions of consent, including requirements for intersection upgrades, internal road construction, development staging, public transport provision and active transport connections, the operational traffic generated by the Ridgeburn Development can be safely and efficiently accommodated within the surrounding transport network.

#### 9.7.4 Peer Review and Summary

The TA prepared by Carriageway Consulting Limited has been independently peer reviewed by John Parlane, Parlane and Associates Limited. Mr Parlane's peer review, attached as **Appendix 27**, confirms that the TA provides a credible and robust assessment of the operational traffic effects associated with the Ridgeburn Development and that its conclusions can be relied upon for the purposes of considering the application. The peer review supports the assessment of traffic generation, distribution and network performance, and agrees that the identified mitigation measures appropriately address the traffic effects directly attributable to the proposal.

##### 9.7.4.2 Internal Transport Effects

An Internal Transportation Assessment prepared by Carriageway Consulting Limited is provided in support of the application and is attached as **Appendix 26**. The assessment evaluates the design and operation of the proposed internal road network, including internal circulation, intersection performance, parking provision, servicing and provision for active and public transport modes.

The proposed internal road network has been designed to support the anticipated residential and mixed use activities across the site. The layout provides a hierarchy of roads, with a primary internal loop road (Road A1) accommodating the majority of internal traffic movements and providing access to the commercial area, while other roads primarily serve local property access. The road typologies, carriageway widths and intersection geometry have been designed to accommodate anticipated traffic volumes while supporting a low speed residential environment.

Traffic modelling undertaken as part of the TA indicates that the internal road network will operate efficiently under full development traffic conditions. The most heavily trafficked internal intersections, including the northern roundabout providing access to the commercial area, are predicted to operate with low delays and short queues during peak periods, achieving Levels of Service A to B. All other internal intersections will experience lower traffic volumes and are therefore expected to perform at least as well as those assessed.

Vehicle tracking assessments confirm that the proposed road widths, turning areas and gradients are sufficient to accommodate service and emergency vehicles, including refuse trucks and fire

appliances. Localised widening has been incorporated where necessary to enable safe passing movements and manoeuvring by larger vehicles within the internal network.

Provision for parking is integrated throughout the development through a combination of on-lot parking and on-street parking incorporated within the street design. The TA concludes that the proposed parking supply and layout are appropriate for the anticipated demand generated by the development and will not adversely affect traffic safety or internal network efficiency.

The internal layout also supports travel by non-car modes. The development includes a network of footpaths and off-road walking and cycling routes that connect residential areas with the commercial precinct, open space areas and external cycle trails. These routes allow residents to access internal destinations and regional trail networks without relying on the internal road system, supporting local connectivity and encouraging active travel.

Provision is made for future public transport integration, including a park-and-ride facility located near the northern site access. The internal loop road has been designed to accommodate potential bus circulation, enabling services to be integrated into the development as demand arises. The TA identifies that the scale of the development is capable of supporting future public transport, and confirms that the layout provides for this in an integrated and practicable manner.

Overall, the Internal TA concludes that the proposed internal road network is capable of safely and efficiently accommodating the anticipated traffic generated by the development. Taking into account the integrated approach to internal road design, parking provision, servicing, active transport connections and provision for future public transport integration, the proposed internal transport network is capable of operating safely and efficiently. Accordingly, the internal transport effects of the development are considered to be appropriately managed.

### 9.7.5 Park and Ride

The proposed park and ride facility located adjacent to Morven Ferry Road near the northern entrance to the development is intended to provide a convenient location for residents and visitors to access future bus services, facilitate shared transport opportunities, and connect with the development's extensive pedestrian and cycling network, as identified in the Internal Transportation Assessment attached as **Appendix 25** and the External Transportation Assessment attached as **Appendix 26**.

The Transportation Peer Review attached as **Appendix 27** recognises the benefits associated with integrating public transport infrastructure into the development from the outset. The peer review identifies the park and ride facility as an appropriate measure to support mode shift and assist in managing the wider transport effects associated with growth within the Wakatipu Basin.

The Landscape Assessment Report attached as **Appendix 9**, and the Landscape Assessment Peer Review attached as **Appendix 10**, demonstrate that transportation infrastructure throughout the development can be integrated within the wider landscape framework through comprehensive planting, streetscape design and open space treatment. The park and ride facility will be subject to the same landscape design approach, ensuring that visual effects are appropriately mitigated and that the facility contributes positively to the character and amenity of the entrance environment.

The Urban Design Assessment (**Appendix 11**) identifies the park and ride facility adjacent to Morven Ferry Road as an important component of the development's future transport framework. The assessment notes that the facility future-proofs the development for public transport and

shuttle services while providing an integrated transport node connected to the wider walking and cycling network. This contributes positively to the accessibility, functionality and overall urban design quality of the development.

Overall, considering the above, it is considered that the proposed park and ride facility will generate positive transportation, accessibility and urban design outcomes. The facility will support public transport viability, encourage active transport, improve travel choice and contribute to a more sustainable transport network for both Ridgeburn and the wider Wakatipu Basin. Any adverse visual, amenity or operational effects will be appropriately managed through the proposed landscape treatment and detailed design measures. Accordingly, the effects of the proposed park and ride facility are considered to be appropriate, while the resulting transportation and urban design outcomes are considered to be positive.

## 9.8 Servicing and Infrastructure

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The infrastructure report at **Appendix 29** details the operational three water infrastructure, utilities, power and roading proposed to support the Ridgeburn development. Effects associated with the establishment of infrastructure are addressed in Section 9.3 above.

### 9.8.1 Potable Water

Potable water for the development is proposed to be sourced from two existing bores, BH04 and BH05, located on the river terraces adjacent to the Kawarau River. The consent sought is for a combined maximum daily abstraction of 2,006 m<sup>3</sup>/day (approximately 23 L/s) and a maximum annual volume of 732,190 m<sup>3</sup>/year. The bores are intended to service the projected average daily demand of approximately 1,003 m<sup>3</sup>/day, with the higher daily abstraction rate reflecting peak demand and contingency.

#### 9.8.1.1 Groundwater Take Effects

The Groundwater Take Assessment (**Appendix 33**) concludes that the abstraction from BH04 and BH05 will not result in significant adverse effects on the groundwater resource or neighbouring groundwater users. Pump testing indicates that BH04 is capable of supplying approximately 600 m<sup>3</sup>/day and BH05 approximately 1,880 m<sup>3</sup>/day, providing sufficient combined production capacity to meet the proposed supply requirements.

The hydrogeological setting indicates that both bores are hydraulically connected to the Kawarau River, either through the gravel aquifer underlying the river terraces or through fractured schist recharged by leakage from overlying strata and ultimately the river itself. As a result, the majority of water abstracted by the bores is expected to be derived from induced recharge from the Kawarau River, rather than from long-term depletion of a discrete groundwater resource.

Analytical modelling undertaken by WGA within the Groundwater Take Assessment indicates that under the maximum long-term abstraction scenario, the drawdown effects are localised and limited. No neighbouring bores are located within the expected drawdown area due to the hydraulic boundary effect of the Kawarau River and the intervening schist topography separating the production bores from the Morven Aquifer to the north and east. On that basis, drawdown effects on surrounding groundwater users are assessed as less than minor.

The modelling also considered potential drawdown effects on nearby Transpower pylons located on the middle river terrace. While some localised lowering of groundwater levels in the upper

unconfined gravel aquifer is predicted, the report concludes that any associated settlement effects are expected to be less than minor, with negligible differential settlement.

#### 9.8.1.2 Surface Water Effects

Because the bores are strongly connected to the Kawarau River, the groundwater take is effectively a stream-depleting take. WGA estimates that the long-term stream depletion effect would be approximately 22.4 L/s, representing around 97% of the maximum abstraction rate. However, this equates to only approximately 0.037% of the Kawarau River mean annual low flow, which is assessed in the report as a negligible effect. No measurable changes to river flow, water levels, or the surrounding riparian environment are anticipated.

The Groundwater Take Assessment also confirms that no regionally significant wetlands were identified within 1 km of the production bores on the ORC wetland database, and wetlands located within the wider development area are outside the bores' drawdown influence. Accordingly, the proposed abstraction is not considered to adversely affect nearby wetlands or other surface water bodies.

#### 9.8.1.3 Water Quality and Treatment Effects

Raw groundwater quality sampling indicates that untreated water from the bores contains elevated turbidity, iron, manganese, aluminium and hardness, with occasional microbiological contamination also identified in sampling. Arsenic has been identified as a potential contaminant of concern in the broader Ridgeburn area, although current sampling indicates arsenic concentrations are below 50% of the applicable maximum acceptable value. These raw water quality issues mean treatment is required before the water can be supplied for potable use.

The proposed treatment system comprises media filtration, softening, ion exchange, cartridge filtration, UV disinfection, chlorination, treated water storage and booster pumping. This treatment train is intended to ensure the potable supply complies with the applicable drinking water standards and rules. On that basis, the effect of supplying treated groundwater for domestic and community use is expected to be positive, as it will provide a reliable and treated potable water supply for the development.

#### 9.8.1.4 Effects of Treatment Residual

The Water Supply Servicing Strategy (**Appendix 34**) identifies that treatment of raw groundwater will generate relatively small volumes of residual waste streams, primarily associated with softener regeneration, ion exchange brine, and filter backwash. These residuals may contain elevated concentrations of hardness, iron, manganese, suspended solids and potentially arsenic. However, the report states that these residuals are expected to be only about 2–5% of total supply volume and are proposed to be directed to the on-site wastewater treatment system for treatment and disposal, rather than being discharged directly to land or water. On that basis, no separate adverse effects on water bodies are anticipated from the treatment process itself, subject to detailed design confirmation.

#### 9.8.1.5 Water Infrastructure

Water abstraction infrastructure will include the two bore and pump shed located within the River Terraces, underground piped infrastructure and the establishment of a water reservoir and treatment facility, within the southwestern area of the site, adjacent to Queenstown Lookout (Neighbourhood J). Effects associated with the construction of infrastructure have been

considered above. The finished design, operation and management of this water infrastructure is detailed in the infrastructure report (**Appendix 29**) and is discussed in relation to visual and landscape effects in the Landscape Report (**Appendix 9**). The use of recessive colours, the use of landform (through cut and bunded areas) and the development of landscape areas will mitigate the visual effects. The design, location and landscape areas appropriate mitigates adverse visual effects associated with this water infrastructure.

All reticulated water networks will be installed within development areas through civil works processes. These pipes will be designed to meet relevant standards and retained and operated by a private infrastructure company, established for Ridgeburn.

### 9.8.2 Wastewater Infrastructure

The proposed wastewater infrastructure is detailed in section 5.13.4 above and comprises a WWTP, disposal fields located within Morven Hill and within landscape areas on the residential terraces, and the piped infrastructure and associated pump stations associated with the reticulation of the Ridgeburn development.

#### Wastewater Treatment Plant Design

Assessment of the operation and function of the WWTP has been undertaken in the BPO report at **Appendix 36**. A peer review of the proposed WWTP design and compliance criteria associated with plant inputs and discharges has been undertaken by Lutra and is included at **Appendix 37**.

As discussed in section 5.13.4 the treatment process has been specifically selected to produce a consistently high-quality treated effluent suitable for land-based discharge, and has been designed to be operationally flexible, allowing process adjustments to account for seasonal fluctuations in wastewater flows, variable occupancy rates across the development, and significant temperature variations typical of the Queenstown Lakes District alpine environment. The peer review confirms the SBR process, ultrafiltration, and UV are suitable for the Ridgeburn development.

As this WWTP is proposed for a new development the BPO report identified design challenges in assuming the characteristics of the wastewater to be received by the plant. This presents design challenges in ensuring that performance criteria can be achieved through out the buildout of the Ridgeburn development and maintained over time with season variability. As a result, the treatment plant has been designed to enable additional interventions and mitigation to ensure constancy of outputs. These assumptions have been tested through peer review analysis and confirmed to be sound.

The discharge quality assumptions have also been considered in relation to best practice. The peer review identifies that treatment targets and proposed consent targets appear adequate for land disposal and are similar to or better than other treated effluent land disposal systems. Further the review confirms the use of modelling to test assumptions is correctly applied.

The proposed wastewater treatment system treats wastewater to a high standard and disposes of the treated effluent to land rather than directly to surface water bodies. We understand from the CIA prepared by Te Ao Mārama Inc on behalf of Kāi Tahu Papatipu Rūnaka that land-based disposal of treated wastewater is generally preferred over direct discharge to water where practicable. The proposed approach is broadly consistent with this preference, with monitoring and environmental management measures proposed to ensure the system continues to operate effectively over time.

### Wastewater Treatment Plant – Operation

The WWTP will be located within the southeastern area of the site. And located within an area of approximately 3000 m<sup>2</sup>. The WWTP area will be setback a minimum of 50 m away from the boundary of any residential lot and 25 from the boundary with neighbouring farmland including landscape planting and site security measures.

Operational effects of the plant have been considered and assessed including the location of the plant within the site, setbacks from residential uses within Ridgeburn and the established rural and residential activities in the surrounding environment.

Operational noise from the plant is anticipated to be minor with much of the plant operations enclosed within sealed buildings and the location of the plant generally isolated from surrounding landuses. A secondary power supply, in the form of a diesel generator is proposed in relation to the plant, this will be housed in a Sound Attenuated Enclosure located setback from site boundaries and sensitive receivers.

The provisions of a secondary power supply ensures continued operation of the WWTP in the event of power outages in the network. This will enable the plant to remain operational, and negative pressure odour management systems to remain functional.

The WWTP has been assessed in relation to odour by PDP consultants (**Appendix 39**). This assessment considered the design of odour management systems associated with the plant and processes, establishes the location of sensitive receivers, setbacks achieved and the likely frequency of exposure due to prevailing wind direction. This assessment identified that Ridgeburn residential receivers (within recreational areas and trails within the south eastern area of the site) may be infrequently or moderately infrequently downwind and receivers are likely to be present within these areas for generally short periods of time. As a result, the detectable odour from the WWTP (and disposal areas) is predicted to be low.

Intensity of odour has also been considered based on the treatment train design and odour mitigation (management system) proposed in relation to the WWTP. The assessment concludes that proximate receivers (who are likely to be present in areas for a short duration) may perceive odour from the biofilter, operational SBS processes, and membrane feeder tank. Odour will also be associated with the removal of biosolids and dewatered sludges, this activity is undertaken infrequently and generally managed through the storage processes associated with the management of these substances. The nature of this odour is generally predicted to be weak to distinct where in very close proximity to the WWTP and is considered to be almost unperceivable in many cases beyond the boundary of the WWTP. The PDP report also identifies the opportunity for operational management to further mitigate the potential for odour to be perceived in relation to the plant, recommendations for operational practices will be reflected in conditions of consent. The PDP report concludes that normal operation of the WWTP will result in offensive or objectional odour effects.

### Wastewater - Discharges to Land

The wastewater produced by the WWTP will be discharged to land within the wider site area. As discussed in section 5.13.4.1 the discharge to land will be primarily to the Morven Hill disposal field with secondary fields located within landscaped areas of the residential terraces.

Geotechnical investigations have been undertaken to assess the suitability of disposal to land. The WGA (**Appendix 38**) and Geotechnical report (**Appendix 15**) discuss the suitability of Morven Hill,

including its re vegetation in native species, as suitable for sprag irrigation. Morven Hill is identified as containing colluvial and topsoil deposits generally 0.3–0.5 m thick, locally up to approximately 1.0 m, overlying weathered schist, the site characteristics, including adequate separation distances, deep groundwater levels, absence of flooding risk, and grassed north-facing slopes, are generally favourable for this disposal method. Overall, it is considered that Morven Hill provides suitable soil conditions and site characteristics for wastewater disposal system.

The residential terraces were also investigated for their potential for wastewater disposal and are proposed to be used as secondary disposal areas utilising subsurface drip lines. The soils, permeability and general ground conditions confirm that the residential terraces are also suitable for disposal areas.

The WGA report considered hydraulic, nitrogen and phosphorus loading and recommended parameters for the Morven Hill and Residential terrace areas. Recommended loading rates will be achieved and will be subject to conditions of consent. Further the use of appropriate native plants for is considered favourable and expected to provide nutrient uptake and erosion control. The ecological report at **Appendix 14** considered the application of wastewater to the planted areas and confirms that the application of wastewater will not prevent native plants establishing and thriving and providing the associated habitat and ecological benefits. To ensure positive ecological outcomes are achieved active management of plants, weed species and soil testing is recommended and will be subject to conditions of consent. The WGA report also examines the potential impact of wastewater disposal within the Ridgeburn development to impact on surface and ground water bodies. Groundwater originating in the Morven Hill spray irrigation area is expected to ultimately discharge, through groundwater systems toward the Arrow River. The proposed planting of the treated wastewater irrigation area is expected to enable negligible nitrate-nitrogen losses to groundwater and water features down slope of the irrigation area. Negligible changes in nitrate-nitrogen loads within the catchment are anticipated and therefore negligible changes may be expected to in-stream effects in the Arrow River.

Overall, the proposed wastewater disposal areas are considered to appropriately provide for the volume of wastewater to be disposed to the identified areas. Adverse effects on groundwater, surface water bodies, ecology, and human health are appropriately managed through the design and management of wastewater disposal and supported by the re vegetation of the Morven Hill area.

Odour has been assessed by PDP consultants (**Appendix 39**) in relation to the disposal areas and reticulated wastewater systems. As with the WWTP sensitive odour receptors have been identified and effects on these receivers assessed. The application of the treated wastewater is likely to have an odour of 'very weak' in relation to the subsoil dripper distribution on the lower terraces and 'very weak' to 'weak' associated with the spray irrigation on Morven Hill. Consideration of users of spaces associated with disposal fields has also been included in this assessment. In relation to Morven Hill setbacks from the cycle/walking trail and nature of use of Morven Hill provide for more transient use, while in residential areas receptors are considered in a constant manner. The report identifies that given the low intensity of odour, sensitive receptors associated with the Hill disposal and the fields located within the residential terraces are unlikely to observe odour from the disposal fields during normal operation. The potential for adverse effects of odour on amenity values is therefore considered to be low in relation to the disposal of treated wastewater to land within the Morven Hill and residential terrace areas.

The PDP report has also assessed the effects associated with spray drift in relation to human health. This assessment is based on the design of the spray irrigation field, the droplet size and the wind speed environment, topography and planting. The assessment confirms that, based on the height of distribution and the size of droplets assumed (which will be subject to conditions of consent) most spray will fall to the ground within 5m of any nozzle with a maximum travel of 25 to 50 metres associated with smaller droplet sizes. The report identified that due to the highly treated nature of the wastewater being irrigated for disposal, the design and setbacks proposed to be associated with the plant there is very little risk (<0.1%) of adverse effects on human health because of exposure to spray drift. The risk to human health from the spray irrigation of Morven hill with treated wastewater is therefore considered to be low and acceptable.

### Plant Management and Maintenance

A private infrastructure company will be established to own, operate, and maintain the WWTP and associated assets. This entity will be responsible for the ongoing operation, maintenance, renewal, and future upgrading of the infrastructure systems. Operational complication and operation of the plant will subject to conditions of consent which implement the recommendations of the BPO, WGA and PDP (as appended) in relation to plant operation and management of wastewater discharges within the Ridgeburn development.

### 9.8.3 Stormwater

Geotechnical investigations have been undertaken to confirm the suitability of stormwater pond and swale function and stormwater soakage capacity. Consideration of effects in relation to groundwater has been undertaken in the WGA Hydrogeological Report (**Appendix 32**) no adverse impacts are identified in relation to deep or perched groundwater because of the proposed surface water and stormwater management systems.

The function of flood plains, overland flows and flood ponding both within the site and with respect to the surrounding environment is addressed below under 'natural hazards'.

The stormwater management system has been designed to mitigate adverse effects associated with the discharge of stormwater to the receiving environment. Stormwater generated from impervious surfaces will be conveyed through swales and a wetland detention pond designed to remove sediments, debris and provided for settling of fine particles and provide opportunity for the uptake of nutrients by aquatic vegetation. The design of the stormwater systems has been assessed in relation to ecological environment in the Ecological report at **Appendix 14**. This report identified that, provided outfalls from the networks are designed to lower energy and not discharge directly to streams, no detrimental effects on ecological values are expected and the overall impact of the stormwater discharge will be low. The treatment system has been designed to ensure that discharged stormwater meets Queenstown Lakes District Council (QLDC) and Otago Regional Council (ORC) water quality objectives.

Improvements to stormwater networks located with Morven Ferry Road, including a 1800 mm diameter stormwater pipeline, discharging to the Arrow River. This pipeline has been upsized to manage larger flows and reduce surface water impacts on neighbouring properties, with velocity-reduction measures incorporated at the outlet to the river. This upgrade provides for stormwater flows associated with the Ridgeburn development, and surrounding areas. Adverse effects associated with this are minor, with improvements to the existing network and outfall structures included as part of the design.

#### 9.8.4 Utilities and Electricity

The infrastructure report (**Appendix 29**) confirms that power and telecommunications connections are available, and networks can appropriately serve the Ridgeburn development. These connections will be established to all neighbourhoods within the development and on-site infrastructure are required. No adverse effects, associated with demand and supply, on the wider networks have been identified.

### 9.9 Natural Hazards

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Assessment of potential natural hazard events and associated risks is included in both the Kirk Roberts geotechnical report (**Appendix 15**) and in the Stormwater Mitigation Report (**Appendix 30**). Overall, the risk from natural hazards, including the impacts of climate change is considered to be appropriately managed through the design of development and the geological and locational features of the wider site and surrounding area (with respect to geological hazards). This is achieved as follows:

#### 9.9.1 Geological Hazards

Due to the underlying soil and ground conditions (presence of rock) the risk from liquefaction and lateral spreading risk is assessed as low to negligible. Faults have been assessed and considered with the nearest identified fault approximately 10km to the south east of the site. Rockfall risk from Morven Hill has been assessed as low. Slope stability analyses identify proposed setbacks from the river terrace area and identified the need for further deep investigation and/or in-ground remediation in some areas. This is appropriately managed through design considerations for foundation design for residential uses located within these areas of the site. The Kirk Roberts report considers seismic performance in the importance level defined by NZS 1170.0:2002. The development included the following buildings / importance levels:

- Importance Level 1 ancillary structures and sheds
- Importance Level 2 is applicable to residential dwellings
- Importance Level 3 structures include those associated with public uses, such as buildings, daycares, supermarkets, accommodation, and telecommunications infrastructure); and
- Importance Level 4 is identified in relation to the Transpower infrastructure (beyond the scope of this proposal)

Once importance levels are identified, this will inform the seismic performance and design.

Overall, the risk associated with geological hazard, including seismic activity is considered to be appropriately managed through the development of the site, location of activities and where necessary design consideration and the seismic performance of buildings will be subject to detailed design, subject to conditions of consent.

#### 9.9.2 Flood Hazards

Flood hazard at the site has been assessed through hydrological and hydraulic modelling undertaken by McKenzie & Co. as part of the Stormwater Mitigation Report (**Appendix 30**). The assessment considered existing flood behaviour, overland flow paths across the site, and how these may change as a result of the proposed development.

The modelling indicates that existing flooding across the site is primarily associated with local rainfall runoff and overland flow rather than river flooding. Water flows across the river terrace through shallow channels and low-lying areas before draining toward the Kawarau River.

During significant rainfall events, shallow ponding and sheet flow can occur across parts of the site, particularly within depressions and along existing drainage paths. Flood depths across most of the site are generally shallow (typically less than about 0.3–0.5 m), with deeper water occurring only in isolated low points.

The proposed development involves earthworks to form residential terraces and roads, which will modify existing ground levels. Without appropriate design, these changes could alter existing overland flow paths. To address this, the development incorporates a stormwater management system designed to capture, convey and manage runoff across the site. This includes stormwater pipes, overland flow paths within road corridors and open space areas, and stormwater attenuation measures.

Hydraulic modelling has been undertaken for both existing and post-development scenarios. The results show that runoff will be directed through the designed drainage system and managed flow paths, reducing uncontrolled ponding across the site. The modelling also confirms that the development will not increase flood depths or flood extents on neighbouring properties. Existing drainage pathways are maintained, and runoff is managed within the proposed stormwater system before discharging downstream.

Based on the hydraulic modelling undertaken, the proposed development will not increase flood hazard risk either within the site or on surrounding land.

### 9.9.3 Wildfire

The risk associated with wildfire has been considered in the Infrastructure Report (**Appendix 29**) this report identifies wildfire risk for the site is influenced by both on-site ignition sources associated with future residential activity, and off-site ignition sources associated with surrounding rural land uses. Wildfire risk for the site is considered to be appropriately managed and minimised to achieve acceptable or tolerable level for the following reasons:

- Within the Ridgeburn Development: The development incorporates a range of landscape, infrastructure, and ongoing management measures intended to reduce ignition likelihood, limit available fuel loads, and improve containment potential should a wildfire occur.
  - higher-risk vegetation on site, including established pine trees, will be removed as part of the development works.
  - Proposed landscape design includes irrigated planting, and the planting palette will consist predominantly of low to moderate flammability species, this planting approach is expected to present a overall lower wildfire hazard risk in comparison to unmanaged rural vegetation and seasonal cropping.
  - Grassed areas within the reserves will be maintained through mowing or grazing.
  - Morven Hill may also be managed through operational controls such as restricting public access during periods of high fire danger, if required.
  - The development roading layout has been designed to support emergency response access and will be constructed in accordance with relevant Firefighting Code of Practice

requirements and a robust firefighting water supply system is proposed, including on-site water reservoirs to ensure a reliable volume of water is available within the development.

- Wider environmental context:
  - provision of buffers between built development and surrounding rural land are inherent in the landscape and site design.
- during periods of elevated wildfire risk, district-wide fire bans are typically implemented, which further mitigates ignition potential associated with activities such as outdoor burning, this would be applicable to the uses within and surrounding the Ridgeburn development.
- The Kowarau River forms a significant physical separation corridor along the southern edge of the wider landscape context, which provides a natural fire break to wildfire spread from the south.

## 9.10 Climate Change and Adaptation

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Climate change considerations are integrated into a number of aspects of the design of Ridgeburn including:

- Passive solar design is inherent in the orientation and design of the block structure;
- Landscape areas and landscaping provides shade and sheltered play and recreational spaces throughout the development;
- The design of onsite infrastructure, including wastewater irrigation design provides for water distribution to landscape areas providing additional moisture during dry and summer periods;
- The introduction of nature vegetated areas and protected lizard habitat supports ecological resilience through creation and maintenance of indigenous habitats within the site;
- Consideration of water demand identifies that there is additional capacity within proposed water take volumes and there remains opportunity for on site water reuse and rainwater tanks to be installed in future, if required;
- Climate change/rainfall calculations have been considered in the development of flood modelling for the development as discussed above; and
- Resilience in design has been considered in relation to onsite infrastructure, with additional storage capacity (both potable and wastewater) and secondary power supply included into the design of the wastewater treatment plant and associated treatment systems.

## 9.11 Reverse Sensitivity and Rural Land use

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According to the QLDC PDP Reverse Sensitivity means the potential for the operation of an existing lawfully established activity to be constrained or curtailed by the more recent establishment or intensification of other activities which are sensitive to the established activity.

With respect to established rural land uses the site is located within the eastern edge of the Wakatipu Basin and has been historically used for a range of rural land uses including cropping and animal grazing. Within the immediate surrounding environment there are a small number of commercial and visitor-related activities, including wineries, hospitality venues and equestrian

facilities, which are typically set within large rural landholdings and are rural in scale and appearance.

The western area of the site is located within the Rural Zone, while eastern area in proximity to Morven Ferry Road are located within the Wakatipu Basin Rural Amenity Zone with areas of Rural Visitor zone located further north. The Rural Visitor zone provides for visitor accommodation, commercial recreational activities and ancillary commercial activities to occur at a small scale and low intensity.

Physical features also form a unique and relevant setting for the consideration of reverse sensitivity and compatibility with surround land uses, and ensure that the development of Ridgeburn will not result in reverse sensitivity effects associated with established surrounding land uses. This is discussed as follows:

- Morven Hill, an identified ONF located to the west forms a physical and visual barrier between central and southern portions of the site and rural land use located to the west. Morven Hill, as a ONF does not accommodate any established rural infrastructure or activities, beyond animal grazing.
- To the south of the site the Kawerau River provides a substantive buffer to rural land uses located on the southern banks of the river.
- To the north and east the confluence of the Kawarau and Arrow rivers for a physical barrier effectively locating the site on a triangle of land which is predominated by lifestyle farming activities.
- The surrounding area is described in the Urban Design Assessment (**Appendix 11**) as ‘...characterised as peri-urban with both urban and rural features fragmented throughout, along with substantial areas of rural residential type development...’. The land uses immediately adjacent to the site include rural residential properties with a range of rural and rural lifestyle activities.
- The location of highly utilised twin trails networks introduces a range of users to this rural environment
- To the east an existing farm is located which appears to be subject to rural land use activities. It is noted that the productive capacity of the land located to the east of the site is limited due primarily to the geographically constrained nature of the landholding and the location of the existing peri-urban land uses and popular visitor activities (Twin Trails) with smaller lifestyle properties located on the lands eastern boundary. While the location of Ridgeburn will locate additional potentially sensitive land uses in proximity to the rural landholding we consider this is mitigated through setbacks, landscaping and the overall orientation and location of uses within the Ridgeburn development.

Overall, due to the unique physical features of the site, the peri urban nature of surrounding land uses, topography (Morven Hill) and location of the Arrow and Kawerau Rivers, the potential for reserve sensitivity is low. Any residual consideration is the further mitigated by the setbacks and substantive landscaping buffer areas provided through the development of Ridgeburn and the ability to provide substantive separation from surrounding land uses through the location of residential neighbourhoods within the sites existing topography.

## 9.12 Effect on Highly Productive Land

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A site-specific soil and land resource assessment prepared by Hanmore Land Management Limited (**Appendix 20**), together with an addendum dated March 2026, assesses land use capability and the extent of highly productive land (HPL) within the site.

The site is subject to a combination of zoning under the Queenstown Lakes District Plan, including the Rural Zone and the Wakatipu Basin Rural Amenity Zone. As a result, only land within the Rural Zone is relevant when considering land identified as highly productive land, with land within the Wakatipu Basin Rural Amenity Zone falling outside the scope of the HPL framework.

Within the Rural Zone, the Hanmore assessments demonstrate that regional-scale NZLRI mapping overstates the extent of land with highly productive characteristics. Detailed site-specific assessment confirms that only a small proportion of the site contains soils and landforms capable of supporting productive land use, with approximately 3.2 to 4.5 hectares identified as having HPL-equivalent characteristics, representing a very small proportion of the overall site area.

The reports identify that much of the land mapped as HPL is subject to permanent and, in some cases, irreversible physical constraints, including slope, erosion susceptibility, shallow and stony soil profiles, and drainage limitations, which collectively constrain land use versatility and preclude sustained, economically viable land-based primary production. These constraints significantly limit the productive capability of the land when assessed at a site-specific scale.

In this context, the proposal will result in the loss of a small and constrained area of land identified as HPL. The scale of this loss, being approximately 3.2 to 4.5 hectares, represents a very small proportion of the overall site and does not form part of any cohesive or regionally significant productive land resource. The affected land is also subject to physical constraints which limit its productive capability.

On that basis, the loss of this land will not result in any measurable or material reduction in productive capacity at a district scale. The proposal does not affect any large or cohesive area of productive land, and the characteristics of the land are such that its contribution to ongoing land-based primary production is limited.

Overall, adverse effects on highly productive land are assessed as low.

## 9.13 Cultural Values and Neighbourhood Effects

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### 9.13.1 Cultural Values

There are no identified wāhi tapu, marae, or Māori land parcels within or directly surrounding the Ridgeburn project area. However, the site lies within the takiwā of Ngāi Tahu, whose rohe covers much of Te Waipounamu. No other iwi or hapū have a claim to the Queenstown Lakes District. The Ngāi Tahu Claims Settlement Act 1998 and the associated Ngāi Tahu Deed of Settlement 1997 recognise the rangatiratanga of Ngāi Tahu within this takiwā and provide a framework for Ngāi Tahu participation in the management of natural and physical resources.

Seven Papatipu Rūnanga hold shared interests in the district: Te Rūnaka o Moeraki, Kāti Huirapa ki Puketeraki, Te Rūnaka o Ōtākou, Waihōpai Rūnaka, Te Rūnaka o Awarua, Te Rūnaka o Ōraka-Aparima, and Hokonui Rūnaka. These rūnanga exercise mana whenua and kaitiaki responsibilities through their environmental entities Te Ao Mārama Inc, which represents rūnanga interests in resource management matters.

Engagement with mana whenua has occurred throughout the development of the proposal. The Applicant has engaged primarily with Te Ao Mārama Inc on behalf of Kā Rūnaka, while keeping Te Rūnanga o Ngāi Tahu informed, as the iwi authority and post-settlement governance entity. Engagement commenced prior to lodgement of the referral application and has continued through preparation of the substantive application. Te Ao Mārama Inc undertook a site visit and prepared a CIA on behalf of the Papatipu Rūnanga with interests in the district.

Two iwi management plans apply within the Queenstown Lakes District: Te Tangi a Tauira – The Cry of the People, administered by Te Ao Mārama Inc, and the Kāi Tahu ki Otago Natural Resource Management Plan, administered by Aukaha. These documents identify environmental management principles including the protection of mauri, the importance of mahinga kai, protection of taonga species, and the principle of ki uta ki tai which recognises the interconnected management of environmental systems from mountains to sea.

Mahinga kai is central to Ngāi Tahu cultural identity and wellbeing, referring to the customary gathering of food and natural resources and the places where those resources occur. The health of waterways and surrounding ecosystems therefore remains an important consideration in maintaining cultural practices and connections within the wider Whakatipu Basin.

The Ngāi Tahu Settlement includes cultural redress mechanisms recognising Ngāi Tahu associations with significant landscapes and waterways. These include statutory acknowledgements for Whakatipu-wai-māori (Lake Wakatipu) and the Mata-au (Clutha River). However, no statutory acknowledgement areas, settlement redress lands, or other settlement provisions occur within the Ridgeburn project area itself.

The project area has been assessed for recorded cultural heritage features. Based on available information from Heritage New Zealand Pouhere Taonga, the Department of Conservation and the Queenstown Lakes District Council, there are no recorded wāhi tapu, marae, or Māori land parcels within the site. While the Kawarau River is recognised as a wāhi tūpuna within the wider landscape, the development area itself does not contain recorded sites of cultural significance.

A CIA prepared by Te Ao Mārama Inc accompanies the application (**Appendix 46**). The CIA identifies matters relevant to cultural values including the protection of water quality, restoration of indigenous ecosystems, management of earthworks, and protection of taonga species.

The CIA identifies that the proposal has the potential to result in adverse effects on mana whenua values, including effects on landforms, waterways and their mauri, mahinga kai, and the wider cultural landscape.

The CIA also identifies that engagement to date has been constrained by project timeframes, and that there is uncertainty as to whether the proposed mitigation measures will adequately address cultural concerns.

The applicant has responded to these matters through the preparation of a mitigation framework and draft consent conditions addressing the potential cultural effects of the proposal.

The proposal incorporates a range of environmental management measures including ecological restoration, water quality protection, and the management of construction activities. EMP's and associated consent conditions provide opportunities for mana whenua input and ensure that appropriate cultural protocols are followed during earthworks and construction activities. An Accidental Discovery Protocol will be implemented to ensure that any previously unidentified archaeological material or cultural artefacts encountered during earthworks are appropriately

managed in consultation with Heritage New Zealand Pouhere Taonga and mana whenua. In addition, rock art is suspected to occur within the wider area and provision is made through the proposed consent conditions for Ngāi Tahu to undertake investigation where appropriate to confirm whether such features are present.

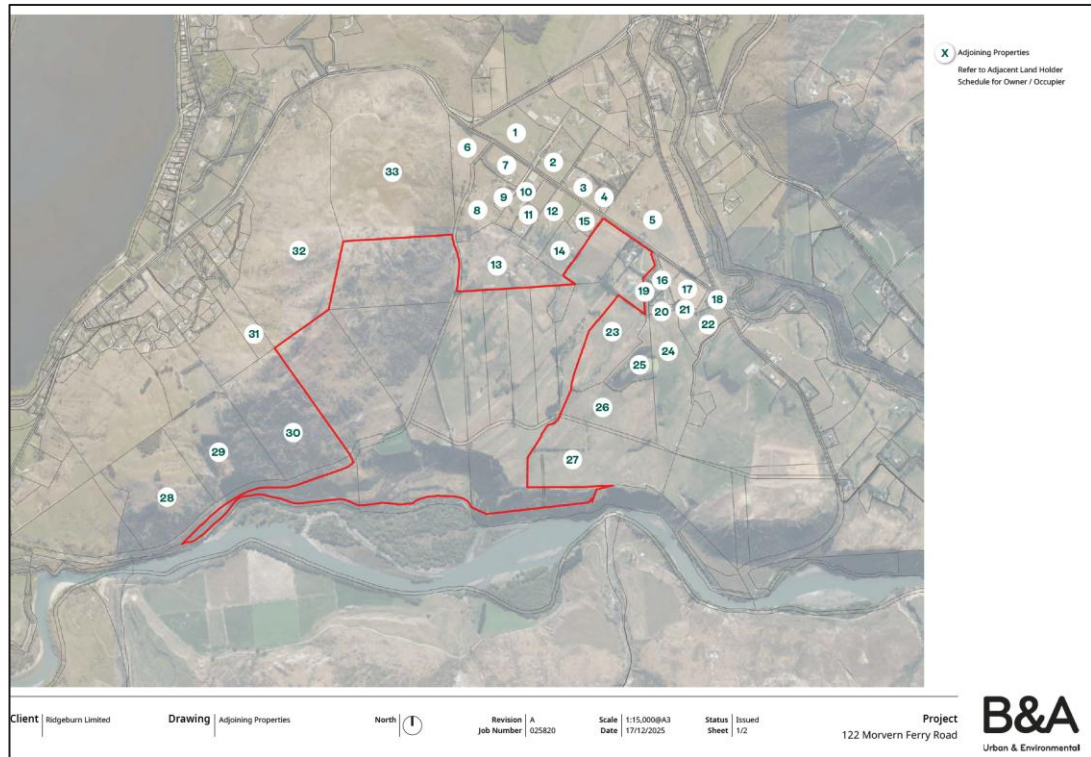
These measures have been identified in response to matters raised through the CIA and engagement with mana whenua and are reflected in proposed conditions of consent; however, they remain subject to further refinement through ongoing engagement with Te Ao Mārama Inc and Kā Rūnaka.

Given that no recorded sites of cultural significance have been identified within the project area, and that engagement with Ngāi Tahu environmental entities has occurred throughout development of the proposal, potential adverse effects on cultural values are assessed having regard to the wider cultural landscape values identified in the CIA. While a range of management and mitigation measures have been identified, the extent to which these measures address cultural effects remains subject to ongoing engagement with mana whenua.

### 9.13.2 Neighbourhood Effects

As established earlier, the site is located within a rural environment characterised by a mix of pastoral farming land, rural lifestyle properties and rural residential development. The surrounding environment includes a number of individually held rural and lifestyle properties primarily accessed from Morven Ferry Road, Barn Hill Drive and the Lake Hayes–Arrow Junction corridor. These properties represent the primary receivers for potential neighbourhood effects associated with the proposal.

The development will introduce residential and mixed-use activities into an area that is currently characterised by rural land use. As identified in the LA, the Morven Ferry Triangle already exhibits a transitional landscape character with a mix of rural, rural lifestyle and rural residential development. While the proposal will result in a reduction in the existing rural character at the local scale, this change will largely be confined to the site and its immediate surroundings.



**Figure 66: Surrounding Landholdings and Adjoining Properties in the Morven Ferry Road Area**

The proposal has been designed to respond to the characteristics of the receiving environment and to manage potential amenity effects on neighbouring properties. Built form is contained within the site and is supported by a comprehensive landscape framework, including extensive native planting, open space areas and restoration planting on Morven Hill and within the Kawarau River corridor. These landscape elements provide visual separation between the development and surrounding properties and will soften the interface between new built form and the surrounding rural environment over time.

Construction-related effects such as noise, traffic movements, earthworks activity and temporary visual change will occur during the development phase. These effects will be temporary and will be managed through the implementation of the CMP and EMP required by conditions of consent. Construction activities will occur within the site boundaries and will be staged as development progresses, limiting the extent and duration of potential effects experienced by neighbouring properties.

Once operational, the development will generate typical residential and neighbourhood-scale activity including vehicle movements, use of internal roads, and activity within open space and community areas. The internal road network has been designed to operate at low speeds and to safely accommodate anticipated traffic volumes, while external traffic effects are addressed through the transport mitigation measures identified in the TA. Noise generated by residential activity is expected to be typical of residential environments and will be subject to the relevant district plan standards.

Amenity effects such as lighting, privacy and outlook have also been considered in the design of the development. Lighting within the development will be designed and managed to minimise spill beyond site boundaries, while building placement, setbacks and landscaping will assist in maintaining privacy and visual separation between the development and neighbouring properties.

Overall, while the proposal will result in a perceptible change in the character of the immediate locality and a reduction in existing rural character at the local scale, these effects are largely confined to the site and its immediate surroundings and are mitigated where appropriate through the design, layout, open space framework and restoration planting proposed.

## 9.14 Mitigation and Monitoring of Effects

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Clause 6(1)(d) of Schedule 5 of the Act requires that an assessment of an activity's effects on the environment must include:

*“a description of the mitigation measures (including safeguards and contingency plans where relevant) to be undertaken to help prevent or reduce the actual or potential effects of the activity”.*

A description of the mitigation measures proposed is provided in the technical assessments appended to this AEE, and are also documented in the consent conditions appended to this AEE.

Clause 6(1)(g) of Schedule 5 of the Act also requires that an AEE include:

*“if the scale and significance of the activity's effects are such that monitoring is required, a description of how the effects will be monitored and by whom, if the activity is approved”.*

This Project includes a set of monitoring conditions that respond to different potential adverse effects. These conditions are proposed to ensure mitigation measures are working effectively and that any potential adverse effects are avoided or mitigated. Therefore, none of the monitoring conditions relate to effects that are of a scale or significance that would, on their own, require monitoring to ensure their acceptability. As such, Clause 6(1)(g) of Schedule 5 is not triggered.

For ease of reference mitigation measures are proposed to address the anticipated and known effects of the proposal relative to the above specific subject matters, measures have been summarised and are included at **Volume J** to this AEE.

## 10.0 Assessment of Relevant Statutory Considerations

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The following section of this report is provided in accordance with clauses 5(1)(h), 5(2) and 5(3) of Schedule 5 of the Act. These clauses of the FTAA require that applications must include an assessment of the activity against the relevant provisions and requirements of those documents listed in clause 5(2) being:

- (c) a national environmental standard:
- (d) other regulations made under the Resource Management Act 1991:
- (e) a national policy statement:
- (f) a New Zealand coastal policy statement:
- (g) a regional policy statement or proposed regional policy statement:
- (h) a plan or proposed plan; and
- (i) a planning document recognised by a relevant iwi authority and lodged with a local authority.
- (j) Other than listed as below, there are no other regulations made under the Resource Management Act 1991 that are relevant to this proposal.

(k) The assessment below is structured in terms of the strategic relevance of the issues and the hierarchy of planning obligations.

## 10.1 National Policy Statements

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The following National Policy Statements are directly relevant to the proposal and are assessed below:

- National Policy Statement on Urban Development 2020 (NPSUD);
- National Policy Statement on Indigenous Biodiversity 2023 (NPSIB);
- National Policy Statement on Freshwater Management 2020 (NPSFM);
- National Policy Statement for Infrastructure 2025 (NPSI);
- National Policy Statement for Natural Hazards 2025 (NPSNH);
- National Policy Statement for Highly Productive Land 2022 (NPSHPL);
- National Policy Statement for Electricity Networks 2008.

The following National Policy Statements are not relevant as they do not engage with the issues presented by the proposal, and they are not assessed below:

- New Zealand Coastal Policy Statement 2010;
- National Policy Statement for Renewable Energy Generation 2011;
- National Policy Statement for Greenhouse Gas Emissions from Industrial Process Heat 2023.

### 10.1.1 National Policy Statement for Urban Development 2020

The National Policy Statement on Urban Development 2020 (NPSUD) 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 reposed to growth to enable improved housing affordability and community wellbeing.

The site is not identified in the Council's strategic or statutory planning documents as a new location for growth. In the context of being responsive to new growth opportunities, a first-principles assessment of whether the proposal achieves the NPSUD is required.

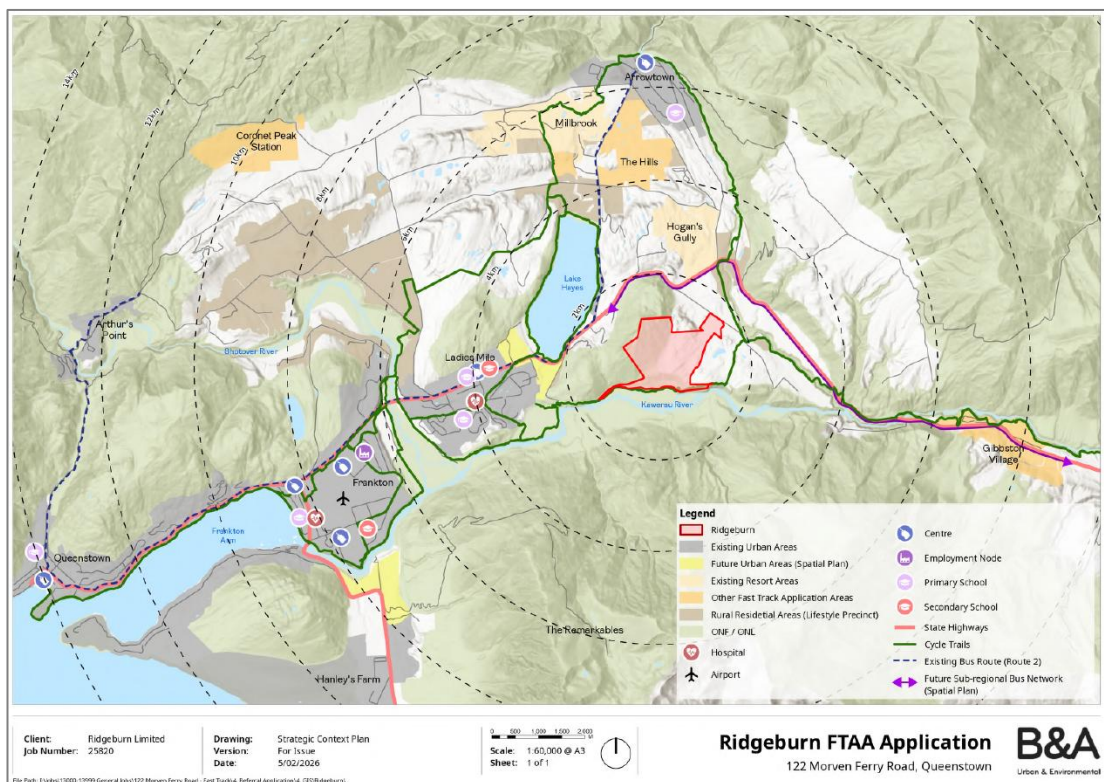
The NPSUD clearly promotes a supply-side approach to housing and urban growth as a means of improving housing affordability. This is embedded in Objective 2/Policy 1(d) and 2. In the context of the Queenstown Lakes District, where there is a demonstrated and ongoing shortfall in feasible and deliverable housing capacity, particularly within affordable price bands, and where existing capacity assumptions are subject to significant constraints and uncertainty, the proposal

represents a significant and necessary contribution to housing supply and supports competitive land and development markets.

In terms of how and where that supply should be provided, the NPSUD promotes a compact approach, and this is reflected in Policy 1(c), with its reference to the need for good accessibility, and Objective 3/Policy 5, which infers that greater heights and densities should occur in the most accessible locations on a graduated basis.

When considering new development proposals, the NPSUD does not require decision-makers to assess whether there is a “need” for housing or business use unless Objective 3(a) and (b) cannot be met. That would be contrary to its enabling approach. Constraints on growth and urban spatial patterns are therefore determined by proximity to services, other environmental features e.g. outstanding natural landscapes, freshwater, and other environmental limits.

On the matter of accessibility and urban form, the Urban Design Assessment (**Appendix 11**) contains the strategic context diagram below. This demonstrates that the site has a strong level of accessibility to a range of services and amenities, including access via active transport networks, with potential to expand the public transport networks in the future. The plan below shows that the site is a clear and logical extension of the urban area, when significant landform features are accounted for. In our opinion, the site is ideally situated to form a cohesive part of the urban area, noting that it is one of only a few unconstrained large-scale development opportunities in the Whakatapu Basin with immediate access to the active transport network.



**Figure 67: Strategic Accessibility Map.**

Providing a range of choices for households and businesses is another key concept of the NPSUD (Policy 1(a) and (b)) including for Māori. The proposal achieves this by providing for a range of housing types within the development including affordable housing and higher density accommodation within the commercial precinct. The provision for a range of commercial activities

is also a positive feature of the development, which enables an improved range of facilities for existing communities as well as future residents of the development. The provision of a supermarket and local supporting services has the potential to reduce local trips between the wider Arrowtown area and Frankton.

Objective 6 directs that infrastructure and funding must be integrated with urban development. This means that infrastructure provision must be coordinated. It does not mean that current infrastructure availability or funding issues associated with that dictates where urban development should locate. If the site can be serviced sufficiently then, simply put, Objective 6 is met. The proposal includes a full private infrastructure solution, and the technical reporting demonstrates that this is appropriate and feasible as detailed in Section 8 of the report above.

Objective 6 also directs that decisions are responsive, particularly in relation to proposals that would supply significant development capacity. While the policy focusing on responsiveness is directed to plan change, this proposal represents a substantial supply of development capacity and is therefore entirely consistent with the thrust of the NPS-UD, which is that development that would contribute to well-functioning urban environments should not be discounted simply because it is not plan-enabled or is out of sequence.

Overall, in our opinion, the proposal is consistent with the objectives and policies of the NPSUD.

### 10.1.2 National Policy Statement on Indigenous Biodiversity 2023

The NPSIB seeks to maintain indigenous biodiversity across Aotearoa New Zealand so that there is at least no overall loss in indigenous biodiversity. Outside of Significant Natural Areas, the NPSIB seeks to recognise and provide for indigenous biodiversity, promote restoration and increase vegetation cover in urban and non-urban environments.

As already explained in the sections above, extensive revegetation and amenity planting is proposed within the development together with pest control. The Ecological Assessment, the plantings on the hill will provide a significant area of native planting and represent one of the largest areas of native vegetation in the wider Queenstown-Arrowtown area. The addition of tussockland planting on the hill and the river terrace allows the continuation of open habitat that is currently present, albeit with a shift from exotic grassland to native tussockland. Weed and pest control will significantly enhance ecological values within the open habitat. The planting on the escarpment will replace what is currently plantation pines. It will act as a buffer between the development and the Kawarau River, and will provide opportunities for linkages along the river corridor.

Engagement with Kāi Tahu has been undertaken in the preparation of the CIA and the development of the proposal. The CIA includes recommendations relating to cultural recognition, environmental management and the protection of cultural values, which have informed the design of the proposal and the mitigation measures and conditions described in later sections of this AEE.

The proposal is clearly consistent with the objectives and policies of the NPSIB which seeks to promote restoration and increase vegetation cover. The proposal would make a significant contribution to meeting the overall objective of “no overall loss” in indigenous biodiversity. This is particularly important when considering that the strategy to intensify within the existing urban area will likely to result in reduced vegetation cover over time in those areas. This large-scale planting project will play an important role in offsetting those effects at the district level.

### 10.1.3 National Policy Statement on Freshwater Management 2020 (NPS – FM)

The NPSFM was introduced in 2020 and has been subject to a range of amendments since, including in December 2025. It seeks to manage natural and physical resources to prioritise firstly the health and well-being of water bodies and freshwater ecosystems, secondly the health needs of people and thirdly the ability of people and communities to provide for their social, economic, and cultural well-being.

The Ecological Assessment (**Appendix 14**) considers the magnitude of effect of the proposed works on intermittent streams is considered to be low. No wetland reclamation is proposed and the proposed stream realignment will result in an increase in stream length. The removal of stock and the provision of riparian planting will result in significant improvements to the value of the waterways through increased shading, filtration of overland flow and uptake of nutrients, bank stabilisation, organic matter inputs likely contribute to more variable instream habitat.

In addition, a comprehensive Stormwater Management Plan is proposed that aims to improve water quality outcomes. This will be achieved through a comprehensive system of swales and wetland pond detention features and through upgrade of existing networks including outfall structures to the Arrow River.

In summary, the proposal gives effect to Te Mana o te Wai as the project contributes to net ecological gain. The protection and enhancement of the health and wellbeing of the waterbodies, streams and freshwater ecosystems has been considered through the design of the development.

### 10.1.4 National Policy Statement for Infrastructure 2025 and National Policy Statement for Electricity Networks 2008

The National Policy Statement for Infrastructure came into effect in December 2025. Infrastructure is broadly defined and applies to both public and private infrastructure providers<sup>10</sup>. Broadly, the NPSI seeks to enable infrastructure and manage its effects on a nationally consistent basis. The NPSEN seeks similar outcomes for electricity networks specifically.

The proposal is supported by a fully private infrastructure solution that will sufficiently cater for the needs of future residents on an on-going basis. Policy 2 requires that decision-makers recognise the benefits that the proposed infrastructure provides and its role in creating a well-functioning urban environment for Queenstown.

Policy 2 is particularly relevant, which seeks to provide for the operational need or functional need of infrastructure to be in particular locations. In this case the location of water infrastructure designed to supply the Ridgeburn community is to be located within lower extent of Morven Hill within an existing modified area (historic quarry). The location of the reservoir storage in this elevated location to the southwest of the site enables greater resilience for the water supply networks and supports functional and operational requirements associated with water abstraction locations and distribution to the wider Ridgeburn development. The location of pump sheds and piped connections within the lower river terraces is also functionally required to be located within the Kawerau ONF. In this case the proposed infrastructure has been sited and designed to be visually recessed and is subject to landscape planting designed to mitigate impacts on the identified values of the ONF of Morven Hill and the Kawerau river terrace.

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<sup>10</sup> The NPSI refers to the definition of infrastructure in Section 2 of the RMA, which is not limited to network utility operators.

Policy 4 directs that decision makers must enable the efficient and timely delivery of infrastructure activities, provide flexibility for infrastructure providers to use new or innovative technologies and methods to improve the delivery of infrastructure services and/or improve environmental outcomes, and enable opportunities to make more effective use of existing infrastructure.

The proposal is consistent with this policy because private solutions are proposed that will reduce pressure on the Council's network - at least in the short term. This can be viewed as a positive aspect of the proposal that may ultimately improve the ability of Council to more efficiently address existing constraints in the network to cater for growth. These constraints and funding implications were set out clearly by the Council's Infrastructure Manager in their evidence on the PDP Urban Intensification Variation<sup>11</sup>.

Policy 10 requires decision-makers on planning instruments to manage the interface between existing and planned infrastructure and other activities. The identification of the National Grid corridor to the south of the site has been considered in relation to reserve sensitivity and the operation and protection of the corridor. Assessment in section 9.3.5 confirms that effects are avoided and will be mitigated where limited works may be undertaken to establish site infrastructure in proximity to the corridor.

In terms of Policy 11, the proposal effectively manages the interface between the establishment of new infrastructure on site and other activities located within the surrounding peri-urban environment, including residential activities. Assessment in section 9.0 confirms that setbacks, mitigations through design and landscape measures will ensure that new onsite infrastructure, is appropriately located to manage effects associated with establishment and operation. Further the proposed infrastructure and wider Ridgeburn development will be appropriately located to avoid effects on the existing National Grid corridor.

In our opinion, overall, the proposal is consistent with the objectives and policies of the NPSI.

### 10.1.5 National Policy Statement for Natural Hazards 2025

The NPSH was introduced in December 2025 and seeks to manage natural hazard risk to people and property using a risk-based proportionate approach. This applies to subdivision, use and development and requires decision makers to use the risk matrix in the NPSNH.

The assessment in section 9.9 of the report above outlines the effects relating to the various natural hazards and concludes the following with respect to the natural hazards that the NPSNH manages:

- **Flooding:** A detailed flood hazard assessment has been undertaken (**Appendix 30**) that has assessed potential effects on and off-site using a range of scenarios, including a 5% and 1% AEP event, consistent with the requirements of Policy 6 of the NPSNH. Conditions of consent ensure that potential risks will be appropriately managed and that freeboard levels for buildings are maintained. On this basis, any natural hazard risk associated with flooding, is appropriately avoided or mitigated.
- **Landslips/rockfall:** The geotechnical investigation report (**Appendix 15**) identifies areas where the required Factor of Safety will or may be achieved. Areas closer to Morven Hill require further investigation at the detailed design phase to confirm the mitigation measures. This is

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<sup>11</sup> <https://www.qldc.govt.nz/your-council/district-plan/urban-intensification-variation/>

required by the conditions of consent and ensures that potential risks will be appropriately managed.

- **Coastal erosion, inundation and tsunamis:** these hazards are not present on the site.
- **Active faults:** these hazards are not present on the site.
- **Liquefaction:** The geotechnical investigation report (**Appendix 15**) confirms that the site is low.

For the reasons given above, in our opinion, the proposal is consistent with the objectives and policies of the NPSNH.

#### 10.1.6 National Policy Statement for Highly Productive Land 2022

The NPSHPL was introduced in 2022 and was amended in December 2025.

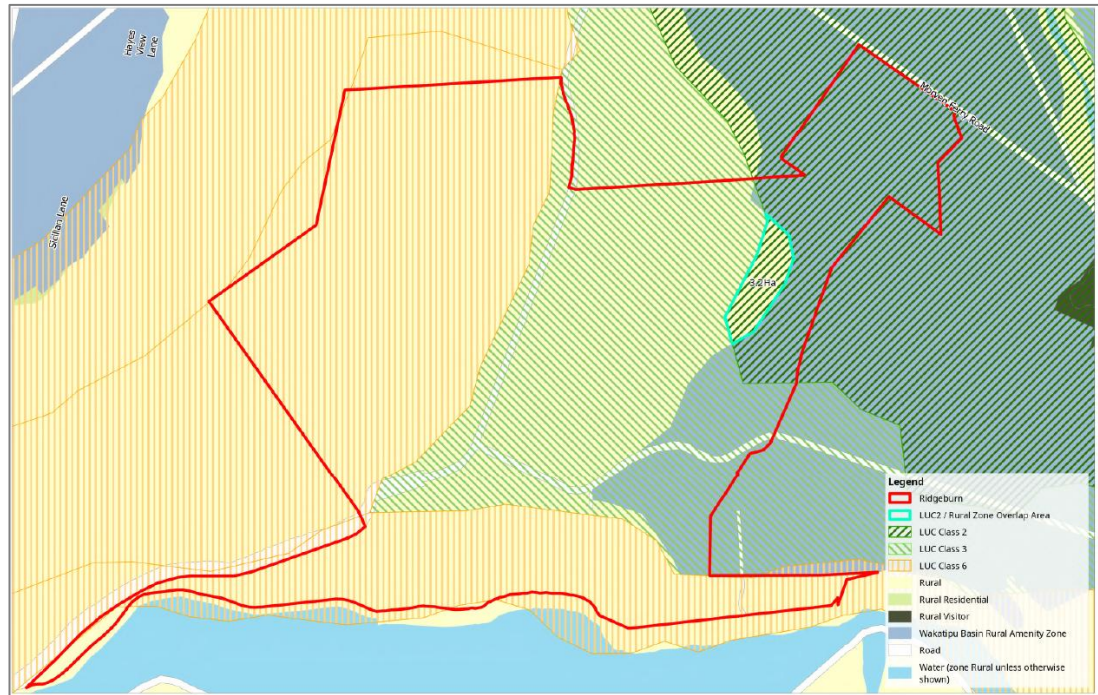
The Environment Court decision in *Wakatipu Equities Limited v Queenstown Lakes District Council [2023] NZEnvC 188* confirms that the WBRAZ does not primarily serve land-based primary production activities and is excluded from the definition of "highly productive land" under Clause 3.5(7) of the NPSHPL. The part of the site within the WBRAZ is therefore not subject to the NPSHPL.

The part of the site within the Rural Zone is subject to the NPSHPL.

The December 2025 amendments to the NPS retain the definition of HPL but make amendments to clause 3.5(7) which relates to the interim mapping of HPL. This states that until the RPS mapping is completed, HPL is land identified as LUC1-3, except LUC 3 land that is subject to a resource consent application for subdivision use and development on LUC 3 for any activity other than rural lifestyle, where the consent is lodged after the commencement date.

This proposal is not for rural lifestyle and was lodged after the commencement date. Therefore, LUC 3 land within the Rural Zone is not considered HPL and is not subject to the NPS. This excludes a significant majority of the site, with the exception of 3.2 ha of land located centrally within the site (refer to **Figure 68** below).

While site specific LUC mapping confirms that this small 3.2 ha of land is in fact LUC4 and therefore not the HPL, the definition of LUC in the NPSHPL requires the New Zealand Land Resource Inventory mapping to be used until the Council has completed more detailed mapping. That being the case, this small 3.2 ha of land is technically subject to the requirements of the NPSHPL. However, Mr Hanmore's assessment has concluded that HPL at the site meets the conditions for an exemption under clause 3.10 of the NPSHPL. As a result the proposal is consistent with the NPSHPL.



**Figure 68: Showing the location of LUC1-3 land relative to zoning.**

## 10.2 National Environmental Standards

### 10.2.1 National Environmental Standards Contaminated Soils 2012 (NES CS)

These regulations came into force on 1 January 2012 and apply when a person wants to do an activity described in regulation 5(2) to 5(6) on a piece of land described in regulation 5(7) or 5(8).

Consideration of the effects associated with the identified contaminated soils on site has been included in section 9.3.1 above. A comprehensive DSI and RAP have been developed for the site and will result in the managed remediation of identified Hail Activities. As such the proposal is considered to accord with the objectives and policies of the NES-CS.

### 10.2.2 National Environmental Standards: Freshwater

Resource consent is required for several reasons under the NESF. The policy framework guiding assessment of this is set out in the NPSFM which has been considered above.

### 10.2.3 Other National Environmental Standards

The proposal does not require resource consents under any of the other National Environmental Standards, and therefore an assessment against these is not required.

## 10.3 Iwi Management Plans

Iwi management plans have been assessed in section 8.0 above.

## 10.4 Other Plans

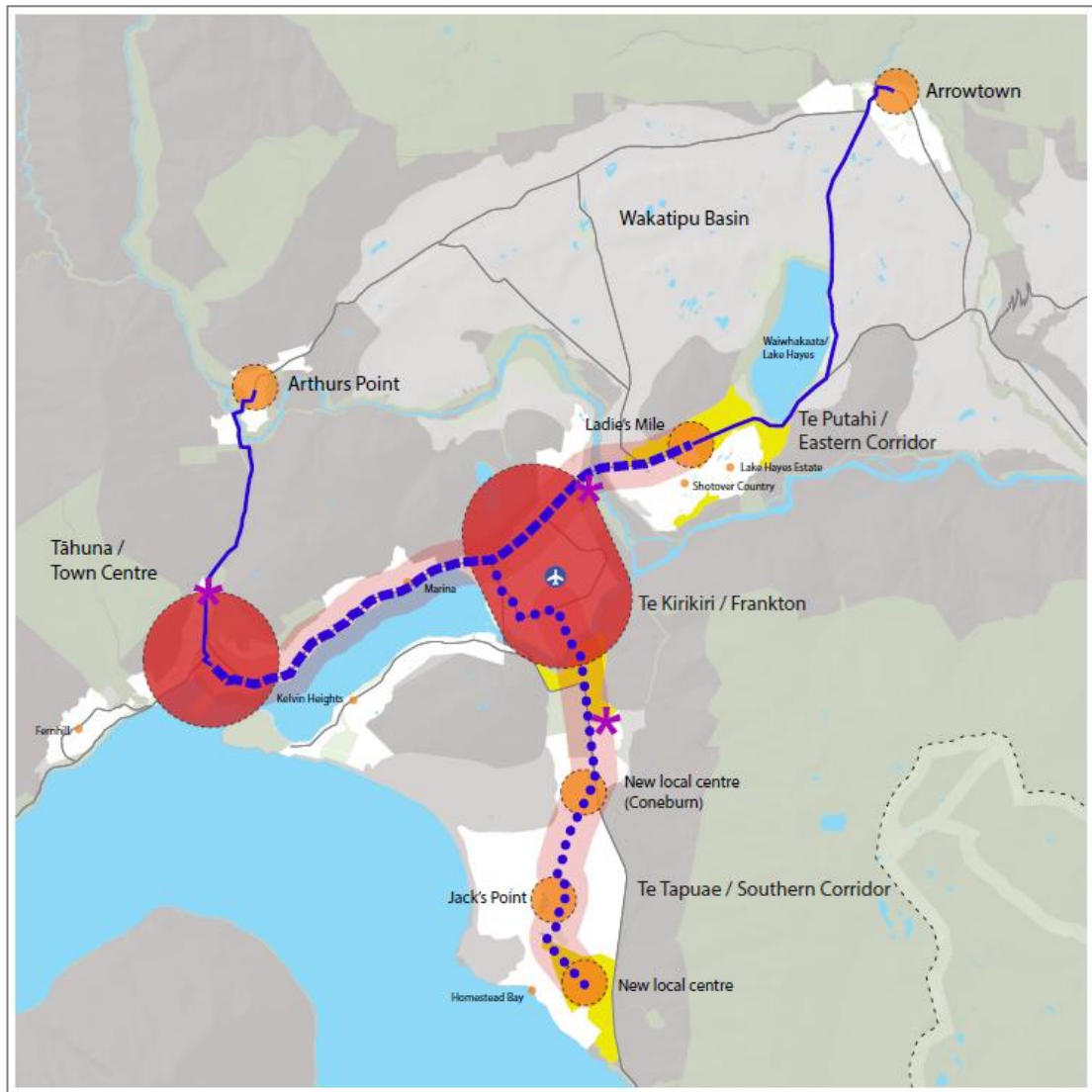
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### 10.4.1 Queenstown Lakes Spatial Plan

The Spatial Plan is a strategic document which sets the Council's social, economic, environmental and cultural objectives. A component of the Spatial Plan is the Development Strategy which sets out how future growth will be accommodated up to 2050. The Spatial Plan was produced in 2021, and it states:

*This Spatial Plan is not a Future Development Strategy. It has been prepared to be consistent with the direction of the NPS-UD to provide sufficient development capacity and achieve wellfunctioning urban environments.*

While the Spatial Plan is a relevant consideration, in our opinion, it should be given limited weight as it is now five years old, does not respond to latest information of housing and business demand and capacity and has not been prepared in line with the requirements of the NPSUD. With that said, the Spatial Plan outlines a compact pattern of urban growth for Wakatipu that the proposal is complementary to. As explained above, the proposal is a logical extension of the urban area, taking into account the clear topographical and landscape constraints in Wakatipu. It also provides a counterpoint to development occurring in the southern corridor that will assist to reduce pressure on the already constrained transport network.



**Figure 69: Showing the Spatial Plan in the context of the development proposal.**

## 10.5 Proposed Otago Regional Policy Statement

The Proposed Otago Regional Policy Statement 2021: Appeals Version is the relevant regional policy document to consider. We provide an assessment of the relevant provisions below.

### 10.5.1 Air

Part 3 – Air of the RPS sets out the objectives and policies for ambient air quality and discharges to air. This is relevant to the spray drift associated with the operation of the wastewater treatment plan and disposal fields, which requires an air discharge consent under the Otago Regional Plan.

Section 9.8.2 of the report above provides a comprehensive assessment of effects associated with the discharge and concludes that, while located close to sensitive receptors, odour control and mitigation within the wastewater treatment plant is comprehensive and expected to effectively control odour during typical operations. Off-site odour effects are unlikely to be offensive or objectionable. In this respect, the adverse effects on ambient air quality in relation to human

health, amenity values and the life-supporting capacity of ecosystems are appropriately avoided or mitigated, taking into account the recommended conditions of consent (AIR-P1 and P3).

### 10.5.2 Land and Freshwater

Part 4 – Land and Freshwater of the RPS sets out the objectives and policies for the management land and freshwater. This chapter is consistent with the directive objectives and policies contained in the NPSFM and NPSHPL, noting that it has not yet been updated to reflect the targeted amendments made to the NPSFM in December 2025.

LF-WAI-P3 is a key policy. In our opinion, the proposal is consistent with this policy for the following reasons:

- The proposal will sustain the natural connections and interactions between water bodies and between land and water, and improve habitats of mahika kai and indigenous species, by retaining all waterways on the site, extending stream reaches, implementing a comprehensive stormwater management approach to improve water quality outcomes, and undertaking over 100 ha of ecological restoration planting.
- The development will be serviced with potable water sourced from groundwater takes which through hydraulic connection to the Kawerau river are confirmed to provide adequate supply with negligible impact on the water source.
- While the proposal is not identified in Council's growth strategies its development will be appropriately staged and sequenced to ensure that it is sustainable and environmental effects can be managed and monitored over time.
- The assessment of natural hazard risks and the engineering designs have appropriately catered for foreseeable climate change risks, and the potential effects of climate change on water bodies, including on their natural functioning.
- A precautionary approach is not required as there is sufficient information available about the site and its effects on the environment to make a decision.
- A CIA has been prepared and has informed the development of mitigation measures and proposed consent conditions. These measures include environmental management practices, ecological restoration and the protection of water quality.

The site is located within the Clutha Mata-au Freshwater Management Unit and LF-VM-O2 therefore applies. The proposal is consistent with this objective. The water abstraction proposed is from groundwater source, however this is identified as hydraulically connected to the Kawerau River, which has considerable water volumes and no concerns regarding volumes associated with surface water take have been identified. Water consumption values used consider the use of water reducing initiatives and there remains flexibility for further incorporation of rainwater harvesting, if required. The opportunity to utilise highly treated wastewater to provide irrigation for landscape areas will also support water efficiency and reuse within the development. Extensive open space recreation areas are proposed that integrate with waterways on the site that will have public access that links up the wider area. In relation to LF-FW-O10 and LF-FW-P14, the natural character of the waterways and their margins will be protected and enhanced when compared with the current farming use and lack of public access. The introduction of a groundwater supply protection zone also provided increased protection to his alluvial unconfined aquifer located in proximity to the Kawerau River.

In terms of LF-FW-P7A the proposal will not result in an over-allocation and the proposal will be an efficient use of natural resources that supports the social, economic and cultural well-being of people and future communities. No more freshwater will be extracted than is necessary, with potential for future rainwater harvesting within residential neighbourhoods and re use of wastewater flows for irrigation of vegetated areas within the site.

In terms of LF-FW-P15, the proposal complies with the stormwater discharge rules of the Otago Regional Plan: Water, however, it is acknowledged that the Regional Plan pre-dates the policy direction contained in the RPS. The approach to stormwater management is addressed in Section 9.8.3 of the report above. The proposal is considered to be consistent with LF-FW-P15 for the following reasons:

- An Integrated Catchment Management Plan (ICMP) has been prepared for the Upper Lakes, which includes the site. This plan includes a range of actions aimed at improving ecological outcomes in the FMU, which this proposal would make a significant contribution to achieving. The ecological restoration proposed, already described above, including removal of wilding conifers, extensive indigenous planting over 103 ha, restoration of waterways and control of pests, will make a significant contribution to implementing the Upper Lakes ICMP.
- Stormwater will be treated and discharged using an alternative to the public network, but will achieve improved outcomes for freshwater compared with the existing environment.
- Water sensitive design techniques are embedded within the development as is source control for managing contaminants in discharges. The stormwater discharge will not prevent water bodies from meeting any applicable water quality standards set for FMUs and/or rohe. In fact, it will improve them.
- LF-FW-P16 addresses the discharge of wastewater. In our opinion, the proposal is consistent with this policy for the following reasons:
  - The wastewater is proposed to discharge to land consistent with the requirements of clause (2).
  - All wastewater is proposed to discharge to a private reticulated wastewater system consistent with the requirements of clause (2)(c).
  - The system has been designed to accommodate seasonal fluctuations and wet weather flows and operate in accordance with best practice standards. Compliance with those standards means that the discharges will not prevent water bodies from meeting any applicable water quality standards set for FMUs and/or rohe.

The land related objectives and policies are set out in LF-LS – Land and soil. In our opinion, the proposal is consistent with those objectives and policies for the following reasons:

- The proposal includes measures for the effective management of pests and removal of wilding conifers, noting that LF-LS-P16A seeks to support initiatives to control or eliminate pests and limit or prevent their further spread.
- Compared with the existing environment, the proposal will maintain and improve soil quality by implementing a range of measures to restore waterways and control the discharge of contaminants to land and water effectively.

- Soil erosion will be minimised through to inclusion of comprehensive erosion and sediment control measures through out development of the site. The earthworks principles and method support the minimal disturbance and promote working with the site's natural topography. Soils, including topsoil's are to be as practicable retained on site and utilised to support the development of landscape areas. Further comprehensive re vegetation with native species will minimise erosion and soils losses for the Morven Hill and lower river terrace areas.
- The majority of the site, except for 3.2 ha located centrally within the site, is not defined as HPL. For the reasons already given above, the proposal will maintain the productive capacity of highly productive land within the district.
- Public access will be provided along waterways within the development that provides strong connections to the surrounding open space network.

### 10.5.3 Ecosystems and Indigenous Biodiversity

The objectives and policies in the ECO chapter of the RPS seek to restore and enhance Otago's indigenous biodiversity. ECO-P8 is a key policy and seeks to increase the extent, occupancy and condition of Otago's indigenous biodiversity by a range of methods. This includes restoring and enhancing habitat for indigenous species, improving the health and resilience of indigenous biodiversity and buffering or linking ecosystems, habitats and ecological corridors. For the reasons already provided in section 9.4 above, the proposal is considered to be entirely consistent with this policy.

This section also includes ECO-M4A, which is a method setting out the steps that the Council's must take to increasing indigenous vegetation cover. This includes setting a target of at least 10% indigenous vegetation cover for any urban or non-urban environment that has less than 10% cover of indigenous vegetation and requiring local authorities to promote the increase of indigenous vegetation cover in their regions and districts. The percentage of indigenous vegetation cover in the ecological district is unknown. Despite that, it is clear that the proposal would make a significant contribution to the Councils meeting and exceeding this target as already discussed in Section 9.4 above.

The proposal has had regard to ECO-O3 (Kaitiakitaka and stewardship) by recognising mana whenua values through engagement and the preparation of a CIA. The CIA has informed the identification of potential mitigation measures and proposed consent conditions, including environmental management practices, ecological restoration, protection of water quality, and the implementation of accidental discovery protocols. Provision is also made for the investigation of potential rock art within the wider area where appropriate.

These measures are consistent with recognising the role of mana whenua as kaitiaki and respond to the cultural values identified through engagement; however, they remain subject to further refinement through ongoing engagement with mana whenua. Opportunities for ongoing involvement of mana whenua through the implementation of management plans and proposed consent conditions have been identified, which support the exercise of kaitiakitaka and collaborative environmental management, subject to ongoing engagement, consistent with the intent of ECO-O3.

## 10.5.4 Energy, Infrastructure and Transport

There are a range of objectives and policies in this chapter that are directly relevant to the proposal.

### Infrastructure

In relation to infrastructure, the objectives and policies reflect the policy direction set out in the NPSUD (as it relates to coordinating infrastructure with development); the NPSI and the NPSET. We therefore do not assess those matters again, other than to say the proposal is consistent with them.

Of specific relevant is EIT-INF-P13 which addresses how the location of infrastructure is managed. This policy specifically provides for new infrastructure to locate within an Outstanding Natural Feature where the matters set out in (2) are met. This requires that adverse effects of the infrastructure on the values that contribute to the area's importance are remedied or mitigated and in this case, as required by (b), avoid adverse effects on the values that contribute to the area's outstanding nature or significance. In this case, the values of the ONF are preserved through the location of water infrastructure within lower extent of Morven Hill within an existing modified area (historic quarry) and the ability to recess and mitigate impacts on the identified values of the ONF. The location of the reservoir storage in this elevated location to the south west of the site enables greater resilience for the water supply networks and supports functional and operational requirements associated with water abstraction locations and distribution to the wider Ridgeburn development. The proposal is considered to accord with EIT-INF-P13.

In response to policy EIT-INF-P15 and P16– Protecting nationally significant infrastructure and regionally significant infrastructure, the proposal is located in proximity to the Transpower national grid corridor, effects on the operation of corridor have been considered and are consistent with the objectives and policies which serve to protect this nationally and regionally significant infrastructure. The proposal accords with the policy direction.

With respect to Policy EIT-INF-PZ – Established community-scale irrigation and stock water infrastructure, the proposal maintains and protects the existing water irrigation race, which will be conveyed through the development site maintain its operational function.

No electricity generation is proposed in relation to the proposal; secondary power supply is provided in relation to waste water infrastructure to maintain operational processes.

### Transport

The transport objectives and policies are particularly relevant to the proposal. They are strategic and seek to deliver an effective efficient and safe transport network. Key outcomes sought include:

- Integration with land use activities and across transport modes.
- Promoting a consolidated urban form that integrates land use activities with the transport system.
- Provision of transport infrastructure that enables safe and efficient service delivery in response to demand.
- Maintenance and development of the transport system that enhances the uptake of public transport. Enable the development of sustainable transport networks that enhance the uptake

of new technologies and reduce reliance on fossil fuels throughout Otago. Placing a high priority on active transport and public transport and their integration into the design of development and transport networks.

- Encouraging regional connectivity, including to key visitor destinations, and improved access to public spaces, including the coastal marine area, lakes and rivers.
- Avoiding or mitigating adverse effects of activities on the functioning of the transport system.

Consistent with the NPSUD, the approach is enabling, with a focus on the integration and coordination of transport infrastructure with land use. There is a strong focus on integrating with public and active modes of transport. For this reason, provision for public and active modes of transport is a key feature of the proposal with the provision for a park and ride and public transport services together with an integrated network of cycle and pedestrian facilities that connect with the wider off-road network.

In terms of impacts on the transport network arising from development, importantly, the policy test is to avoid or mitigate. The external transport effects of the proposal have been assessed in detail in section 9.8 above. A development of this scale will generate an increase in traffic demand on the transport network over time such that adverse effects cannot be avoided. Rather a mitigation strategy is needed, and this should be considered in the broader policy context of needing to promote a shift from private to public and active modes of transport over time. While it is relevant to ensure that people can move around efficiently by car, delay on the transport network for cars will play a role in actively encouraging that shift, together with other methods such as public transport availability and pricing.

The proposal incorporates a package of transport measures that respond directly to the ORPS direction to mitigate adverse effects and support mode shift. These include the provision of a park-and-ride facility, allowance for future public transport services through the site, an internal road layout that supports low-speed environments, and an extensive off-road walking and cycling network that connects with the wider Whakatipu Basin trail system. Together, these measures ensure that while increased traffic demand associated with development is appropriately managed, the transport system is also structured to support increased uptake of public and active transport over time, consistent with the strategic intent of the ORPS.

### 10.5.5 Hazards and Risks

The natural hazards and risks section of the RPS includes a range of objectives and policies. The NPSNH has since overtaken this direction and is considered more detailed and relevant to the proposal. As such we refer to that analysis above, and do not consider this RPS chapter further.

### 10.5.6 Historical and Cultural Values

The historic heritage objectives and policies of the RPS seek to protect Otago's unique historic heritage recognising the contribution it makes to the region's character, sense of identity, and social, cultural and economic well-being. It encourages the ongoing use and adaptive re-use of historic heritage in a way that, as far as practicable, maintains and enhances the identified heritage values.

While there are no scheduled historic heritage features on the site, the archaeological assessment and built heritage assessment by Origin Consultants confirm the historical associations of the site. A range of measures are proposed to recognise and provide for these historic heritage values, most

importantly through the preservation and enhancement of the Doonholme Homestead. This is proposed to become a significant feature of the site and be sensitively restored and enhanced for ongoing use. A range of other methods are proposed, including recording, potential interpretation, and accidental discovery protocols in accordance with best practice.

As detailed in the CIA (**Appendix 46**), the site and surrounding area are located between Haehaenui (Arrow River) and the Kawarau River. These rivers function as important *ara tawhito*, providing *nohoanga* and *mahinga kai* locations along their length, and have historically supported and sustained the Ngāi Tahu way of life. The CIA has informed the identification of potential mitigation measures and proposed consent conditions that respond to these cultural values, including the implementation of cultural monitoring and accidental discovery protocols where appropriate. These measures are consistent with recognising cultural values; however, their effectiveness in addressing cultural effects remains subject to ongoing engagement with *mana whenua*, consistent with the intent of the relevant RPS policies.

### 10.5.7 Natural Features and Landscapes

This chapter of the RPS is relevant to those parts of the development that are located within the Outstanding Natural Landscape and the Outstanding Natural Feature.

The Ridgeburn development includes areas of land located within the Kawarau ONF and the Morven Hill ONF as well as the Kawarau ONL. Works proposed within these areas of the site are limited and have been assessed in section 9.0 as appropriately managing adverse effects on these features and landscape values, as follows:

- The majority of built development is located outside the Morven Hill Outstanding Natural Feature.
- The limited development, is assessed as capable of being absorbed without adversely affecting the outstanding physical, perceptual or associative values of the features.
- The proposal includes approximately 68 hectares of native revegetation on Morven Hill and a further 35 hectares within the Kawarau River corridor. This restoration will, in time, enhance the natural character and landscape values of both Outstanding Natural Features.
- The provision of public access to the summit of Morven Hill via an existing farm track will further enhance its associative and recreational values.
- Native revegetation within the river corridor will further reinforce the outstanding landscape values of this feature and contribute positively to landscape character and visual amenity.

The proposal is consistent with the RPS provisions relating to outstanding natural landscapes and features. Development within the Kawarau and Morven Hill ONFs and the Kawarau ONL is limited and appropriately manages potential adverse effects on landscape values. The majority of built development is located outside the Morven Hill ONF, and proposed native revegetation and enhanced public access will contribute to the long-term enhancement of natural character, landscape values, and recreational qualities within these areas.

### 10.5.8 Urban Form and Development

This chapter of the RPS sets out the strategic objectives and policies for managing urban growth in the Otago region. They largely mimic the objectives and policies of the NPSUD, which have already been assessed above.

In terms of unique matters, UFD-O1 seeks to integrate development effectively with surrounding urban areas and rural areas and provide consolidated, well-connected and well-designed urban form. This is in addition to providing a range of choices and supporting climate change adaptation and mitigation.

UFD-P2 states that the Council must ensure that there is at least sufficient development capacity to meet demand. While (5) and (6) require Councils to respond to any identified shortfalls, this does not mean that this is the only time Councils must take action. As discussed above, the NPSUD encourages greater supply and does not require Applicants to demonstrate “need”. This is the baseline. UFD-P2(5A) requires and UFD-P10 are not relevant as they only apply to plan changes, not resource consents.

UFD-P4 is particularly relevant as it applies to development proposals seeking urban expansion, which is proposed here. We provide an assessment of this policy below:

**Table 4: Assessment against UFD - P4**

UFD-P4 – Urban expansion	Analysis
Expansion of existing urban areas may occur where, at a minimum, the expansion:	N/A.
(1) contributes to establishing or maintaining the qualities of a well-functioning urban environment,	The RPS defines a well-functioning urban environment as per Policy 1 of the NPSUD. This has been addressed in the analysis in <b>section 10.1.1</b> above, and the proposal is found to be consistent with it.
(1A) is identified by and undertaken consistent with strategic plans prepared in accordance with UFD-P1, or is required to address a shortfall identified in accordance with UFD-P2,	The site is not identified in a strategic plan prepared in accordance with UFD-P1. However, the proposal is required to address an identified shortfall in the Council’s HBA as set out in the EIA. This proposal would satisfy that identified shortfall.
(1B) achieves consolidated, well designed and sustainable development in and around existing urban areas,	The proposal does not represent an inefficient or sporadic pattern of growth given its proximate location and ability to connect efficiently with the surrounding transport network. This is further discussed in relation to the NPSUD directives above.
(2) is logically and appropriately staged, and will not result in inefficient or sporadic patterns of settlement and residential growth,	Conditions of Consent require the developed to be staged over time. See the discussion in (1B) above.
(3) is integrated efficiently and effectively with development infrastructure and additional infrastructure in a strategic, timely and co-ordinated way,	A full private infrastructure proposed, with upgrades to the transport network proposed on a staged basis to mitigate effects on the network and promote a shift to public modes of transport. Conditions of Consent require this staging to occur appropriately.
(4) addresses issues of concern to iwi and hapū, including those identified in any relevant iwi planning documents,	The CIA has identified matters of importance to iwi and hapū and has informed mitigation measures and proposed consent conditions that respond to these cultural values, while enabling ongoing involvement of mana whenua in environmental management.

(5) manages adverse effects on other values or resources identified by this RPS that require specific management or protection, and	These matters have been comprehensively assessed above and the proposal is found to be consistent with the outcomes sought for the other values or resources identified in the RPS.
(6) avoids, highly productive land except as provided for in the NPS-HPL, and considers adverse effects, particularly reverse sensitivity effects, on existing and anticipated primary production or rural industry activities when determining the location of the new urban/rural boundary.	The proposal involves a discrete area of technically defined HPL within the centre of the site. As discussed in section 10.1.6 of the report above, once assessed at a site specific level, this land is not HPL and protecting it would therefore not make any meaningful contribution to the productive capacity of land in the district. Reverse sensitivity effects are appropriately managed.

### 10.5.9 Summary

For the reasons given above, in our opinion, the proposal is consistent with the relevant objectives and policies of the RPS.

### 10.6 Otago Regional Plan: Water and Air

The Otago Regional Plan for Water and Air predate the policy direction of the RPS by some way. For this reason, the RPS represents more up to date policy direction and should be preferred. We therefore do not assess the objectives and policies of the Otago Regional Plan and rely on the assessment undertaken above.

### 10.7 Otago Regional Plan: Waste for Otago

The Otago Regional Plan: Waste for Otago is relevant to the proposal due to the disturbance of contaminated land associated with several identified HAIL activities on the site (refer Detailed Site Investigation **Appendix 17**), including the clay target shooting area, fuel storage areas, stockyards, sheep spray race and livestock shed. The following provides an assessment of the particularly relevant objectives and policies relating to contaminated land:

Objectives 5.3.1 and 5.3.2 seek to ensure that adverse effects arising from contaminated sites are avoided, remedied or mitigated, while preventing the creation of new contamination risks. The PSI (**Appendix 16**), DSI (**Appendix 17**), and the RAP and CSMP (**Appendix 19**), identify the extent of contamination associated with historic HAIL activities and establish appropriate remediation and management measures. The proposal provides for the remediation and management of existing contamination, with contaminated soils managed in accordance with the RAP and CSMP under SQEP supervision, ensuring potential adverse effects on human health and the environment are appropriately avoided, remedied or mitigated, consistent with the objectives.

The proposal is also considered to be consistent with Policies 5.4.2 and 5.4.3, which require contaminated sites to be identified, investigated, appropriately contained, and rehabilitated where practicable. The investigations undertaken have characterised the nature and extent of contamination across the site and informed proposed remediation and ongoing management. Proposed measures are included as conditions of consent attached at **Volume I** and will ensure contaminants are appropriately managed during construction and that the land is suitable for its intended future use. Measures proposed through the RAP, CSMP and draft consent conditions include SQEP oversight, contaminated soil handling and segregation procedures, dust suppression, erosion and sediment controls, validation sampling, disposal of contaminated material to

appropriately authorised facilities, management of unexpected contamination, and measures to prevent contaminant migration to groundwater and surface water. It is considered that these measures will ensure contaminants are appropriately managed during construction and that the land is suitable for its intended future use.

The proposal is considered to align with Policy 5.4.1, which seeks to recognise and provide for the relationship Kāi Tahu have with Otago's natural and physical resources by ensuring contaminated sites are investigated, managed and remediated in a manner that takes into account cultural values and protects the mauri of land and water resources. Through engagement with Kāi Tahu, the implementation of contaminated land management measures, and the adoption of controls designed to prevent contaminant migration to land and water, the proposal assists in protecting resources of cultural significance and supports the long-term stewardship of the environment for future generations.

Overall, the Project adopts a comprehensive contaminated land management approach that appropriately addresses existing contamination, protects human health and the environment, and achieves a better environmental outcome than would occur if the contamination remained unmanaged. Accordingly, the Project is considered to be consistent with the objectives and policies of the Regional Plan: Waste for Otago.

## 10.8 Queenstown Proposed District Plan

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The Queenstown PDP is the relevant District Plan document. Part 2 – Strategy sets the district-wide policy direction and is the most relevant to consider when evaluating the proposed land use. Following this, we have undertaken an evaluation of the other zone and district-wide objectives that apply.

### 10.8.1 Part 2 Strategy (Chapters 3 & 4) – Strategic and Urban Development

Objectives 3.2.1, 3.2.2, 3.2.3, 3.2.4, 3.2.6 and 3.2.7 are relevant and address economic, social and cultural matters. They are detailed, and specifically seek to:

- Realise the significant socio-economic benefits of well designed and appropriately located visitor industry places, facilities and services;
- Support the function of the existing commercial centres of Queenstown, Wanaka and Frankton and support local service functions elsewhere;
- Support the diversification of the District's economic base and creation of employment opportunities;
- Diversification of land use in rural areas beyond traditional activities provided that landscape and conservation values are maintained;
- Provide for urban growth in a logical manner;
- Provide for a quality built environment taking into account the character of individual communities, including historic heritage;
- Protect the distinctive natural environments and ecosystems of the District;
- Meet the accessibility needs of the District's residents and communities and support a diverse and well-functioning community;

- Protect Ngāi Tahu values, interests and customary resources, including taonga species and habitats, and wāhi tupuna;
- Enable the expression of kaitiakitanga by providing for meaningful collaboration with Ngāi Tahu in resource management decision making and implementation.

In relation to the visitor industry, the strategic policies provide for commercial recreation and tourism related activities in rural areas where the protect landscape values. The proposal is consistent with this policy. While a range of activities are proposed on the site, the implementation of the active transport links along the blue and green network, including enhanced access to and within Moven Hill. Together with the proposed local facilities within the commercial precinct and the restoration of the Doolholme Homestead as a key feature of the development, the proposal will make a meaningful contribution to the visitor industry in the location in terms of choice, and will complement visitor activities occurring in the wider Eastern Corridor and Arrowtown area.

As discussed in section 9.2 of the report above, the scale of the commercial activities proposed will not detract from the amenity and vitality on nearby centres, including Frankton in particular. In fact, the proposal will complement that centre and provide necessary amenities and services to cater for growth occurring in Eastern Corridor already, in addition to the development itself.

With respect to urban growth, Objective 3.2.2.1 sets out the management approach, which is largely consistent with the NPSUD and RPS urban growth policies already addressed above. With respect to the unique outcomes, in our opinion, the proposal does “build on historical urban settlement patterns” given its location adjacent to State Highway 6 and McDonnell Road, which completes the Eastern Corridor and effectively links both access points to Arrowtown. For the same reasons the proposal is not considered to be “sporadic or sprawling urban development”. That would imply a random and disconnected location, which is not the case here. The proposal does contain a high quality network of open spaces and community facilities that will enhance the offer for the existing and future community.

The related urban development policies in 3.3.14-3.3.16 are directive and read like methods rather than a general course of action. More site-specific but equally directive urban growth policies sit in Part 4 - see 4.2.2.13, 4.2.2.20, 4.2.1.3. and 4.2.1.8. They essentially state that no urban development can occur outside of the Urban Growth Boundaries or outside of urban zones where no Urban Growth Boundary applies. As a resource consent application, the proposal does not meet these policies. Nor would any other resource consent outside of the Urban Growth Boundary.

The proposal is considered to be consistent with Policies 3.3.49-3.3.51 of the PDP, which seek to recognise and protect the cultural environment, including wāhi tūpuna and sites of significance to tangata whenua. A CIA has been prepared and has identified matters of importance to iwi and hapū. The CIA has informed mitigation measures and proposed consent conditions that respond to these cultural values, including cultural monitoring and accidental discovery protocols where appropriate. These measures ensure that cultural values are recognised and appropriately managed, consistent with the intent of the policies.

## 10.8.2 Part 2 Strategy (Chapter 6) – Landscape issues

Objective 3.2.5 seeks to retain the District’s distinctive landscapes. Detailed objectives follow for ONFs / ONLs, rural character landscapes and the Wakatipu Basin Rural Amenity Zone. The Landscape Assessment (**Appendix 9**) works through the relevant landscape objectives and policies. This assessment is usefully structured and we refer to their reasoning below.

Regarding the objectives and policies for ONFs and ONLs (3.2.5 and 3.2.5.2) the Landscape assessment states that the proposed development will not adversely affect Morven Hill's or the Kawarau Rivers outstanding landscape values. Rather, it will positively enhance its physical, associative and perceptual values due to the native revegetation and enabling public access to its summit. This is based on the extensive native revegetation proposed on Morven Hill and the sensitive way in which the infrastructure and lots within the ONF has been designed. Regarding the Rural Character Landscape in proximity to the ONF and ONL (3.2.5.6), the landscaping proposed will ensure that visually, the proposal will not compromise the perceptual landscape values of Morven Hill.

Part 2 - Chapter 6 of the PDP also contains a number of relevant objectives and policies, many of which are focused on detailed design matters. We make the following comments on these matters, relying on the commentary in the LA:

- The proposed lighting design, along with the perimeter planting will mitigate the potential horizontal light spill, adequately mitigating night sky views from nearby locations (6.3.2.2);
- The proposal will promote indigenous biodiversity protection and regeneration, albeit this is within the ONF part of the Site, not the Rural Character Landscape (6.3.2.6);
- The LA finds that the proposed subdivision and development will not compromise the landscape values of the ONF and ONL (6.3.2.7);
- The proposed landscaping will be ecologically viable within those appropriate parts of the site where it is warranted, and both the exotic and native plant species will be consistent with the established planting patterns within the area (6.3.2.8);
- Policy 6.3.4.4 requires consideration of potential adverse effects on landscape character and visual amenity values where further subdivision and development would constitute sprawl along roads. While the development expands development down Morven Ferry Road, it is relatively compact and well screened with landscaping such that it can visually integrate into the landscape, noting that the surrounding landscape is already modified;
- The proposal will not degrade important views as a result of activities associated with mitigation of the visual effects of proposed development such as screen planting, mounding and earthworks (6.3.4.5), as it is common for roadside amenity plantings to reduce long ranging views within this landscape character unit;
- The LA concludes that the proposal is not highly visible from public places and other places which are frequented by members of the public generally as it is mostly screened or it is otherwise seen within the full context of the Whakatipu Basin and its enclosing mountains. Adverse effects on the foreground of the ONL and ONF cannot be avoided completely because development is proposed nearby. However, such effects are assessed as very low (6.3.4.8).
- While boundary planting is proposed, it will not degrade receiving environment's open space values (6.3.4.9).

Policy 6.3.2.1 seeks to "avoid urban development and subdivision to urban densities in the rural zones". The proposal is contrary to this objective, however we note that it is essentially a method and reflects the activity rules of the Rural Zone. It provides no direction as to the outcomes sought or the effects to be managed that would be of genuine assistance to a decision-maker.

### 10.8.3 Part 2 Strategy (Chapter 5) – Tangata Whenua

The proposal is considered to be consistent with the intent of Part 5 of the QLDC Proposed District Plan, which recognises the relationship of Kāi Tahu with the cultural landscape and seeks to protect sites and areas of cultural significance. Engagement with mana whenua has been undertaken and a CIA prepared to identify matters of importance to iwi and hapū. The CIA has informed mitigation measures and proposed consent conditions that respond to these cultural values and provide for appropriate management should cultural materials or sites be identified. Through these measures, the proposal recognises mana whenua values and provides for their ongoing involvement in environmental management, consistent with the objectives and policies of Part 5.

### 10.8.4 Rural Zone

Chapter 21 of the PDP sets out the objectives and policies of the Rural Zone. The landscape components of these objectives and policies are addressed in the LA and we refer to that below where relevant.

The proposal is contrary to many of the Rural Zone objectives and policies reflecting that the urban land use proposed does not align with the activities enabled in the zone. This includes 21.2.1 and the associated

policies which are focussed on how rural activities and farm buildings are provided for. The objectives and corresponding policies under 21.2.2 – 21.2.4 address soils, water and reverse sensitivity. For the reasons already given in Sections 9.3, 9.8 and 9.11 above, the effects of the proposal in relation to these matters will be appropriately managed and the proposal will be consistent with these objectives and policies. Policy 21.2.1.3 specifically requires buildings to be setback from boundaries to mitigate potential adverse effects on landscape character, visual amenity, outlook from neighbouring properties. This is proposed along Morven Ferry Road to a depth of between 23m – 70m and 6m, elsewhere. This ensures that the proposal is consistent with this policy.

Objective 21.2.12 seeks to protect the natural character of lakes and rivers and their margins while also providing for appropriate activities, including recreation, commercial recreation and public transport. An extensive recreational network is proposed through the site connecting key features of the site with the wider cycling network – the proposal is therefore consistent with this objective and supporting policies.

Objectives 21.2.5 – 21.2.11 and 13 are not relevant.

### 10.8.5 Wakatipu Basin Rural Amenity Zone

Chapter 24 of the PDP sets out the objectives and policies of the Rural Zone. The landscape components of these objectives and policies are addressed in the Landscape Assessment and we refer to that below where relevant.

Objective 24.2.1 seeks to maintain and enhance the landscape character and visual amenity values on the Wakatipu Basin. The sites are located within Landscape Character Units 17 and 18. Policy 24.2.1.3 seeks to ensure that subdivision or residential development maintains or enhances the landscape character and visual amenity values of each relevant LCU as identified in Schedule 24.8 by ensuring that landscape capacity is not exceeded. If by maintaining, the policy means not changing from the existing environment, then this policy cannot be achieved. A range of mitigation measures are proposed that have been evaluated above and a first-principles assessment of the

visual and landscape effects have been undertaken which finds the proposal is appropriate of visual and landscape grounds. This policy must also be weighed against other objectives and policies of the higher order policy documents and the PDP itself, which seek to promote greater housing variety and choice, improved local services and open space amenity and connectivity.

Objective 24.2.2 and the associated policies address non-residential activities and seeks to ensure that they do not have an adverse impact on landscape character and amenity values, amongst other matters. The proposal will result in an increase in traffic volumes on Morven Ferry Road and a change in the noise environment, although it will comply with the relevant PDP standards. This has the potential to impact the amenity values of existing residents as they currently experience them. However, they may also benefit from enhanced amenity values that the proposal offers, including greater access to local services within close proximity and improved access to a connected open space network. Amenity values are broadly defined in the PDP, and the proposal will give rise to both positive and adverse effects on those values, depending on what existing and future communities value most.

The other objectives and policies are similar to the Rural Zone where they address reverse sensitivity, water quality, ecological values and recreational values and we do not repeat that here.

#### 10.8.6 Earthworks

The objectives and policies relating to earthworks are set out in Chapter 25 of the PDP. They seek to enable the benefit of earthworks while also minimising adverse effects on the environment, including through mitigation or remediation, and protecting people and communities. section 9.3.4 of the report above, provides a detailed explanation and evaluation of the proposed earthworks and the mitigation strategies. This includes appropriate sediment and erosion control, construction traffic management and staging. On this basis of the assessment already provided, the proposal is considered to be consistent with the objectives and policies in 25.2 of the PDP.

#### 10.8.7 Subdivision and Development

The objectives and policies relating to subdivision and development on the site are set out in Chapter 27 of the PDP. They are consistent with and provide a greater level of detail that those contained in Part 2. They seek to ensure that subdivision is appropriately serviced, protect landscape and rural amenity values, and avoid adverse effects on the wider environment and specifically:

- Subdivision is to provide fit-for-purpose infrastructure and practical allotments that can be serviced and developed for the anticipated rural land use, recognising that some rural subdivision types may not require full services (Objective 27.2.1; Policies 27.2.1.1, 27.2.1.3, 27.2.1.5, 27.2.1.7).
- Subdivision design should respond to local context, landform and climate, minimise earthworks, and manage effects on landscape, visual amenity and rural character, including effects from infrastructure such as electricity transmission lines (Objective 27.2.2; Policies 27.2.2.6, 27.2.2.8, 27.2.2.8A).
- Natural features, indigenous vegetation, waterways, heritage and cultural values are to be identified, retained and integrated into subdivision design, with opportunities taken to enhance biodiversity and landscape values (Objective 27.2.4; Policies 27.2.4.1–27.2.4.4).

- Access and infrastructure are to be safely and efficiently provided, with roading, water supply, stormwater and wastewater designed to avoid or mitigate adverse environmental effects and to recognise the rural receiving environment (Objective 27.2.5; Policies 27.2.5.1–27.2.5.16).
- Esplanade reserves or strips are encouraged where subdivision adjoins lakes or rivers and where they would provide conservation, landscape, access or hazard mitigation benefits without imposing unreasonable maintenance or hazard risks (Objective 27.2.6; Policies 27.2.6.1–27.2.6.2).

These matters have already been comprehensively detailed and evaluated above.

### 10.8.8 Natural Hazards

The objectives and policies relating to subdivision and development on the site are set out in Chapter 28 of the PDP. The objectives and policies seek to ensure subdivision and development in areas subject to natural hazards only occurs where risk to people, property and infrastructure is understood and managed to a level tolerable to the community. Specifically, they address the following:

- Natural hazard risk must be assessed having regard to likelihood, consequences, cumulative effects, climate change, and community risk tolerance (Objectives 28.3.1A–B; Policies 28.3.1.1–28.3.1.3).
- Development is to be avoided or restricted where natural hazard risk is significant or intolerable, but may proceed where risks are appropriately mitigated and not transferred to other land or the wider community (Policies 28.3.1.4–28.3.1.7).
- Buildings, access and infrastructure are to be located and designed to avoid or mitigate natural hazard risk as far as practicable, with a precautionary approach applied where risk is uncertain (Policies 28.3.1.8–28.3.1.9).
- Preference is given to natural and adaptive mitigation measures, supported by up-to-date hazard information and ongoing monitoring and community awareness (Policies 28.3.1.11, 28.3.2.1–28.3.2.5).

These matters have already been comprehensively detailed and evaluated above in the assessment of effects and in response to the NPS-NH.

### 10.8.9 Transport

The objectives and policies relating to subdivision and development on the site are set out in Chapter 29 of the PDP. The objectives and policies seek to ensure transport, access and parking associated with subdivision and development support a safe, efficient and integrated transport network, while encouraging reduced reliance on private vehicles. Specifically, they seek the following:

- Transport networks are to be well connected and multi-modal, supporting walking, cycling, public transport and shared transport, and reducing vehicle dominance (Objective 29.2.1).
- Parking, loading and access are to be safely and efficiently managed in a manner consistent with road function and surrounding amenity, with reduced parking enabled where effects are minor or good alternative transport is available (Objective 29.2.2).

- Roads and accesses are to be designed and located to safely accommodate all users, integrate with existing and planned networks, and avoid or mitigate adverse effects on amenity, landscape and heritage values (Objective 29.2.3).
- Subdivision and land use are to be coordinated with transport outcomes, including managing high traffic generating activities and promoting active and public transport (Objective 29.2.4).

These matters have already been comprehensively detailed and evaluated above. With additional assessment provided as follows with reliance on the the Transport Assessments (Appendix 25 and Appendix 26). In relation to Objective 29.2.1, the proposal supports a well-connected and multi-modal transport network. The development incorporates internal pedestrian and cycle connections that link to the wider regional trail network, enabling movement within and beyond the site without full reliance on private vehicles. Provision is also made for a park-and-ride facility and future bus circulation, supporting public and shared transport and reducing vehicle dominance over time.

With respect to Objective 29.2.2, parking, loading and access have been designed to operate safely and efficiently. The internal road network integrates on-lot and on-street parking in a manner appropriate to a low-speed residential environment, without compromising network performance or safety. The availability of alternative transport modes, including walking, cycling and potential public transport, supports a reduced reliance on private vehicle use.

In terms of Objective 29.2.3, the proposed road network and site access arrangements have been designed to safely accommodate all users and integrate with the existing and planned transport network. Key intersections with State Highway 6 will be upgraded, including the provision of a roundabout at Morven Ferry Road and improvements at the Arrowtown–Lake Hayes Road intersection, ensuring safe and efficient connectivity. The internal network design supports low-speed environments, accommodates service and emergency vehicles, and integrates active transport routes, while avoiding adverse effects on surrounding amenity.

In relation to Objective 29.2.4, the development demonstrates a coordinated approach between subdivision, land use and transport outcomes. Development staging is linked to the delivery of transport infrastructure upgrades, ensuring that network capacity is aligned with growth. The master planned layout promotes walking and cycling, provides for future public transport integration, and manages the effects of a high traffic-generating activity through appropriate mitigation measures.

Overall, the proposal is considered to align with the PDP transport objectives by delivering an integrated, safe and multi-modal transport environment that supports both current and future transport demands.

#### 10.8.10 Noise

The objectives and policies relating to subdivision and development on the site are set out in Chapter 36 of the PDP. Objective 36.2.1 seeks to control the adverse effects of noise emissions to a reasonable level to manage the potential for conflict arising from adverse noise effects between land use activities. The policies seek to avoid, remedy or mitigate adverse effects of unreasonable noise from land use and development and reverse sensitivity effects.

These matters have already been comprehensively detailed and evaluated above. The proposal is considered to be consistent with the relevant objectives and policies.

## 10.9 Planning Instrument Considerations Summary

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Overall, the application is considered to be consistent with all relevant National Policy Statements, National Environmental Standards, the RPS, ORP, PDP, relevant iwi authority documents, and relevant regional or local plans.

## 11.0 The FTAA Decision Making Framework

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In considering whether to grant the approvals sought in this application, the Panel must meet the requirements of section 81 of the Fast-track Approvals Act 2024. This includes applying the relevant decision-making provisions in Schedule 5 for the resource consents sought under the Resource Management Act 1991, Schedule 8 for the archaeological authorities sought under the Heritage New Zealand Pouhere Taonga Act 2014, and the relevant statutory provisions for the Wildlife Act authority sought under the Wildlife Act 1953.

### 11.1 Approvals Relating to Resource Consents Ordinarily Sought Under the RMA 1991 – Schedule 5

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Clause 17 of Schedule 5 of the FTAA outlines the matters that the Panel must take into account when considering the resource consent applications sought for the Ridgeburn Project and when determining appropriate conditions of consent.

In accordance with clause 17, the Panel must take into account:

- The purpose of the FTAA;
- The provisions of Parts 2, 3, 6 and 8 to 10 of the RMA that direct decision making on an application for a resource consent (which for the purposes of assessing approvals under the FTAA do not include Section 104D of the RMA); and
- The relevant provisions of any other legislation that directs decision making under the RMA.

The purpose of the FTAA is simply to “facilitate the delivery of infrastructure and development projects with significant regional or national benefits.” When assessing the purpose of the FTAA under clause 17, section 81(4) directs that the extent of the Projects’ national or regional benefits must be considered.

The reference to Part 2 excludes Section 8 of the RMA and the reference to Part 6 of the RMA excludes Section 104D (i.e. the gateway test). Any provision in Parts 2, 3, 6 and 8 to 10 that would require a decision maker to decline an application for resource consent under the RMA may be considered (unless expressly excluded) but the Panel “must not treat the provision as requiring the panel to decline the application”. This is relevant because as discussed below and above, in some cases an inconsistency has been identified with a particular objective or policy, however a first principles assessment has demonstrated that those effects are acceptable.

Consideration of Section 104(1)(c) of the RMA must include consideration of any mana whakahono a rohe or joint management agreements. This application has been prepared on the basis that Treaty settlements (as defined by the FTAA) and iwi planning documents lodged with the Council, would also be matters considered under Section 104(1)(c) of the RMA. In undertaking the overall assessment required by clause 17, the Panel must give the greatest weight to the purpose of the FTAA.

Clause 18 of Schedule 5 outlines that Parts 6, 9 and 10 of the Resource Management Act 1991 relevant to setting conditions on a resource consent apply to the Panel. When setting conditions the Panel is also subject to the express requirement for conditions to be no more onerous than necessary to address the reasons for which the condition is set in accordance with the provision of the FTAA that confers the discretion (Section 83). The Panel can also set conditions to recognise or protect a relevant Treaty settlement (Section 84). Conditions may also be set to ensure that the infrastructure in the project area or other infrastructure the project will rely on is or can be made adequate to support the project to which an application relates (Section 84A).

## 11.2 Approvals Relating to HNZPT 2014

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Clause 2 of Schedule 8 of the FTAA outlines the information requirements for an application seeking an archaeological authority. The information required under Schedule 8 has been provided in Archaeological Assessment in **Appendix 21** prepared by Origin Consultants Limited and referenced within **Volume A: Archaeological Authority**.

Clause 4 of Schedule 8 says that for the purposes of the Panel's decision under Section 81, the Panel must take into account the following:

- The purpose of the FTAA;
- The matters set out in Section 59(1)(a) of the HNZPT Act;
- The matters set out in Section 47(1)(a)(ii) and (5) of the HNZPT Act; and
- A relevant statement of general policy confirmed or adopted under the HNZPT Act.

The Panel must give the greatest weight to the purpose of the FTAA.

Clause 5 of Schedule 8 relates to imposition of conditions for an archaeological authority.

## 11.3 Approvals Relating to the Wildlife Act 1953

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Clause 2 of Schedule 7 of the FTAA outlines the information requirements for an application seeking approval under the Wildlife Act 1953. The information required under Schedule 7 has been provided in the Ecological Impact Assessment and the Draft Lizard Management Plan (Appendix 14) and is addressed in Volume B: Wildlife Permit Report.

Clause 4 of Schedule 7 states that for the purposes of the Panel's decision under section 81, the Panel must take into account:

- The purpose of the FTAA;
- The purpose of the WA and the effects of the project on the protected wildlife that is to be covered by the approval; and
- Information and requirements relating to the protected wildlife that is to be covered by the approval (including, as the case may be, in the New Zealand Threat Classification System or any relevant international conservation agreement).

The Panel must give the greatest weight to the purpose of the Fast-track Approvals Act.

Clause 6 of Schedule 7 relates to imposition of conditions for a wildlife approval

## 11.4 Declining an Approval under Section 85 of the FTAA

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The Panel must decline an approval if one or more of the situations in Section 85(1) of the FTAA occur. The situations relevant to all types of approvals that can be sought under the FTAA are:

- The approval is for an ineligible activity; and
- The Panel considers that granting the approval would breach obligations relating to treaty settlements and recognised customary rights.

A Panel may decline an approval if the Panel forms the view that:

- The activity or activities for which the approval is sought would have one or more adverse impacts; and
- Those adverse impacts are sufficiently significant to be out of proportion to the project's regional or national benefits that the Panel has considered, even after taking into account any conditions that the Panel may set in relation to those adverse impacts, and any conditions or modifications that the applicant may agree to or propose to avoid, remedy, mitigate, offset, or compensate for those adverse impacts.

A Panel may not, however, form the view that an adverse impact meets the threshold for decline solely on the basis that the adverse impact is inconsistent with or contrary to a provision of a specified Act or relevant document that a Panel must take into account of otherwise consider in complying with section 81(2) (e.g.: a national policy statement or district plan).

In subsections (3) and (4), adverse impact means any matter considered by the Panel under section 81(2) that weighs against granting the approval.

## 12.0 Assessment of the Proposal Against the FTAA Decision Making Framework

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### 12.1 Information Considered

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This AEE, and Section 14 in particular, has been prepared considering the information referred to in Section 81(2)(a) of the FTAA to the extent it is currently available. Specifically:

- All the technical reports supporting the application, including those lodged with the substantive application;
- Comments received through the referral process, including those from relevant agencies and iwi authorities;
- Feedback received from engagement.

### 12.2 Situations Where the Panel Must Decline an Approval

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None of the situations where the Panel must decline an approval apply to the application:

- The application does not seek approval for an ineligible activity as defined in Section 5 of the FTAA.

- The detailed assessment of the Treaty settlements that apply to the site provided in **Appendix 45** confirms that granting the approvals sought would be consistent with obligations arising under existing Treaty settlements and would therefore not breach section 7 of the FTAA.
- Clause 17(5) Schedule 5 does not apply to the resource consent approvals sought because they do not include an application for a coastal permit for aquaculture activities.
- Consequently, whether the approval is granted is a discretionary assessment to be made in accordance with the provisions of the FTAA addressed below.

### 12.3 The Purpose of The Fast-track Approvals Act

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Assessment of the proposal against the purpose of the FTAA is undertaken first, as it is relevant to all of the approvals sought in the application and is to be given the most weight by the Panel in its decision on all approvals. When assessing the purpose of the FTAA, the extent of the benefits must be considered.

The purpose of the FTAA is (Section 3 of the FTAA):

*“The purpose of this Act is to facilitate the delivery of infrastructure and development Projects with significant regional or national benefits”*

It is a simple enabling statement that does not engage with environmental effects or matters of planning policy. In requiring decision makers to give this purpose the greatest weight, the FTAA is clearly seeking to broadly enable projects. This should be front of mind in evaluating all aspects of the proposal.

What constitutes a significant regional or national benefit is not defined in the FTAA. However, the matters identified in section 22(2)(a) provide a useful indication of the types of benefits intended to be enabled through the fast-track process and have therefore been used as a reference point for the purposes of this analysis.

In accepting the referral application for the Ridgeburn Project, the Minister or Infrastructure determined that the proposal meets the criteria in section 22 of the FTAA. In particular, the Minister was satisfied that the project would deliver significant regional benefits, including increasing housing supply and delivering significant economic investment. This is made clear in the Notice of Decision in the Referral Application, which was informed by advice in the Stage 2 briefing report<sup>12</sup>. This application remains consistent with the masterplan and analysis supporting the Referral Application, and in our opinion, the Government’s assessment of the significance of the project’s regional benefits can be relied on.

As outlined in this AEE and summarised below, the proposal continues to demonstrate alignment with those matters identified in section 22(2)(a), including increasing housing supply, delivering economic benefits and regionally significant infrastructure, as well as addressing environmental issues through ecological restoration and environmental management measures. Collectively, the scale and extent of these benefits are significant on at least a regional scale.

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<sup>12</sup> [https://www.fasttrack.govt.nz/\\_data/assets/pdf\\_file/0012/13431/FTAA-2506-1078-Ridgeburn-Stage-2-Notice-of-Decisions.pdf](https://www.fasttrack.govt.nz/_data/assets/pdf_file/0012/13431/FTAA-2506-1078-Ridgeburn-Stage-2-Notice-of-Decisions.pdf) / [https://www.fasttrack.govt.nz/\\_data/assets/pdf\\_file/0012/13431/FTAA-2506-1078-Ridgeburn-Stage-2-Notice-of-Decisions.pdf](https://www.fasttrack.govt.nz/_data/assets/pdf_file/0012/13431/FTAA-2506-1078-Ridgeburn-Stage-2-Notice-of-Decisions.pdf)

### 12.3.1 The project will increase the supply of housing, address housing needs, or contribute to a well-functioning urban environment (within the meaning of policy 1 of the National Policy Statement on Urban Development 2020) (s22(2)(a)(iii) FTAA)

The Ridgeburn Project will increase the supply of housing within the Queenstown Lakes District. This has been set out in detail in the AEE above. The EIA identifies that the district housing market is characterised by strong demand, high house prices relative to incomes, and limited availability of housing at lower price points. In this context, increasing the supply and diversity of housing is an important component of supporting a well-functioning urban environment.

The proposal provides for 1,210 dwellings across a range of housing typologies, including 180 affordable housing units. 45 dwellings (25%) will be sold at more affordable price points and/or offered to Kā Rūnaka / mana whenua, while 135 dwellings (75%) will be retained and operated as more affordable rental units for a period of 10 years at approximately 90% of median market rental rates, before being subsequently sold at more affordable price points (adjusted for median house price increases).

In addition to increasing housing supply, the proposal includes provision of the infrastructure required to support development, including internal roading, water supply, wastewater treatment and disposal, stormwater management infrastructure, and upgrades to Morven Ferry Road and the State Highway 6 intersection. In parts of the Queenstown Lakes District, housing delivery can be constrained by the timing and capacity of infrastructure upgrades. By incorporating the infrastructure required to service the development within the project itself, the Ridgeburn Project enables housing supply to be delivered in a coordinated and timely manner.

Having regard to the scale of additional housing capacity, the range of dwelling typologies and price points proposed, and the integrated provision of supporting infrastructure, the Ridgeburn Project will increase housing supply and improve housing choice and accessibility within the district. In doing so, the proposal contributes to addressing housing needs and supporting a well-functioning urban environment within the meaning of Policy 1 of the National Policy Statement on Urban Development 2020, consistent with section 22(2)(a)(iii) of the FTAA.

### 12.3.2 The project will deliver significant economic benefits (s22(2)(a)(iv) FTAA)

Section 22(2)(a)(iv) of the FTAA recognises that projects delivering significant economic benefits may contribute to achieving the purpose of the Act. In referring the Ridgeburn Project to the fast-track approvals process, the Minister for Infrastructure was satisfied that the proposal has the potential to deliver significant economic benefits at both a regional and national scale.

The EIA prepared by Property Economics (**Appendix 12**) identifies that the development will involve approximately \$997 million in direct capital expenditure associated with construction and development of the site. This level of investment represents a substantial injection of economic activity into the Queenstown Lakes District and wider Otago region and will generate extensive construction, professional services and supply chain activity during the development period.

The EIA estimates that the development will support approximately 6,554 job-years of employment over the construction period, with around 1,462 full-time equivalent jobs supported at peak construction. These employment effects extend across a wide range of sectors including construction, engineering, professional services, materials supply, transport and associated industries, reflecting the scale of investment and breadth of economic activity associated with the project.

Beyond the construction phase, the development will support ongoing economic activity through the delivery of new housing, neighbourhood-scale commercial activity and associated community facilities integrated within the development. These elements will support local employment opportunities, provide services to the surrounding catchment and contribute to the economic functioning of the Arrowtown–Frankton growth corridor.

A number of wider (non-monetised) benefits area also identified in the EIA. These include increased housing supply and residential land capacity; increased and diversified choice of housing location and price point; potential for lower housing prices through increased competition; increased supply and improved affordability in the region; increased economic activity through increased construction and contributions to local employment, both during the development period and ongoing; better utilisation of the existing infrastructure, facilities, services and amenities already provided in Queenstown by way of increased population growth; impetus for greater levels of local and regional growth; improved convenience and amenity values at a localised level to minimise additional trip generation; delivering (more affordable) capacity with greater certainty; and supporting the tourism economy with workers accommodation.

The EIA concludes that the scale of capital investment, employment generation and wider regional economic activity generated by the project represents a significant economic benefit. This conclusion has been independently peer reviewed by Insight Economics (**Appendix 13**), which finds that the EIA provides a sufficiently robust and proportionate assessment of the proposal and confirms that it is reasonable to conclude the development will deliver significant regional economic benefits that outweigh the identified economic costs. The peer review also considers potential redistribution or displacement effects and concludes that any such effects would be limited in scale relative to the overall benefits of the project. In particular, the analysis recognises that the Queenstown Lakes District is characterised by sustained population growth, strong inward migration and ongoing housing supply constraints. In this context, additional housing delivered through the project will primarily respond to unmet and growing demand for housing in the district rather than simply shifting development that would otherwise occur elsewhere.

Having regard to the scale of investment, employment generation and ongoing economic activity associated with the project, the Ridgeburn Project will deliver significant economic benefits consistent with section 22(2)(a)(iv) of the FTAA and therefore contributes to achieving the purpose of the Act.

### 12.3.3 The project will deliver new regionally significant infrastructure (s22(2)(a)(ii) FTAA)

The proposal includes the provision of new regionally significant infrastructure. Using the definition contained in the ORPS<sup>13</sup>, the proposal involves the following regionally significant infrastructure:

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<sup>13</sup> means: (1) roads which provide a lifeline connection for a community OR roads classified as being of regional importance in accordance with the One Network Framework, (2) electricity sub-transmission infrastructure, (2A) significant electricity distribution infrastructure, (3) renewable electricity generation facilities that connect with the local distribution network but not including renewable electricity generation facilities designed and operated principally for supplying a single premise or facility, (4) **networks for the purpose of telecommunication and radiocommunication as respectively defined in section 5 of the Telecommunications Act 2001 and in section 2 of the Radiocommunications Act 1989**, (5) **public transport, terminals and stations**, (6) the following airports: Dunedin, Queenstown, Wānaka, Alexandra, Balclutha, Cromwell, Oamaru, Taiari, (7) navigation infrastructure associated with airports and commercial ports which are nationally or regionally significant, (8) defence facilities for defence purposes in accordance with the Defence Act 1990, (8A) established community-scale irrigation and stockwater infrastructure, (9) **community drinking water abstraction, supply treatment and distribution infrastructure that provides no fewer than 25 households with drinking water for not less than 90 days each calendar year, and community water supply abstraction, treatment and distribution infrastructure (excluding delivery systems or infrastructure primarily deployed for the delivery of water for irrigation of land or**

- A park-and-ride facility intended as a future public transport station;
- Community drinking water abstraction, supply treatment and distribution infrastructure;
- Community stormwater infrastructure;
- Wastewater and sewage collection, treatment and disposal infrastructure;
- New networks for the purpose of telecommunication and radiocommunication.

As discussed above, the provision of this infrastructure will support the development itself and will be fully funded by the developer. This will have wider strategic benefits in terms of freeing up Council funding and resources to more effectively concentrate ratepayer investment in infrastructure upgrades to support intensification within the urban area. Within the urban area there are known constraints and uncertainties with respect to the funding and timing of supporting infrastructure upgrades, particularly in relation to three waters. This project provides Council with the opportunity to explore an option to acquire the wastewater treatment plant (WWTP) and increase the capacity of the plant to service other areas outside of the development.

#### 12.3.4 The project will promote competition in the grocery industry (s22(a)(ixa))

The FTAA was amended in December 2025 to specifically include competition in the grocery industry as a relevant matter under s22. Its purpose is to support greater competition in the market as a means of promoting reductions in grocery prices.

The proposal involves the establishment of a 3,650m<sup>2</sup> supermarket. Arrowtown and the eastern areas of Queenstown are not currently well served by the grocery sector, with the nearest full-service supermarket being in Frankton. As discussed above and in the EIA, a supermarket at Ridgeburn would serve residents on the site, but importantly, would provide improved access for existing residents and visitors in and around Arrowtown. Through increased supply, the proposal will promote competition in the grocery industry as consenting a new site provides the opportunity for new operators to enter the local market.

#### 12.3.5 The project will address significant environmental issues (s22(2)(a)(ix) FTAA)

The Ridgeburn Project addresses several environmental issues associated with historic pastoral land use within the eastern Wakatipu Basin, including the loss of indigenous vegetation, fragmented ecological habitat and reduced ecological function of freshwater environments. The proposal includes extensive ecological restoration and indigenous revegetation across the site, including large scale native planting across Morven Hill, the Kawarau River escarpment and associated terrace environments. In total, approximately 103 hectares of indigenous shrubland and tussockland will be established across the site, replacing highly modified pastoral land and restoring vegetation communities characteristic of the ecological district.

The native forest (what will be established in the shrubland areas) is essentially extinct from the ecological district. The ecological assessment advises that this is a highly rare ecosystem in the Otago area east of the Southern Alps. Establishment of any portions of native shrubland/forest that are self-sustaining (i.e. large enough to resist weed invasion, inclement weather, provide seed

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rural agricultural drinking water supplies), (10) community stormwater infrastructure; (11) wastewater and sewage collection, treatment and disposal infrastructure serving no fewer than 25 households, (11A) oil terminals, bulk fuel storage and supply infrastructure, and ancillary pipelines at Port Chalmers and Dunedin Bulk Port, (12) Otago Regional Council's hazard mitigation works including flood protection infrastructure and drainage schemes, (14) ski area infrastructure at Remarkables, Cardrona, Treble Cone and Coronet Peak, and (15) any infrastructure identified as nationally significant infrastructure.

sources etc) represent a significant ecological gain to both the ecological district and region. The area is likely to become a seed source allowing natives to naturally establish in surrounding areas. There is currently no seed source in the area for natural establishment. The proposed pest control is a significant undertaking aimed at both vegetation establishment and protection/enhancement of lizard populations. The project will be similar to Project Tohu<sup>14</sup> although at a smaller scale. In the ecologist's view, the two projects together will be significant. They are separated by approximately 9km, meaning birds are likely to move between the two sites. This is regionally significant and is a benefit that is unique to the site and development.

Riparian restoration, stream enhancement and wetland protection will further improve freshwater ecological function. Intermittent streams within the site will be protected and enhanced through planted riparian margins and improved channel form, which will assist in stabilising banks, increasing shading and improving habitat quality relative to the existing condition. These measures will improve freshwater ecosystem function and reduce sediment inputs to downstream receiving environments.

The ecological assessments also identify that parts of the site support habitat suitable for indigenous lizard species associated with open grassland, shrubland and rocky environments. The proposal provides for the long-term protection and enhancement of these habitats through restoration planting, retention of open tussock areas and the enhancement of rock refugia within suitable habitat areas. These measures will improve habitat structure, shelter availability and foraging resources for lizards relative to the existing pastoral environment.

Collectively, the restoration of indigenous vegetation, enhancement of freshwater habitats and improvement of lizard habitat will strengthen ecological connectivity across the site and the wider landscape, particularly between Morven Hill, the Kawarau River escarpment and surrounding terrace environments. Accordingly, the proposal addresses environmental issues consistent with the matters identified in section 22(2)(a)(ix) of the FTAA by restoring indigenous habitat and improving ecological function within a landscape that has been substantially modified by historic land use

## 12.4 Resource Consent Approvals Sought

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Clause 17(1)(b) requires the same assessment usually undertaken under Section 104 RMA subject to any amendments made by the FTAA including removing Sections 8 and 104D (Gateway test) from the assessment and adjusting provisions that would ordinarily require an application be declined, to being provisions to be taken into account.

The assessment below considers all of Parts 2,3,6, 8, and 10 applicable to a resource consent assessment, although given the above, the critical components are that relating to Part 6 which contains Section 104 and to Part 2 RMA which contains the purpose and principles.

Following this assessment, and in accordance with clause 17(1) of Schedule 5, an overall assessment is then undertaken. This overall assessment must take into account the purpose of the FTAA (considering the extent of the benefits) as outlined above, and the relevant provisions of the RMA as summarised below, with the greatest weight being given to the FTAA's purpose.

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<sup>14</sup> <https://www.qldc.govt.nz/your-council/council-projects/project-tohu/>

### 12.4.1 Part 2 of the RMA

Section 5 of Part 2 identifies the purpose of the Resource Management Act 1991 (RMA) as being the sustainable management of natural and physical resources. This means managing the use, development and protection of natural and physical resources in a way that enables people and communities to provide for their social, cultural and economic well-being and health and safety while sustaining those resources for future generations, protecting the life-supporting capacity of ecosystems, and avoiding, remedying or mitigating adverse effects on the environment.

In our opinion, the Ridgeburn development is consistent with sustainable management as defined by the RMA. The proposal will provide opportunities for people and communities to provide for their own social and economic well-being through the delivery of 1,210 dwellings within the Queenstown Lakes District, including affordable housing options, together with supporting commercial and community facilities. The proposal will also generate substantial economic activity and employment during the construction and development period. It provides people with genuine choices about where and how they live, work and recreate. At the same time, the proposal will sustain the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations and safeguard the life supporting capacity of air, soil and ecosystems.

On that matter, the preceding assessments demonstrate that the design adopted and the methods proposed for managing construction and operational effects will ensure that ecological values within the site are maintained and enhanced over time. In relation to physical resources, extensive new infrastructure and upgrades to existing infrastructure are proposed that will meet the needs of future generations. Extensive indigenous revegetation, riparian restoration and ecological management measures will restore indigenous vegetation and improve habitat quality across parts of the site that are currently highly modified through historic pastoral use. Adverse effects are avoided, remedied or mitigated through site design, mitigation measures and the proposed consent conditions.

The proposal provides for the relevant matters identified in Section 6 of the RMA.

- The natural character of wetlands on site will be maintained and enhanced as a result of extensive wetland restoration and planting.
- The Outstanding Natural Features and Landscapes on the site will be protected from inappropriate subdivision, use and development. Development within the Kawarau and Morven Hill ONFs and the Kawarau ONL is limited and appropriately manages potential adverse effects on landscape values. The majority of built development is located outside the Morven Hill ONF and proposed native revegetation, and enhanced public access will contribute to the long-term enhancement of natural character, landscape values, and recreational qualities within these areas.
- While there are currently no areas of significant indigenous vegetation identified on the site, indigenous vegetation and ecological values within the site will be enhanced through the establishment of approximately 103 hectares of indigenous shrubland and tussockland planting, together with riparian restoration and habitat enhancement measures. These measures will strengthen ecological connectivity across the site and the wider landscape and provide improved habitat for indigenous fauna including lizard species.

- The proposal will enhance opportunities for public access and recreation through the provision of walking and cycling connections that integrate with the wider Queenstown Trails network, improving connectivity between the site and surrounding areas.
- Engagement has been undertaken with Kāi Tahu entities including Te Ao Mārama Inc and Aukaha in relation to cultural values associated with the site and wider landscape. The proposal incorporates measures responding to matters raised through engagement, including ecological restoration, protection of waterways, implementation of accidental discovery protocols and provision for iwi engagement in the preparation of relevant management plans.
- While there is no identified historic heritage items identified on the site under the District Plan, there are a range of heritage values associated with the early occupation of the site that will be sensitively restored and enhanced as part of the development. Accidental discovery protocols will apply as a matter of course, and a range of methods are proposed to manage potential effects on archaeological values.
- Technical assessments confirm that the site can be developed safely having regard to natural hazard risks and geotechnical conditions. Earthworks and development will be undertaken in accordance with engineering design recommendations and environmental management measures to manage erosion, sediment and stability risks.

The proposal is also consistent with the relevant matters identified in Section 7 of the RMA.

- Particular regard has been given to kaitiakitanga through engagement with Kāi Tahu representatives and through the incorporation of ecological restoration, water quality protection measures and opportunities for iwi input into environmental management plans.
- The proposal represents an efficient use and development of land by enabling residential and mixed-use development within an area identified for growth within the eastern Wakatipu Basin, supported by transport infrastructure upgrades and internal servicing infrastructure.
- The proposal will maintain and enhance the quality of the environment through the restoration of indigenous vegetation, improvement of freshwater ecological function and remediation of existing site conditions. Amenity values for future residents and surrounding areas will be supported through a master-planned layout incorporating open space areas, landscape planting, pedestrian and cycling connections and integrated neighbourhood design. Existing amenity values will change from a range of perspectives, including landscape values and rural amenity. In terms of landscape values, the proposal will result in visual changes, however, the extensive mitigation strategy, combined with the site's topographical features and relationship to the wider landscape will ensure that it is visually integrated.

Overall, having regard to the matters set out in Part 2 of the RMA, it is considered that the Ridgeburn development promotes the sustainable management of natural and physical resources and is consistent with the purpose and principles of the Act.

#### 12.4.2 Part 3 of the RMA

Part 3 of the RMA relates to the duties and restrictions under the RMA. It is considered that the proposal meets Part 3 of the RMA because:

- The application appropriately seeks approval for all activities that would otherwise contravene sections 9, 11, 13, 14 and 15 of the RMA, including land use and earthworks, subdivision, works

within waterbodies (including culverts), groundwater abstraction via bore extraction, and discharges associated with stormwater, wastewater and construction activities.

- Construction noise and vibration effects have been assessed and can be managed to achieve compliance with applicable standards. Any temporary exceedances will be appropriately controlled through a Construction Noise and Vibration Management Plan secured by conditions of consent.
- Operational noise, including from the wastewater treatment plant, has been assessed and can be managed to comply with relevant limits through design controls and mitigation measures secured by conditions.
- The proposal incorporates integrated infrastructure for water supply, wastewater, stormwater and transport. These systems have been designed to manage effects within acceptable limits and will be implemented and operated in accordance with the proposed conditions and management plans.
- The design of the development, including earthworks and works within watercourses, has been informed by environmental constraints and seeks to minimise adverse effects. Any residual effects are to be appropriately managed through conditions of consent.

On this basis, the proposal is considered to meet the requirements of sections 16 and 17 of the RMA, including the duty to avoid unreasonable noise and the obligation to avoid, remedy or mitigate adverse effects on the environment.

### 12.4.3 Part 6 of the RMA

Part 6 of the RMA relates to resource consents and sets out the matters relevant to the determination of applications.

- Section 104 requires consideration of the actual and potential effects on the environment, the relevant provisions of national, regional and district planning instruments, and any other relevant matters. These matters have been addressed throughout this AEE and the supporting technical reports, which assess the proposal and identify measures to avoid, remedy or mitigate adverse effects.
- The relevant provisions of national direction, the Otago Regional Policy Statement, and the Queenstown Lakes District Plan have been assessed in this AEE. While certain provisions may point in different directions in isolation, when the relevant instruments are read as a whole, the proposal is considered to be generally consistent with their overall policy direction, having regard to the scale of housing delivery, the provision of infrastructure, and the management of adverse effects.
- Section 105 requires consideration of the nature of discharges, the sensitivity of the receiving environment, and alternative methods. The proposal includes discharges associated with stormwater, wastewater and construction activities. The wastewater disposal assessment concludes that, with advanced treatment and land-based disposal, environmental effects can be appropriately managed and are expected to be no more than minor, subject to mitigation and monitoring. Stormwater management and flood modelling similarly demonstrate that runoff and flooding effects can be managed through the proposed system design.
- Section 106 provides that subdivision consent may be refused where there is significant risk from natural hazards or insufficient provision for access. The proposal has been informed by

geotechnical and flooding assessments, which conclude that the site is suitable for development subject to recommended design measures, and that flood effects can be appropriately managed through the proposed layout and infrastructure. Legal and physical access to all allotments is provided for within the subdivision design.

- Section 107 sets out restrictions on granting discharge permits. The relevant technical assessments indicate that the proposed discharges, when undertaken in accordance with the proposed design, mitigation measures and monitoring, are not expected to give rise to effects that would preclude the granting of consent under this section.

Having regard to the above matters, and the detailed technical assessments supporting the application, the proposal is considered to be consistent with the relevant considerations under Part 6 of the RMA.

#### 12.4.4 Part 8 of the RMA

Part 8 of the RMA relates to designations and heritage orders. No heritage orders or designations apply to the site or are proposed.

#### 12.4.5 Part 9 of the RMA

Part 9 of the RMA relates to water conservation orders, freshwater farm plans and use of nitrogenous fertiliser. These matters are not relevant to any of the RMA consents sought.

#### 12.4.6 Part 10 of the RMA

Part 10 of the RMA relates to subdivision and reclamations. The relevant provisions of Part 10 are applicable to the subdivision consent sought as part of this application.

- Conditions are proposed in relation to the subdivision consent, consistent with section 220 of the RMA, including matters relating to servicing, access, and the provision of infrastructure.
- The subdivision layout, including roads, reserves, easements and any land to vest, is shown on the scheme and engineering plans and is consistent with standard subdivision practice.
- All proposed allotments and boundaries are identified on the scheme plans.
- Esplanade reserves or strips are not required, as the relevant waterbodies on site do not meet the statutory criteria that would trigger such requirements.

On this basis, the subdivision component of the proposal is considered to be consistent with the relevant provisions of Part 10 of the RMA.

#### 12.4.7 Other Relevant Legislation

There is no other primary legislation relevant to the RMA approvals being sought in this application. This requirement in clause 17(1)(c) also captures secondary legislation. All the secondary legislation relevant to the application has already been addressed comprehensively in this AEE and supporting Planning Volumes (Volumes A & B, including the Archaeology Authority and Wildlife Permit applications).

#### 12.4.8 Conclusion

Based on the analysis above, it is considered that the application is consistent with the parts of the RMA relevant to decision making under the FTAA.

## 12.5 Decision Whether to Grant the Approvals Sought in the Application

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### 12.5.1 Section 81

Section 81 of the FTAA sets out the decision making requirements for the Panel. The substance of the matters contained in s81 have been discussed above.

Section 81(2)(aaa) of the FTAA requires that when making a decision, the Panel must consider the Minister's reasons for accepting the referral application that are stated in the notice given by the responsible agency under s28(1). We have discussed this matter above, noting that the Minister found that the project would have significant regional or national benefits owing in part to the volume of housing proposed and associated economic activity.

Section 81(2)(aab) of the FTAA requires the Panel to consider a relevant Government Policy Statement. We have discussed this above, noting the proposal will promote competition in the grocery industry. While the proposal is not for a specified grocery chain, it has the potential to meet the objectives and characteristics outlined in the GPS on Grocery Competition.

Section 81(2)(b) requires the Panel to apply the relevant clauses of Schedule 5, including cl 17 of Sch 5. We have discussed this above, concluding that the project will promote the purpose of the FTAA and will generate significant regional benefits, as well as promoting the purpose of the RMA. To that extent, we have not needed to apply any greater weighting to the FTAA's purpose.

Section 81(4) requires that when taking the purpose of the FTAA into account under a clause referred to in s81(3) (i.e. the relevant clauses of Schedule 5), the Panel must consider the extent of the project's regional or national benefits. It is necessary to determine this before undertaking the s85 assessment. As we have already stated above, in our opinion, the benefits of the project are regionally significant. This takes into account the following:

- The significant level of economic activity created by the project in dollar terms;
- The significant volume of housing that would be delivered, which would equate to an entire year of the District's annual average residential consents and meet an identified capacity shortfall. This would be delivered with certainty over the short to medium term and would provide a steady stream of housing supply to the market;
- The volume of affordable rental housing that would be provided to the market in the short term as part of Stage 1 and Stage 1A of the development;
- The significant level of investment in infrastructure that is proposed to service the development, which reduces pressure on Council and ratepayers to fund and bring forward the infrastructure projects needed to support development in multiple locations elsewhere in the same time period;
- The broad range of supporting commercial and community, open space and recreational features proposed that would provide enhanced access and amenities for existing residents that in relation to commercial activities, would also address an identified capacity shortfall;
- The significant ecological restoration planting proposed that would support marked improvements to indigenous biodiversity in the area, which is unique to this site and development and would be provided at no cost to the ratepayers.

These benefits can only be partially quantified and those that can be, are included in the EIA. That does not diminish the importance of the qualitative benefits. A qualitative evaluation as to benefits

is required overall, and in our view, it is important to apply a simple and evidence-based approach that minimises speculation about alternative future proposals or scenarios that are not otherwise occurring or consented.

Section 81(2)(f) makes clear an approval may only be declined in accordance with section 85 (discussed below).

### 12.5.2 Section 85

Section 85 of the FTAA sets out the circumstances in which an application must or may be declined. As outlined above, the circumstances in s85(1) or (2) are not relevant to this application.

Section 85(3) – (5) sets out the circumstances in which a Panel may decline an application. These sections require the following:

- Determine the adverse impacts of the proposal and as part of that, determine if those impacts are relevant and weigh against granting the approval;
- Determine the extent of the project’s regional or national benefits (as per s81(4));
- Determine whether the quantum of adverse impacts is sufficiently significant to be out of proportion with the project benefits, accounting for any measures to avoid, remedy, mitigate, offset or compensate for those adverse impacts.

Importantly s85(4) qualifies that in forming a view about adverse impacts a Panel must not base its opinion solely on the basis that the adverse impact is inconsistent with or contrary to a provision of a specified Act or any other document that a panel must take into account or otherwise consider. In this case for example, the fact that the site is not identified for urban growth in the Spatial Plan or District Plan is on its own, not a relevant matter.

As discussed in detail above, the proposal will give rise to a range of adverse impacts, however, these can be appropriately managed with appropriate design and mitigation measures addressed through the conditions of the resource consent such that they will be minor. Those adverse impacts include for example, additional delay on the transport network, changes to the amenity values of adjoining land, and changes to the visual appreciation of the Whakatipu Basin from some locations. These effects are acknowledged and have been a focus of the mitigation proposed. Conversely, the proposal gives rise to a range of short term and enduring benefits that address a range of relevant resource management issues. These benefits are considered to be regionally significant and have been discussed in detail throughout this report.

The mitigation table included at **Appendix J** summarises these adverse impacts and sets out our opinion on their scale and significance once the proposed mitigation measures are taken into account. In our opinion, these adverse impacts are no more than minor and can be described as typical in the context of the scale of urban development proposed. In terms of inconsistency with a provision of a specified Act or any other document that a panel must take into account, there is potential for inconsistency in the following areas:

- (a) Urban growth and rural zone objectives and policies of the District Plan which seek to avoid urban development outside of UGBs;
- (b) Visual / landscape objectives and policies in the rural zone;
- (c) NPS-HPL objectives and policies.

With respect to (a) and (b), it is unsurprising that there is inconsistency with the urban growth related objectives and policies, and by association the visual / landscape objectives and policies, because the District Plan does not anticipate urban development within the Rural zone and WBRAZ. Our assessment therefore focuses on the actual and potential effects of enabling urban development in this location and concludes that those effects are appropriate and acceptable. The visual / landscape related objectives and policies have been carefully considered in the RMM assessment and in our planning assessment above. While there are some identified inconsistencies, the proposal is not contrary to the overall intent.

Regarding the NPS-HPL objectives and policies, we find that the proposal is consistent with the objectives and policies by virtue of the small geographically isolated pocket of land affected and its actual productive potential as assessed by an expert (rather than the 1:50,000 scale NZLRI mapping undertaken in the 1970's, which cannot be described as reliable or accurate at a site specific scale). However, we acknowledge that others could reach a different conclusion. Even if it was found that the proposal is technically contrary to aspects of the NPS-HPL, in our opinion, and in line with the requirements of s85(4), this cannot be used as a basis for decline and the assessment should be on the effects of any loss of productive land rather than any technical non-compliance. This requires a careful consideration of the more detailed site specific and expert-led assessment of the actual productive potential of the land.

Overall, in our opinion, the adverse impacts are minor when taking into account the design and mitigation measures and are substantially below the threshold in s85(3) FTAA, when the project's benefits are accounted for.

## 13.0 Conclusions

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This report addresses a substantive application under the Fast-track Approvals Act 2024 (FTAA) for the Ridgeburn development located within the eastern Whakatipu Basin.

The proposal seeks approvals to establish a residentially led mixed-use community supported by associated infrastructure, ecological restoration, open space areas, and transport connections. The development includes residential neighbourhoods, community and commercial areas, internal roads, open space networks, servicing infrastructure, ecological restoration areas and transport improvements.

The key conclusions from the assessment of effects are as follows:

- **Landscape and Visual Effects:** Landscape and visual effects are assessed as generally localised due to the containment provided by surrounding landform and vegetation. Moderate to moderate-high visual effects are identified from certain elevated viewpoints, particularly sections of Crown Range Road, while a higher degree of change to rural character will occur within the immediate site and surrounding Morven Ferry Triangle. These effects occur within an already modified and evolving landscape context. The proposal also includes substantial indigenous revegetation across Morven Hill and within the Kawarau River corridor, which will enhance landscape and natural character values over time.
- **Traffic Effects:** Traffic generated by the development can be accommodated within the surrounding transport network subject to the proposed mitigation measures, including intersection upgrades, development staging and associated transport infrastructure

improvements. The primary traffic effects occur where development traffic enters the State Highway 6 corridor and are addressed through measures including the SH6 / Morven Ferry Road roundabout. The internal road network has been designed to safely and efficiently accommodate anticipated traffic movements while supporting active transport connections and provision for future public transport integration.

- **Noise and Vibration:** Operational noise associated with residential and commercial activities will comply with the applicable district plan noise standards. Construction noise and vibration will be managed through standard industry practices and construction management plans to ensure effects remain within acceptable limits.
- **Stormwater Management:** Stormwater will be managed through engineered infrastructure and land-based management systems designed to control flows, protect receiving environments and ensure that stormwater effects are appropriately mitigated.
- **Ecological Effects:** Ecological assessments identify that much of the site has reduced ecological values due to historic pastoral land use, although areas such as Morven Hill and associated rock outcrops provide habitat for indigenous species, including lizards. The proposal includes extensive ecological restoration and revegetation across the site, together with the long-term protection and enhancement of lizard habitat. These measures will enhance indigenous biodiversity, improve habitat quality and strengthen ecological connectivity across the landscape over time.
- **Cultural Values:** The site lies within the takiwā of Ngāi Tahu and engagement has occurred with Te Ao Mārama Inc, on behalf of Kāi Tahu Papatipu Rūnaka, during development of the proposal. A CIA has been prepared and has informed the identification of potential mitigation measures and proposed consent conditions. These measures include environmental management practices, ecological restoration, protection of water quality, and the implementation of accidental discovery protocols. Provision is also made for investigation of potential rock art within the wider area where appropriate. Collectively, these measures are consistent with recognising and responding to the cultural values identified through engagement; however, they remain subject to ongoing engagement with mana whenua. Opportunities for ongoing involvement of mana whenua through the implementation of management plans and consent conditions have been identified.
- **Earthworks and Natural Hazards:** Earthworks associated with the development will occur over a defined construction period and will be managed through staged works, erosion and sediment control measures, and environmental management plans. Geotechnical assessments confirm that the site is suitable for development and that earthworks and associated slopes can be safely managed through appropriate engineering design and construction methods. The site is not subject to significant natural hazard risk.
- **Servicing and Infrastructure:** The development will be serviced by proposed water, wastewater and stormwater infrastructure designed to support the Ridgeburn development. These systems have been assessed through supporting technical reports and are capable of accommodating the proposed development while meeting relevant engineering and environmental performance standards.

The Ridgeburn development will also deliver a number of positive outcomes including:

- The provision of integrated, self-sufficient infrastructure, including on-site groundwater supply and a wastewater treatment and land disposal system, enabling development to proceed independently of constrained public networks.
- The establishment of approximately 103 hectares of indigenous vegetation across Morven Hill, the Kawarau River escarpment and associated terrace environments, resulting in a substantial net gain in indigenous habitat relative to the existing pastoral land use.
- Long-term ecological management, including pest plant and animal control and ongoing restoration, supporting improved ecological function and habitat connectivity across the site and wider landscape.
- The delivery of 1,210 dwellings, including 180 dwellings within a dedicated Affordable Housing Area (comprising 45 dwellings to be sold at more affordable price points and/or offered to Kā Rūnaka / mana whenua, and 135 dwellings secured as more affordable rental housing for a 10-year period at approximately 90% of median market rental rates before being subsequently sold at more affordable price points), significantly increasing housing supply and improving housing accessibility within the district.
- Transport network improvements, including upgrades to the Arrowtown–Lake Hayes Road and State Highway 6 intersection, improving safety and network performance.
- Provision of neighbourhood-scale commercial activity to meet day-to-day needs of residents, supporting local employment and reducing the need for travel to existing centres, without undermining their role or function.
- Retention, restoration and adaptive reuse of heritage buildings within the site, maintaining their historic values and integrating them into the development.
- Significant regional economic benefits, including substantial capital investment and employment generation during construction and ongoing economic activity associated with the completed development.

None of the situations requiring a Panel to decline an application under section 85 of the FTAA apply. The proposal meets the statutory considerations under sections 81 and 85 of the Act, and the technical evidence demonstrates that potential adverse effects can be avoided, remedied or mitigated through the proposed design, management measures and enforceable consent conditions.

Accordingly, the proposal represents an appropriate development within the Whakatipu Basin and the positive outcomes associated with the project support the granting of the approvals sought.